Lions Wayside and Delucchi Parks Master Plan
Final Initial Study/Mitigated Negative Declaration

Prepared for:

City of Pleasanton

AECOM

January 2016

Lions Wayside and Delucchi Parks Master Plan
Final Initial Study/Mitigated Negative Declaration

Prepared for:

City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566-0802

Contact:

Adam Weinstein
Planning Manager/Deputy Director of Community Development
(925) 931-5606

Prepared by:

AECOM
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Contact:

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Project Manager
916/414-5800

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60325326
01.27.15

January 2016

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ACRONYMS AND OTHER ABBREVIATIONS

BAAQMD	Bay Area Air Quality Management District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Pleasanton
CRHR	California Register of Historical Resources
CRLF	California red-legged frog
dB	decibel(s)
dBA	A-weighted decibel(s)
diesel PM	diesel particulate matter
EACCS	*East Alameda County Conservation Strategy*
IS	initial study
IS/MND	initial study/mitigated negative declaration
lb/day	pounds per day
L_{eq}	energy-equivalent noise level
Master Plan	*Master Plan for Lions Wayside and Delucchi Parks*
MBTA	Migratory Bird Treaty Act
MND	mitigated negative declaration
NRHP	National Register of Historic Places
PM	particulate matter
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PM_{10}	particulate matter with an aerodynamic diameter of 10 micrometers or less
RWQCB	regional water quality control board
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District

EXECUTIVE SUMMARY

The City of Pleasanton's Lions Wayside and Delucchi Parks Master Plan Project (project) seeks to upgrade and improve existing park and recreational facilities. The project is located at Lions Wayside and Delucchi Parks in the City of Pleasanton, Alameda County, California. The project is envisioned to enhance public access and park use, safety, and aesthetics. The City Council approved the *Master Plan for Lions Wayside and Delucchi Parks* (Master Plan) on October 7, 2014. The Master Plan describes the project's objectives and features, including a new, expanded bandstand, plazas, and walkways that would improve the functionality, safety, and appearance of both parks and create a gateway to Pleasanton's historic downtown. The project also makes changes to Kottinger Creek within Lions Wayside Park. This portion of the creek is a drainage ditch which is dry most of the year, and which would be replaced with an underground culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, backfill with soil to the same elevation as the surrounding parkland, and then plant grass. Filling the ditch would create a larger and more accessible lawn area for the bandstand and eliminate the ditch's steep banks, which are a safety hazard.

This Final Initial Study/Mitigated Negative Declaration (IS/MND) provides an overview of the environmental review process, including public review of the Draft IS/MND, which was available for public and agency comment from October 6 through November 5, 2015. During this period, two comment documents were received.

The City of Pleasanton conducted a detailed review of the comments and has prepared the responses presented in Section 2 of this document. Based on the review and responses, the City has determined that minor changes are required in the IS/MND as described herein. However, the comments did not identify any new environmental effects or result in project changes needed to reduce effects to less than significant, and therefore, the IS/MND does not require recirculation per the California Environmental Quality Act Guidelines Section 15073.5.

After reviewing the comments and determining that no additional mitigation measures were warranted, the City of Pleasanton prepared a Mitigation Monitoring and Reporting Plan (MMRP) that includes the air quality, biological resources, cultural resources, noise, and transportation/traffic mitigation measures identified in the Final IS/MND. The MMRP is presented in Section 3 of this Final IS/MND.

The City has determined that although the proposed project could have a significant effect on the environment, the potentially significant impacts identified would be addressed by the City's mitigation measures which would reduce the effects to less than significant. Therefore, the City published the MND on October 6, 2015, and the City will consider adopting the MND at a City Council meeting in February 2016.

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1 INTRODUCTION

1.1 PROJECT SUMMARY

The City of Pleasanton's Lions Wayside and Delucchi Parks Master Plan Project (project) seeks to upgrade and improve existing park and recreational facilities. The project is located at Lions Wayside and Delucchi Parks in the City of Pleasanton, Alameda County, California. The project is envisioned to enhance public access and park use, safety, and aesthetics. The City Council approved the Master Plan for Lions Wayside and Delucchi Parks (Master Plan) on October 7, 2014. The Master Plan describes the project's objectives and features, including a new, expanded bandstand, plazas, and walkways that would improve the functionality, safety, and appearance of both parks and create a gateway to Pleasanton's historic downtown. The project also makes changes to Kottinger Creek within Lions Wayside Park. This portion of the creek is a drainage ditch which is dry most of the year, and which would be replaced with an underground culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, backfill with soil to the same elevation as the surrounding parkland, and then plant grass. Filling the ditch would create a larger and more accessible lawn area for the bandstand and eliminate the ditch's steep banks, which are a safety hazard.

1.2 ENVIRONMENTAL PROCESS SUMMARY

1.2.1 REVIEW OF THE DRAFT IS/MND

Copies of the Draft IS/MND were distributed to the Governor's Office of Planning and Research, State Clearinghouse, and relevant resource agencies. A notice of intent was distributed to property owners and occupants of record, identified by the City of Pleasanton Assessor's office as being within 500 feet of the project boundaries. The 30-day public review period began on October 6, 2015, and ended on November 5, 2015. A total of four written comments were received. These four comments and the City's responses are presented in Section 2.0 of this document. The comments did not change the conclusions presented in the Draft IS/MND.

1.2.2 PREPARATION OF THE FINAL IS/MND

The comment letters were reviewed and responses were prepared (see Section 2.0). Based on the comments received, the City made several edits to the Draft IS/MND (provided on CD in the envelope at the back of this printed document). These changes do not identify any new environmental effects or require substantial project changes needed to reduce effects to less than significant, and therefore do not require recirculation per the California Environmental Quality Act (CEQA) Guidelines Section 15073.5.

1.2.3 STATE CEQA GUIDELINES

State CEQA Guidelines Section 15073.5 provides for recirculation of a negative declaration before adoption. Section 15073.5(a) states:

A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to §15072, but prior to adoption.

According to Section 15073.5(b), a substantial revision is defined as:

(1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

(2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

The City of Pleasanton has determined that none of the aforementioned conditions requiring recirculation have been identified and added, and therefore, recirculation of the Draft IS/MND is not required. Therefore, the City as the lead agency may approve the Final IS/MND.

Circumstances under which recirculation is not required include:

(1) Mitigation measures are replaced with equal or more effective measures pursuant to §15074.1.

(2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.

(3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.

(4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration." (Section 15073.5[c])

1.2.4 ANALYSIS

The Final IS/MND does not incorporate any major changes to the proposed project description or impact evaluation. The City made several edits as summarized below that do not warrant the recirculation of the Draft IS/MND because they do not result in any new impact not previously described and analyzed. These changes do not meet the criteria for recirculation under State CEQA Guidelines Section 15073.5.

The City of Pleasanton has made the determination that the changes to the checklist in the Final IS/MND do not constitute a substantial revision as defined by State CEQA Guidelines Section 15073.5(b). None of the provisions of Section 15073.5 apply to the proposed changes; therefore, recirculation of the Draft IS/MND is not required.

1.3 CEQA DETERMINATION

The City of Pleasanton has determined that although the proposed project could have a significant effect on the environment, the proposed mitigation measures would reduce those impacts less-than-significant levels. Therefore, the City published the Mitigated Negative Declaration on October 6, 2015, and the City Council will consider adopting the MND at the February 2016 City Council meeting.

2 COMMENTS AND RESPONSES

This section presents the comment letters received on the IS/MND and the City of Pleasanton's responses. Table 2-1 presents a summary list of the letters and the subsequent pages provide numbered copies of the letters (e.g., Letter 2) with each comment on the IS/MND designated with a number (e.g., 2-1). After each letter, the City has provided a brief summary of each comment and a response to each comment labeled with a corresponding number (e.g., Response 2-1).

Table 2-1. List of Commenters

Commenter	Letter Number	Comment Numbers
Scott Morgan, Governor's Office of Planning and Research, State Clearinghouse	1	1-1 through 1-1
Scott Wilson, California Department of Fish and Wildlife	2	2-1 through 2-11
Brian Wines, San Francisco Bay Regional Water Quality Control Board	3	3-1 through 3-1
Debra Donald	4	4-1 through 4-2

Letter 1

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

November 10, 2015

RECEIVED
NOV 16 2015
CITY OF PLEASANTON
PLANNING DIVISION

Adam Weinstein
City of Pleasanton
200 Old Bernal Avenue
PO Box 520
Pleasanton, CA 94566

Subject: Lions Wayside and Delucchi Parks Master Plan Project
SCH#: 2015102021

Dear Adam Weinstein:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 9, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2015102021
Project Title Lions Wayside and Delucchi Parks Master Plan Project
Lead Agency Pleasanton, City of

Type MND Mitigated Negative Declaration

Description A new bandstand, new plazas, and other improvements would be constructed to upgrade the recreational value of Lions Wayside and Delucchi Parks and to improve their function, safety, and aesthetic value. The existing bandstand would be removed and a new bandstand would be constructed adjacent to Railroad Avenue. New plazas on each side of Neal Street would provide access to lawn areas. The existing lawn area at the southeast corner of Delucchi Park would be converted to a new Market Pavilion. A new pedestrian bridge would be constructed over Kottinger Creek in Delucchi Park. New walkways, lighting, and expanded lawns with irrigation would be installed and new landscaping consisting of drought-tolerant native plants would be planted.

Lead Agency Contact

Name Adam Weinstein
Agency City of Pleasanton
Phone 925 931 5606 **Fax**
email
Address 200 Old Bernal Avenue
PO Box 520
City Pleasanton **State** CA **Zip** 94566

Project Location

County Alameda
City Pleasanton
Region
Lat / Long 37° 39' 36" N / 121° 52' 26" W
Cross Streets First Street, Neal Street, West Angela Street, Railroad Avenue
Parcel No. 94-105-2-1, 94-103-11-1
Township 3S **Range** 1E **Section** **Base**

Proximity to:

Highways I-680
Airports
Railways SPRR
Waterways Kottinger Creek, Arroyo Valle, Arroyo de la Laguna
Schools Village High/Horizon
Land Use GPD: Parks and Recreation
Z: Park

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

Date Received 10/09/2015 **Start of Review** 10/09/2015 **End of Review** 11/09/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

California Water Boards

Edmund G. Brown Jr., Governor

Matthew Rodriquez, Secretary for Environmental Protection

San Francisco Bay Regional Water Quality Control Board

clear 11/17/15 E

Sent via electronic mail: No hard copy to follow

November 9, 2015
CIWQS Place ID No. 818840

RECEIVED
NOV 0 9 2015
STATE CLEARING HOUSE

City of Pleasanton
200 Old Bernal Avenue, P.O. Box 520
Pleasanton CA 94566

Attn: Adam Weinstein (aweinstein@cityofpleansantonca.gov)

Subject: Lions Wayside and Delucchi Parks Master Plan Initial Study / Mitigated Negative Declaration, City of Pleasanton, Alameda County
SCH No. 2015102021

Dear Mr. Weinstein:

San Francisco Bay Regional Water Quality Control Board (Water Board) staff has reviewed the *Lions Wayside and Delucchi Parks Master Plan Initial Study / Mitigated Negative Declaration, City of Pleasanton, Alameda County* (ISMND). The ISMND assesses potential impacts associated with implementing the Lions Wayside and Delucchi Parks Master Plan Project (Project). The Project includes a proposal to culvert 533 linear feet (LF) of Kottinger Creek to create more level uplands in Lions Wayside Park. Water Board staff has the following comments on the ISMND.

Comment 1. Chapter 3.4, Biological Resources, Section 3.4.3, Discussion, Subsection b). Impacts to riparian habitat are mischaracterized.
This section of the ISMND makes the erroneous statement that, "there is no riparian habitat or other sensitive natural community present along the creek within project site". The Water Board considers any habitat that occurs along a creek corridor to be riparian habitat. All trees, shrubs, and grasses that occur adjacent to a creek channel are considered to be riparian habitat by the Water Board. The Water Board considers the proposal to culvert 533 LF of Kottinger Creek to constitute the loss of 533 of riparian habitat; this is an unusually large amount of fill for a project that seeks to establish more level park land. The magnitude of this proposed impact to a jurisdictional water is too large to be authorized by the U.S. Army Corps of Engineers (Corps) under a Clean Water Act (CWA) Section 404 Nationwide Permit (NWP). This project would require a CWA Section 404 Individual Permit from the Corps, and CWA Section 401 water quality certification (Certification) from the Water Board. For projects that require Section 404 Individual Permits, the Corps and the Water Board both require that the applicant submit a CWA Section 404(b)(1) Alternatives Analysis that demonstrates that there is no feasible way to avoid the proposed fill of jurisdictional waters. Since the proposed project is not a water-dependent

project, it is extremely unlikely the Corps or the Water Board would issue permits that would authorize the proposed fill of 533 LF of Kottinger Creek.

Comment 2. Chapter 3.4, Biological Resources, Section 3.4.3, Discussion, Subsection c). Mitigation Measure BIO-2 does not provide sufficient mitigation for the Project's significant impacts to Kottinger Creek.

Mitigation Measure BIO-2 offers the following proposed mitigation measures for the Project's unusually large impacts to waters of the State. These include: (1) purchasing wetland credits at an approved mitigation bank; (2) payment of in-lieu fees to an agency approved land bank or conservation entity designated for the acquisition and preservation of wetland habitats; (3) payment of monies toward specific public or private wetland habitat creation, restoration, or enhancement projects; (4) undertaking a habitat creation project on City of Pleasanton lands; or (5) use of existing mitigation credits owned by the City of Pleasanton.

As text in Subsection 3.4.3.c notes, the reach of Kottinger Creek that is proposed for fill by the Project consists of open water habitat, and does not contain wetlands. However, the first 3 methods of proposed mitigation all refer to the use of wetlands as mitigation for the fill of an open channel. This would represent out-of-kind mitigation and, therefore, much more mitigation would be required than would be required for in-kind mitigation (i.e., mitigation consisting of open waters). As most local environmental practitioners are aware, the Water Board does not usually accept wetlands as mitigation for impacts to open waters consisting of creeks. Creeks are much more difficult to create than wetlands. If the Water Board was to allow wetlands to be used as mitigation for impacts to creek channels, the region would experience a net loss in creek channels. In addition, wetland mitigation banks do not offer riparian mitigation credits, which is the type of mitigation that would be required from a bank for the proposed Project, and there are no mitigation banks that include the Project site in their service area. The second mitigation proposal is infeasible, because Pleasanton is not in the service area of any agency-approved in-lieu fee mitigation programs.

The third mitigation proposal would not be acceptable, since it proposes out-of-kind wetland mitigation for creek channel fill. The ISMND also does not identify any potential habitat creation, restoration, or enhancement projects. In the absence of any detail about proposed mitigation projects, it is not possible for stakeholders reviewing the ISMND to assess the adequacy of the proposed mitigation. The fourth mitigation proposal also lacks sufficient detail for an adequate CEQA document. Proposed mitigation measures should be presented in sufficient detail for readers of the CEQA document to evaluate the likelihood that the proposed remedy will actually reduce impacts to a less than significant level. CEQA requires that mitigation measures for each significant environmental effect be adequate, timely, and resolved by the lead agency. In an adequate CEQA document, mitigation measures must be feasible and fully enforceable through permit conditions, agreements, or other legally binding instruments (CEQA Guidelines Section 15126.4). Mitigation measures to be identified at some future time are not acceptable. It has been determined by court ruling that such mitigation measures would be improperly exempted from the process of public and governmental scrutiny that is required under the California Environmental Quality Act. The Water Board will not be able to issue Certification for the Project until conformance with CEQA review requirements is demonstrated for any impacts to waters of the State. Based on the current content of Mitigation Measure BIO-2, the ISMND would not support the issuance of Certification for the proposed Project.

Mitigation proposal 5 suggests that the Project could use informally banked mitigation credits. This appears to be a reference to mitigation at the Mission Creek mitigation site, which has 0.60 acres of riparian habitat informally banked. The riparian mitigation consists of riparian enhancement. The proposed impact to Kottinger Creek consists of channel destruction. In-kind mitigation for channel destruction consists of channel creation. The Mission Creek mitigation site does not provide any channel creation mitigation credit. Since the mitigation present at the Mission Creek site is out-of-kind, much more mitigation than 1:1 would be required. Also, for impacts to creek channels, the correct metric is linear feet for assessing impacts and mitigation. The Project proponent should anticipate that enhancement in excess of 2,500 LF would probably be required as mitigation for 533 LF of channel destruction.

Comment 3. The information provided in the ISMND does not support the assertion that impacts to biological resources can be reduced to less than significant levels
CEQA requires that both impacts and proposed mitigation measures be provided for public review. Without an adequate description of both potential project impacts and proposed mitigation measures, it is impossible for reviewers of the ISMND to determine whether or not proposed mitigation measures are likely to be successful in mitigating project impacts to less than significant levels.

In its present form the ISMND lacks an adequate discussion of proposed mitigation measures to support its findings that Project impacts can be mitigated to a level of insignificance. The discussion, as currently presented, would be insufficient to support the Water Board's issuance of Clean Water Act Section 401 Certification.

Since an ISMND should provide both proposed impacts and proposed mitigation measures for public and governmental review, the ISMND should be revised to include more-detailed mitigation proposals for public review. The revised ISMND should be re-circulated for public review. Re-circulation is necessary to allow for public and governmental review and comment on both the Projects impacts and proposed mitigation.

Please contact me at (510) 622-5680 or brian.wines@waterboards.ca.gov if you have any questions. All future correspondence regarding this Project should reference the CIWQS Place ID Number indicated at the top of this letter.

Sincerely,

Brian Wines

Digitally signed by Brian Wines
DN: cn=Brian Wines, o=Regional Water Quality Control Board, ou=Watershed Division, email=brian.wines@waterboards.ca.gov, c=US
Date: 2015.11.09 10:49:12 -08'00'

Brian Wines
Water Resource Control Engineer
Watershed Management Division

cc: State Clearinghouse (state.clearinghouse@opr.ca.gov)

Comment Letter 1, Scott Morgan, Director, Governor's Office of Planning and Research, State Clearinghouse, November 10, 2015

Comment 1-1

The comment provides the State Clearinghouse Document Details Report and attaches the comments provided by San Francisco Bay RWQCB. Further, the comment states that the City has complied with State Clearinghouse review requirements for draft environmental documents pursuant to CEQA.

Response 1-1

The City of Pleasanton appreciates State Clearinghouse support in distributing the environmental document for review by State agencies. The City also appreciates the confirmation that we have complied with State Clearinghouse review requirements. Responses to the comments contained in the attached San Francisco Bay RWQCB letter are provided below.

State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
(707) 944-5500
www.wildlife.ca.gov

EDMUND G. BROWN JR. Governor
CHARLTON H. BONH

Letter 2

November 20, 2015

Mr. Adam Weinstein
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566

Dear Mr. Weinstein:

Subject: Lions Wayside and Delucchi Parks Master Plan Project Initial Study/Mitigated Negative Declaration, SCH#2015102021, Alameda County

The California Department of Fish and Wildlife (CDFW) has reviewed the Initial Study/ Mitigated Negative Declaration (MND) for the proposed Lions Wayside and Delucchi Parks Master Plan Project (Project). CDFW is submitting comments on the MND as a means to inform the City of Pleasanton (City), as the Lead Agency, of our concerns regarding potentially significant impacts to sensitive resources associated with the proposed Project.

CDFW is a trustee agency pursuant to the California Environmental Quality Act (CEQA) Section 15386. Pursuant to Fish and Game Code Section 1802, CDFW has jurisdiction over the conservation, protection and management of the fish, wildlife, native plants and the habitat necessary for biologically sustainable populations of such species.

CDFW has regulatory authority over projects that could result in take of any species listed, or is a candidate for listing by the state as threatened or endangered, pursuant to the California Endangered Species Act (CESA). If the proposed Project could result in take of any state listed species, the Project developer should apply for an Incidental Take Permit (ITP), pursuant to Fish and Game Code Section 2080 *et seq.*, for the Project. 2-1

CDFW has regulatory authority over projects that could divert or obstruct the natural flow, or substantially change or use any material from the bed, bank or channel (which may include associated riparian, wetland and pond habitat) of a river or stream. CDFW may require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the Project developer. 2-2

CDFW has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections protecting birds, their eggs and nests include 3503 (regarding unlawful take, possession or needless destruction of the nests or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). Fully protected species may not be taken or possessed at any time (Fish and Game Code Section 3511).

Project Location and Description

The proposed Project is located west of the intersection of First and Neal Streets in downtown Pleasanton, in Alameda County.

Conserving California's Wildlife Since 1870

The proposed Project site includes construction of a new bandstand, new plazas, and other development to upgrade the recreational value of Lions Wayside and Delucchi Parks. The Project also includes eliminating the existing stream channel bisecting Lions Wayside Park by placing 533 linear feet of the stream channel in a culvert.

State Plans, Policies, Regulations and Laws

The MND, page 3-16, under State Plans, Policies, Regulations and Laws has a number of misstatements regarding CESA and the ITP process. For example, the Fish and Game Code section 2070 directs the *Fish and Game Commission* to establish a list of threatened and endangered species, not CDFW as stated in the MND. Under Fish and Game Code section 2074.2 the Fish and Game Commission is also responsible for declaring a potentially threatened or endangered species a "candidate" for listing and for maintaining a list of species which are candidate species. 2-3

The second paragraph under "California Endangered Species Act" states that "CESA" requires "an agency reviewing a project within its jurisdiction to determine whether any state-listed endangered or threatened species may be present…" It is CEQA (Public Resources Code section 21000 et seq.) that requires lead agencies to analyze the environmental impacts of proposed development projects and many other activities conducted by private and public entities throughout the state. The MND also states that "CDFW encourages informal consultation on any project that may affect a *candidate species*" [Italics added]. CDFW may, in some cases, encourage informal consultation for any project that could involve impacts to any state listed species, not just limited to candidate species. 2-4

In the third paragraph under "California Endangered Species Act" the MND states that project-related impacts to species listed as CESA-endangered or threatened would be considered significant, but it fails to recognize candidate species are also considered listed and are afforded the same protections as those species that are threatened or endangered. The MND also states that "state-listed species are fully protected under the mandates of CESA." This statement may be intended to reference species that are considered "fully protected" under the Fish and Game Code (sections 3511, 4700, 5050 and 5515) or perhaps that impacts to listed species must be "fully mitigated" under Fish and Game Code Section 2081(b)(2). 2-5

Finally, the MND states take of protected species incidental to "otherwise lawful *management* activities may be authorized under the California Fish and Game Code Section *206.591*" [Italics added]. Fish and Game Code section 206.591 does not exist.
Fish and Game Code section 2081(b)(1) allows CDFW to authorize take of state-listed species if the take is incidental to an otherwise "lawful activity," not limited to management activities. 2-6

CDFW recommends that the MND be revised to correct these errors and include an accurate understanding of CESA and the ITP permitting process.

Biological Resources

Species Status

Table 3.4-1 "Special Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity" provides a tabulated list of species, status, habitat, and potential for occurrence. Some of the information in the table is outdated, inaccurate, or missing. For example, the State status is missing for all of the fish species, two of the reptiles, several bird species, and one mammal. 2-7

CDFW recommends that the MND be revised to provide an accurate account of the status of each species that could be present within the Project area and surrounding lands. The MND should include a complete assessment of the potential of the proposed Project to support special-status species based on habitat types within the proposed Project area and surrounding areas. If the Project area has the potential to support special-status species, the MND should include a detailed analyses of the potential impacts of the Project on each of these species. 2-7 cont.

Kottinger Creek
The MND describes Kottinger Creek within Lions Wayside Park as a "drainage swale", and a "drainage ditch" with no wetland features and no flow for most of the year. Yet, approximately 0.5 miles upstream from Lions Wayside Park, the City of Pleasanton spent approximately 1.2 million dollars restoring this same creek due to its valuable resource to wildlife. 2-8

CDFW is concerned about the proposed elimination of 533 linear feet of Kottinger Creek because creeks are vital for plant and animal life as well as hydrologic function of the watershed. Physically, stream systems, most notably natural stream systems, provide the essential conduits to convey flows, sediments, and nutrients across the watershed. Streams transport weathered minerals and eroded sediments from upper watershed source areas through intermediate watershed positions ultimately to lower watershed depositional areas or discharges beyond the watershed. Streams provide ecosystem functions and values much greater than the proportion of the landscape they occupy. Streams provide habitat for a wide array of aquatic insects that, in turn, function as food for amphibians, birds, and other insectivorous species. Although perennial streams function as permanent water sources in an otherwise dry landscape, ephemeral creeks, such as Kottinger Creek within the Project area, as well as subsurface waters, also provide essential ecosystem functions and habitat for a diversity of aquatic life for dispersal, refuge and foraging. Streams also provide movement corridors between different terrestrial communities. In this way, networks of ephemeral, seasonal, and perennial streams link chaparral/scrub, oak woodland, riparian woodland, and grassland habitats. These links are not only important for the movement of wildlife, but also represent the fastest means of transporting energy and nutrients through a watershed. Thus, it is through stream networks that organic matter and minerals are transported from the highlands and deposited in the lowlands. 2-9

The City of Pleasanton was a partner in developing the East Alameda County Conservation Strategy (EACCS) which was finalized in April 2010. Chapter 3, *Conservation Strategy*, is based on conservation goals and objectives which include landscape level, natural community level, and species level actions. The conservation goals and objectives provide a long-term vision of how conservation of resources should be implemented in East Alameda County. Restoration, enhancement and protection of streams is a major goal in the EACCS. The goal under Section 3.5.2.7, *Streams*, is to improve the overall quality of streams and the hydrologic and geomorphic processes that support them to maintain functional aquatic communities, benefitting focal species and promoting native biodiversity. 2-10

CDFW does not believe that the City's proposed elimination of a segment of Kottinger Creek reflects the goals of the EACCS for stream protection. CDFW therefore recommends that the City review the *Goals, Objectives, Conservation Actions, Avoidance and Minimization Measures, and Mitigation* under Section 3.5.2.7 of the EACCS and re-evaluate this component of the proposed Project in order to reduce the impacts to less-than-significant levels. CDFW

recommends that the MND be revised to include an accurate assessment of all direct and indirect impacts resulting from implementation of the Project, and include feasible Project changes in the revised MND to avoid or reduce impacts to the stream. Any impact to Kottinger Creek that cannot be fully avoided or minimized should be mitigated to below a level of significance. cont. 2-10

Conclusion

Improving the overall quality of streams and the hydrologic and geomorphic processes that support them to maintain functional aquatic communities, benefitting focal species and promoting native biodiversity is a major goal under EACCS. We recommend that the Biological Section of the MND be re-written after *Goals, Objectives, Conservation Actions, Avoidance and Minimization Measures, and Mitigation* under Section 3.5.2.7 is reviewed and analyzed by the City. 2-11

CDFW appreciates the opportunity to provide comments to the City on the MND for the Project. CDFW staff is available to meet with you to ensure that potential impacts to natural communities and sensitive species are avoided, minimized or mitigated. If you have any questions, please contact Ms. Marcia Grefsrud, Environmental Scientist, at (707) 644-2812 or Marcia.Grefsrud@wildlife.ca.gov or Ms. Brenda Blinn, Senior Environmental Scientist (Supervisory), at (707) 944-5541.

Sincerely,

Scott Wilson
Regional Manager
Bay Delta Region

cc: State Clearinghouse

Comment Letter 2, Scott Wilson, Regional Manager, Bay Delta Region, California Department of Fish and Wildlife, November 20, 2015

Comment 2-1

The comment states that if the project could result in take of any state listed species, the developer should apply for an Incidental Take Permit (ITP), pursuant to Fish and Game Code Section 2080 et seq.

Response 2-1

Based on the features of the project site and species known to occur in the vicinity, the City of Pleasanton does not believe the project would affect special-status species. The City has submitted a Biological Assessment to the U.S. Army Corps of Engineers. The Biological Assessment concludes that the proposed project is not likely to adversely affect California red-legged frog and other federally listed or State-listed species. Based on the species analysis in the Initial Study, there would be no impact on State-listed species and no incidental take authorization would be required.

Comment 2-2

The comment states that the project may divert flow and may require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code.

Response 2-2

Pursuant to Fish and Game Code Section 1600 et seq., the City has notified CDFW and has submitted a Streambed Alteration Agreement Notification for the project.

Comment 2-3

The comment provides clarification that the Fish and Game Commission, and not CDFW, establishes the list of threatened and endangered species and for identifying candidate species.

Response 2-3

The following changes are made on page 3-16 of the Initial Study:

"Under the California Endangered Species Act (CESA), the Fish and Game Commission ~~California Department of Fish and Wildlife (CDFW)~~ is responsible for maintaining a list of endangered and threatened species (California Fish and Game Code Section 2070). Sections 2050–2098 of the California Fish and Game Code outline the protection provided to California's rare, endangered, and threatened species. Section 2080 prohibits the taking of plants and animals listed under the CESA. Section 2081 establishes an incidental take permit program for state-listed species. The Fish and Game Commission also ~~CDFW~~ maintains a list of "candidate species," which are species that are ~~CDFW formally notices as being~~ under review for addition to the list of endangered or threatened species."

Comment 2-4

The comment states that the second paragraph under "California Endangered Species Act" on page 3-16 should state that CEQA, and not CESA, requires lead agencies to evaluate potential impacts on species. The comment also provides clarification that CDFW encourages consultation on any project that may affect a listed or candidate species, and not just candidate species.

Response 2-4

Page 3-16 is modified to change references to CESA to CEQA. In addition, the suggested clarification has been added that project applicants should consult on both listed and candidate species.

Comment 2-5

The comment provides a clarification for the third paragraph under "California Endangered Species Act" that impacts on listed or candidate species would be considered significant. It also requests clarification regarding the following sentence that refers to fully protected species.

Response 2-5

The sentence on page 3-16 is modified to add the words or candidate species and to delete the sentence that refers to fully protected species, which are addressed in the following section.

Comment 2-6

The comment provides a clarification for the third paragraph under "California Endangered Species Act" that Fish and Game Code Section 206.591 should be changed to Section 2081(b)(1).

Response 2-6

The Fish and Game Code reference is changed to Section 2081(b)(1).

Comment 2-7

The comment requests several updates to Table 3.4-1 "Special Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity."

Response 2-7

Table 3.4-1 has been updated, including the status for several species. The missing information was primarily for species that occur in and around San Francisco Bay and therefore does not affect the conclusions presented in the IS/MND.

Comment 2-8

The comment references the inconsistency between the language used to describe Kottinger Creek within Lions Wayside Park (e.g., drainage ditch, no wetlands, no flow) and the $1.2 million restoration project conducted in upstream areas.

Response 2-8

While the upstream areas of Kottinger Creek experience regular flow and have high ecological value, Kottinger Creek has low functional value as it passes through the parks. Upstream areas of the creek provide many valuable stream functions and have been enhanced through restoration projects. However, storm water retention and diversion have removed most of the creek's flow and have reduced its function within Lions Wayside Park to that of an incised drainage ditch with very steep banks and no wetlands.

Comment 2-9

The comment expresses concern about the proposed elimination of 533 linear feet of Kottinger Creek and cites the functions that creeks provide including transport of nutrients, habitat, and movement corridors.

Response 2-9

The City of Pleasanton agrees that creeks provide numerous valuable functions and that creeks, streams, and rivers must be preserved. However, the reach of Kottinger Creek within Lions Wayside Park is extremely degraded and no longer provides typical stream functions of habitat, sediment removal, or floodwater retention. The creeks banks consist of steeply sloped soil with no vegetation, and the streambed consists of gravel and stones with no vegetation or water. Given the degraded condition of the creek in this area, the hazard it presents to the City's residents, and the City's desire to upgrade the parks, the City's view is that the area's recreational benefit as a park and the stream functions cited in the comment would best be served through mitigation. Therefore, the City has proposed to compensate for direct impacts on Kottinger Creek as though it were a fully functioning creek by creating or restoring stream habitat at an off-site location at a ratio of 1:1 or greater. The mitigation would essentially replace a drainage ditch with an area at least as large and with greater stream function and the City has submitted applications to the regulatory agencies for review. The City is proposing either (1) purchase of wetland credits at an approved wetland mitigation bank; (2) payment of in-lieu-of fees to an agency approved land bank or conservation entity designated for acquisition and preservation of similar wetland habitats; (3) payment of monies toward specific public or private wetland habitat creation, restoration, or enhancement projects; or (4) undertaking a habitat creation project on City of Pleasanton lands; or (5) use of existing mitigation credits owned by the City of Pleasanton. The amount of any in-lieu fees or funding for off-site projects owned by others would be determined in consultation with the regulatory agencies. Details of a City of Pleasanton-sponsored off-site wetland mitigation project would be subject to the approval of the regulatory agencies.

Comment 2-10

The comment cites the City of Pleasanton's role in the East Alameda County Conservation Strategy (EACCS) and its goals of restoring, enhancing, and protecting streams, and suggests that the proposed Project does not reflect the goals of the EACCS.

Response 2-10

The City of Pleasanton is committed to the East Alameda County Conservation Strategy (EACCS) and its goals of restoring, enhancing, and protecting streams. The focus of the Conservation Strategy is biological resources such as endangered and other special-status species as well as sensitive habitat types (e.g., wetlands, riparian corridors, and rare upland communities. The City believes that this reach of Kottinger Creek does not support special-status species; does not provide wetland, riparian, or other habitat; does not provide the type of hydrologic or geomorphic processes envisioned in the Conservation Strategy; and does not contribute to biodiversity. This reach of the creek has major city streets and culverts at both ends and is not conducive to the types of actions envisioned in the Conservation Strategy. However, the mitigation measures required in the City's Initial Study could be part of a stream restoration or enhancement effort that would provide these stream functions and the City will be discussing mitigation options with the regulatory agencies. Therefore, the City believes the project is consistent with the EACCS.

Comment 2-11

The comment recommends that the City re-evaluate the MND in light of the EACCS.

Response 2-11

The City supports the EACCS and believes that the mitigation measures presented in the Initial Study present an opportunity to enhance off-site streams that are not deeply incised, do not have city streets and culverts at both ends, and have more potential for ecological enhancement than the subject segment of Kottinger Creek. The mitigation measure presents an opportunity for improving the overall quality of streams in the region rather than focusing on this degraded reach that does not support special-status species or the habitats that support them.

CALIFORNIA Water Boards

Letter 3

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

San Francisco Bay Regional Water Quality Control Board

November 16, 2015
CIWQS Place No. 818840 (bkw)
CIWQS Reg. Meas. No. 403296

Sent via electronic mail: No hardcopy to follow

City of Pleasanton
200 Old Bernal Avenue, P.O. Box 520
Pleasanton CA 94566

Attn: Adam Weinstein (aweinstein@cityofpleansantonca.gov)

Subject: Lions Wayside and Delucchi Parks Master Plan Project in the City of Pleasanton in Alameda County, Incomplete Application for Water Quality Certification

Dear Mr. Weinstein:

San Francisco Bay Regional Water Quality Control Board (Water Board) staff has reviewed the application materials that were submitted by AECOM (the Applicant's authorized agent) on behalf of the City of Pleasanton (the Applicant) for the Lions Wayside and Delucchi Parks Master Plan Project, in the City of Pleasanton, in Alameda County (Project), and received by the Water Board on October 19, 2015. The Project includes a proposal to culvert 533 linear feet (LF) of Kottinger Creek to create more level uplands in Lions Wayside Park. This letter is being sent to inform you that the application is incomplete, and to outline for you what materials are still needed to comprise a complete application package.

Comment 1.

Box 7, Description of the Proposed Project, of the Joint Aquatic Resources Permit Application Form (Application).

According to the supplemental application materials, "the presence of Kottinger Creek in Lions Wayside is considered a safety concern by the City because of its steep banks, lack of regular flow, and its bisection of the well-used open space." The Project proposes to culvert 533 LF of Kottinger Creek in Lions Wayside Park.

The Water Board considers the proposal to culvert 533 LF of Kottinger Creek to constitute the loss of 533 of riparian habitat; this is an unusually large amount of fill for a project that seeks to establish more level park land. The magnitude of this proposed impact to a jurisdictional water is too large to be authorized by the U.S. Army Corps of Engineers (Corps) under a Clean Water Act (CWA) Section 404 Nationwide Permit (NWP). This project would require a CWA Section 404 Individual Permit from the Corps, and CWA Section 401 water quality certification (Certification) from the Water Board. For projects that require Section 404 Individual Permits, the Corps and the Water Board both require that the applicant submit a CWA Section 404(b)(1) Alternatives Analysis that demonstrates that there is no feasible way to avoid the proposed fill of jurisdictional waters. Since the proposed project is not a water-dependent project, it is extremely unlikely the Corps or the Water Board would issue permits that would authorize the proposed fill of 533 LF of Kottinger Creek.

3-1

Comment 2.

Box 11, Avoidance of Impacts, of the Application.

The Project proposes to fill 533 LF of Kottinger Creek. This is an unusually large amount of channel fill for a project that is not water dependent. Fill of the large amount of waters of the State proposed by the Project requires analysis in a CWA Section 404(b)(1) Alternatives Analysis, which has not yet been provided to the Water Board. The *San Francisco Bay Basin Water Quality Control Plan* (Basin Plan) (Section 4.23) requires the use of a CWA Section 404(b)(1) Alternatives Analysis when reviewing requests for fill of waters of the State.

When Water Board staff review an application for Clean Water Act (CWA) Section 401 water quality certification (certification) and/or waste discharge requirements (WDRs), staff first assess whether or not the project proponent has made all possible efforts to avoid and minimize impacts to waters of the State, before we consider the use of mitigation for a project's impacts. When the Water Boards' use the term "avoidance and minimization", they are referring to avoiding impacts in waters and/or minimizing the footprint of those impacts. The "avoidance and minimization measures" that are presented to supplement Box 11 of the Application consist of the type of measures that the Water Boards usually classify as "best management practices". There is very little discussion of actual measures taken to avoid and/or minimize direct impacts to waters of the State. Measures taken to reduce the Project's footprint within waters of the state are not discussed in the discussion of "avoidance and minimization." Without this information, the Application is incomplete. 3-2

Comment 3.

Box 12, Mitigation, of the Application

The Project proposes to use informally banked mitigation credits at the Mission Creek mitigation site, which has 0.60 acres of riparian habitat informally banked for mitigation. The riparian mitigation at the Mission Creek site consists of riparian enhancement. The proposed impact to Kottinger Creek consists of channel destruction. In-kind mitigation for channel destruction consists of channel creation. The Mission Creek mitigation site does not provide any channel creation mitigation credit. Since the mitigation present at the Mission Creek site is out-of-kind, much more mitigation than 1:1 would be required. Also, for impacts to creek channels, the correct metric is linear feet for assessing impacts and mitigation. The Project proponent should anticipate that enhancement in excess of 2,500 LF would probably be required as mitigation for 533 LF of channel destruction. 3-3

Please contact me at (510) 622-5680 or bwines@waterboards.ca.gov if you have any questions. All future correspondence regarding this Project should reference the CIWQS Place Number and Site Number indicated at the top of this letter.

Sincerely,

Brian Wines

Digitally signed by Brian Wines
DN: cn=Brian Wines, o=Regional Water Quality Control Board, ou=Watershed Division, email=brian.wines@waterboards.ca.gov, c=US
Date: 2015.11.16 16:02:13 -08'00'

Brian Wines
Water Resource Control Engineer
South East Bay Counties
Watershed Division

cc: USACE, Katerina Galacatos (katerina.galacatos@usace.army.mil)
CDFG, Bay Delta Region, Attn: Marcia Grefsrud (Marcia.grefsrud@wildlife.ca.gov)
AECOM., Kristin Asmus (kristin.asmus@aecom.com)

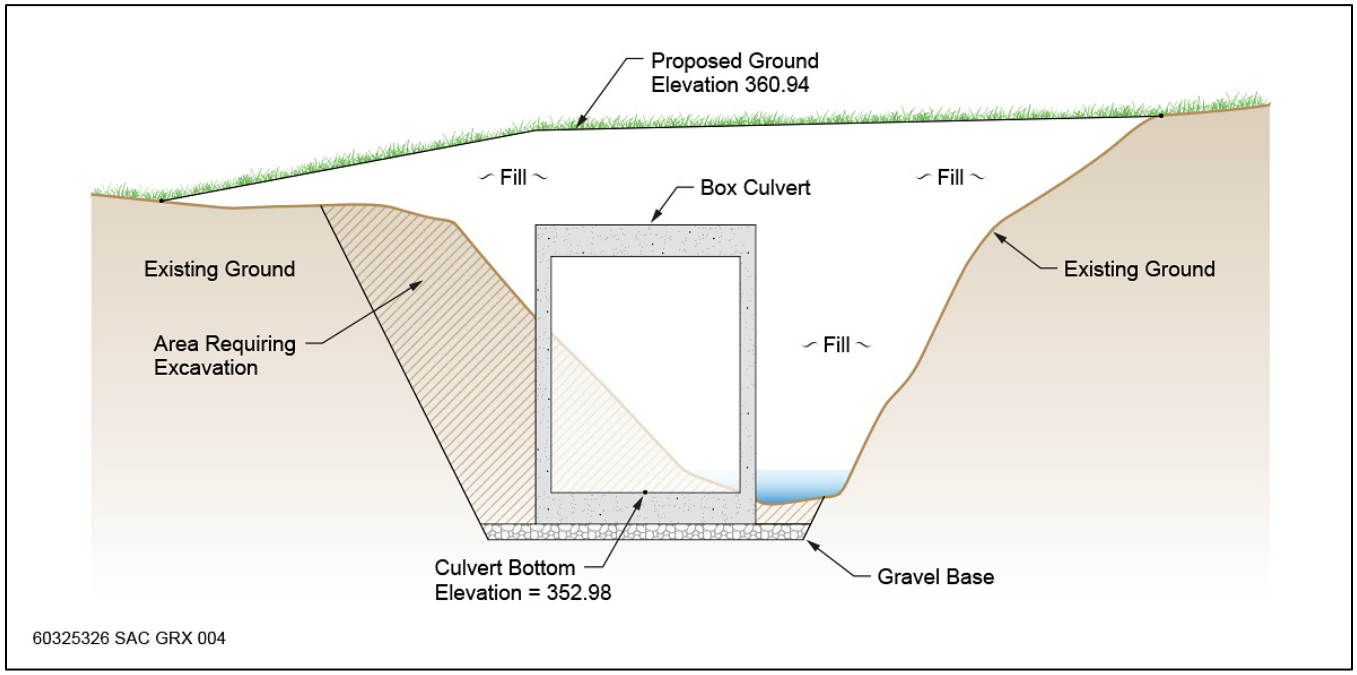
Comment Letter 3, Brian Wines, San Francisco Bay Regional Water Quality Control Board, November 16, 2015

Comment 3-1

The comment cites the amount of fill required to create level parkland and Clean Water Act Sections 404 and 401 regulations.

Response 3-1

The City of Pleasanton has proposed using a box culvert to maintain the limited seasonal drainage function of this reach of Kottinger Creek. Approximately 3,101 cubic yards (533 linear feet) of fill are required because this portion of Kottinger Creek is essentially a realigned drainage that became a further incised ditch after impervious surfaces were added by upstream development. Substantial erosion occurred both in upstream areas and in the valley. Exhibit 2-9 of the Initial Study (attached below) provides a cross-section that represents how steep the banks have become. The City has since taken steps to moderate flows from upstream by requiring addition of storm water retention and re-routing of storm flows. The creek now only carries water during and after considerable rainfall. The banks have no vegetation and the only vegetation near the top of the bank consists of the park's grassy areas and planted trees. The banks of this reach are very steeply-sloped and represent a safety hazard that is not consistent with the City's desire to enhance the area's recreational value. Accordingly, the City of Pleasanton has submitted a Section 404 application to the U.S. Army Corps of Engineers for authorization under Nationwide Permit 42, Recreation. This project is over the linear foot limit for a Nationwide Permit; however, it is well below the acreage limit and and based on the ephemeral nature of flow in this reach, its low habitat value, and the City's safety concerns, the City is requesting a waiver of the linear feet minimum from the District Engineer. The City of Pleasanton looks forward to discussing this and other project applications with the regulatory agencies, and the application requirements for each project, including whether an alternatives analysis (not required for Nationwide permit applications) is warranted.



Source: Pakpour Consulting Group 2014, adapted by AECOM 2015

Exhibit 2-9. Box Culvert Cross Section

Comment 3-2

The comment cites the amount of fill required and Clean Water Action Sections 404 and 401 regulations and requirements to avoid and minimize impacts.

Response 3-2

The City of Pleasanton believes that because this reach of Kottinger Creek seldom conveys water and has been channelized, its wetland functions have been severely compromised and it has low habitat value. However, the downstream portion of the creek within Delucchi Park has additional water inflow from storm drains to the culvert under 1st Street and supports a small amount of perennial water as well as a small patch of in-stream cattail marsh. While this portion of Kottinger Creek has also been channelized, it has some habitat value due to the presence of perennial water and instream vegetation and will remain daylighted. The City is proposing to mitigate direct impacts on jurisdictional waters through habitat creation or restoration at off-site locations in consultation with the regulatory agencies by providing off-site habitat compensation as described above in response to Comment 2- 9.

The City of Pleasanton has proposed the box culvert to maintain the drainage function of this steeply-sloped drainage ditch, protect the public from a safety hazard, and to improve the recreational value of the park. Because this ditch occurs within a small park in an urban area, the City did not identify feasible alternatives that would address this safety issue. The hydraulics of the upstream and downstream storm drain systems impose a substantial limitation on the City's options.

The City plans to meet with the regulatory agencies to discuss the City's Section 404 and 401 applications, potential mitigation options, and any further application requirements.

Comment 3-3

The comment cites the City's informally banked mitigation credits, which is one of the mitigation options described in the Initial Study. The comment also describes potential mitigation requirements.

Response 3-3

The City of Pleasanton has submitted an application to the U.S. Army Corps of Engineers for a Nationwide Permit and will work closely with the regulatory agencies to identify mitigation options, which could include like-for-like replacement of the culverted channel.

Letter 4

From: DPD [mailto:dpdonaldea@sbcglobal.net]
Sent: Saturday, October 24, 2015 9:46 PM
To: Adam Weinstein
Subject: Re: IS/MND, Master plan for Lions Wayside and Delucchi Parks

Adam,

Thank you for your prompt and informative reply. All of us on First Street have concerns about the project, as I mentioned. I will appreciate being kept informed of any new information and being provided with a contact name and phone number for whoever will be in charge of the construction crew. It is important to all of us in the immediate impact area to know that our parking will not be used by construction vehicles and that we can expect the work to be done during normal business hours.

I am not a person who moves next to an airport and only then complains about the noise. However, a completely new project on this scale will have a large and negative impact on our lives for a considerable amount of time. Your understanding of that is appreciated.

Debbie Donald

Sent from my iPad

On Oct 23, 2015, at 2:29 PM, Adam Weinstein <AWeinstein@cityofpleasantonca.gov> wrote:

Debbie,

Thanks for your email. We're in the process of consolidating all of the comments received on the Lions Wayside/Delucchi IS/MND, and may respond to them comprehensively, but in the meantime I wanted to provide some quick responses to your concerns:

- We don't expect that the Master Plan will result in a net increase in turf area (or overall water use) compared to existing conditions. Because of the new hardscape plazas that would be developed as part of the plan, the fact that much of the new landscaping would consist of drought-tolerant native plants, and the water-conserving irrigation that would be installed, overall water use under the Master Plan is expected to be reduced compared to existing conditions. Please see page 3-97 of the Initial Study for additional detail. Also, the phasing-in of new landscaping may be delayed due to the drought.
- Mitigation Measure TRA-1 on page 3-92 will require the City to prepare a Construction Traffic Management Plan which will address circulation and detour plans, truck route plans, trip scheduling, pedestrian/bike circulation, and construction worker parking plans to minimize temporary construction-period impacts on downtown businesses and residents (see pages 3-92 to 3-93 of the Initial Study).

Thanks, Adam

Adam Weinstein, AICP
Planning Manager/Deputy Director of Community Development
City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566-0802
(925) 931-5606

From: Debra P. Donald, EA [mailto:dpdonaldea@sbcglobal.net]
Sent: Thursday, October 22, 2015 7:06 AM
To: Adam Weinstein
Subject: IS/MND, Master plan for Lions Wayside and Delucchi Parks

I have many concerns about this project. Probably the greatest is the potential for an exponential increase in the use, and waste, of potable water. There is no circumstance where any increase in the area of grass should be allowed without the installation of purple pipes for reclaimed water. In fact, no potable water should be allowed to be used to water any grass in any park in this city. Long term drought is a fact of life and one season of presumed heavier rains will not change that. It is beyond the time for the city of Pleasanton to lead in the conservation of water rather than putting in more grass and watering it with drinking water. It makes no matter that the city conserved more than the required 25%, there should simply be no drinking water used on outdoor landscaping, ever, on city property. Lest it sound as if I am asking the city to do what I have not – my water use for the first 8 months of 2015 was a grand total of 8 units. This is for a household of two adults and includes a swimming pool. It is just not reasonable for Pleasanton to refurbish this park and add more grass without the use of reclaimed water for the entire area. 4-1

Another concern is that those of us living on First Street are treated as less than real people in many respects. I mean by that, for example, the allowance of First Street as a truck route and a major cut through for traffic throughout the day, among many other items. Simple timing of the traffic lights to discourage through traffic would help as would strict enforcement of the 25 MPH limit and citing vehicles using the left turn lane as a passing lane or, in some cases, a parking lot. We are subjected to the many inconveniences of downtown living, and we accept that. Adding the noise, dust and parking issues that will be a part of this major project will require mitigation from the city. Will the contractors be allowed to usurp all of our meager street parking? Will the project be allowed to begin well before reasonable hours (as the mowing, garbage pickup and tree trimming already do), including on weekends? Will work be allowed to extend beyond a normal work day so that we are subjected to these issues well into the night as we are every Friday night after concerts when the drunks fill the park until well after the legal time for them to be gone? It was not long ago that the city wanted to put an ice rink across the street from us. A rink that would have caused major traffic, parking, noise and congestion issues for all of us. The only thing that prevented this was the refusal of the Shark management company to agree to that location. The city never considered the extremely negative effects on those of us on this side of the street. We deserve consideration as residents and should not be simply disregarded when reviewing these issues. 4-2

Until these issues are addressed I will protest this project in the strongest possible terms. Those of us who live across from these parks do not deserve to have our lives so complete disrupted without any consideration from the city to mitigate this. I will be interested in your written response to address these specific issues.

Debbie Donald
4420 First St
Pleasanton CA 94566

Comment Letter 4, Debra Donald, October 22, 2015

Comment 4-1

The comment expresses concern regarding the use of potable water considering the current drought conditions.

Response 4-1

The project would not result in a substantial net increase in the grassy areas of the park compared to existing conditions. The project includes the addition of several new hardscaped plazas that would not require watering. In addition, the City's new landscaping would consist of drought-tolerant native plants, and the irrigation system would conserve water. The City expects that the upgraded parks under the Master Plan will use less water than under existing conditions.

Comment 4-2

The comment expresses general concern regarding traffic, noise, dust, and parking.

Response 4-2

The City understands residents' concerns regarding these community issues and the potential for the project to result in temporary construction-period impacts. The City prepared the Initial Study to examine these issues and to provide mitigation. To minimize air quality impacts, the City will require Mitigation Measure AQ-1, which will require implementation of the BAAQMD Basic Construction Control Measures, which include controlling dust. To minimize noise impacts, the City will require Mitigation Measure NOI-1, which requires such measures as limiting construction hours and engine idling, and using noise-attenuating devices. For traffic, the City is requiring Mitigation Measure TRA-1, which will require the City to prepare a Construction Traffic Management Plan which will address circulation and detour plans, truck route plans, trip scheduling, pedestrian/bike circulation, and construction worker parking plans to minimize temporary construction-period impacts on downtown businesses and residents.

3 MITIGATION MONITORING AND REPORTING PLAN

3.1 INTRODUCTION

This mitigation monitoring and reporting plan summarizes identified mitigation measures, the implementation schedule, and responsible parties. The City of Pleasanton will use this mitigation monitoring and reporting plan so that identified mitigation measures are implemented appropriately. This monitoring plan meets the requirements of State CEQA Guidelines Section 15074(d), which mandates preparation of monitoring provisions for the implementation of mitigation assigned as part of project approval or adoption.

3.2 MITIGATION IMPLEMENTATION AND MONITORING

The City of Pleasanton will be responsible for monitoring the implementation of the mitigation measures and will retain the primary responsibility for ensuring that the project meets the requirements of this mitigation plan and other permit conditions.

The City of Pleasanton will designate specific personnel who will be responsible for monitoring implementation of the mitigation that will occur during project construction. The designated personnel will be responsible for submitting documentation and reports on a schedule consistent with the mitigation measure and in a manner necessary for demonstrating compliance. The City will ensure that the designated personnel have the authority to implement the mitigation requirements and are capable of terminating project construction activities found to be inconsistent with the mitigation objectives or project approval conditions.

The City of Pleasanton will be responsible for demonstrating compliance with any agency permit conditions to the appropriate regulatory agency and for ensuring that construction personnel understand their responsibilities for adhering to the performance requirements of the mitigation plan and other contractual requirements related to implementing the mitigation measures.

In addition to the prescribed mitigation measures, Table 3-1 lists the corresponding CEQA resource area, the corresponding monitoring and reporting requirement, and the party responsible for ensuring implementation of the mitigation measure and monitoring effort.

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Air Quality						
AQ-1	**Implement the BAAQMD Basic and Additional Construction Control Measures.** The City and its construction contractor(s) shall implement the following BAAQMD Basic Construction Control Measures during grading and construction: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • 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. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • 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 the California Code of Regulations). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. • A publicly visible sign shall be posted at the soil transfer site with the telephone number and person to contact at the City of Pleasanton regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number also shall be visible, to ensure compliance with applicable regulations.	Construction	Construction	City of Pleasanton, Engineering Department	Minimize construction-related emissions per BAAQMD requirements	

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Biological Resources						
BIO-1	**Avoid and Minimize Impacts on Nesting Birds Protected by the Migratory Bird Treaty Act and California Fish and Game Code.** The City shall schedule tree removal required for construction outside of the typical nesting season (February 15–September 15) to the extent feasible. If tree removal must be undertaken during the typical nesting season, a preconstruction survey for nesting birds shall be conducted no more than 10 days before the beginning of any tree removal or tree trimming or other construction activity that occurs between February 15 and September 15. The nesting-bird survey shall include the designated construction area and a species-appropriate nest buffer. If no active nests are found, no further mitigation is required. If an active nest is found in the construction area or within a tree subject to removal or pruning, a nest buffer shall be established around the active nest. The size of the nest buffer shall be determined by a qualified biologist depending on nest location and species. No construction activity shall occur within the buffer area of a particular nest until the qualified biologist confirms that the chicks have fledged or the nest is no longer active. A qualified biologist shall monitor the status of any active raptor nests within 500 feet and songbird nest within 50 feet of the construction area at least weekly during the nesting season.	Construction	Construction	City of Pleasanton, Community Development Department	Avoid impacts on migratory birds	
BIO-2	**Provide Replacement Open-Water Habitat.** The City shall provide replacement habitat to compensate for direct impacts on jurisdictional waters in Lions Wayside Park. The mitigation shall consist of habitat creation or restoration at off-site locations subject to the review and approval of the U.S. Army Corps of Engineers (USACE), CDFW and SFRWQCB. The City of Pleasanton shall provide off-site habitat compensation at a 1:1 replacement ratio or greater. Off-site habitat compensation may consist of (1) purchase of wetland credits at an approved wetland mitigation bank; (2) payment of in-lieu-of fees to an agency approved land bank or conservation entity designated for acquisition and preservation of similar wetland habitats; (3) payment of monies toward specific public or private wetland habitat creation, restoration, or enhancement projects; or (4) undertaking a habitat creation project on City of Pleasanton lands; or (4) use of existing	Construction	Construction	City of Pleasanton, Community Development Department	Ensure no net loss of federally protected wetlands and ensure success of compensatory mitigation	

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	mitigation credits owned by the City of Pleasanton. The amount of any in-lieu-of fees or funding for off-site projects owned by others shall be determined in consultation with the regulatory agencies. Details of a City of Pleasanton-sponsored off-site wetland mitigation project shall be subject to the approval of the regulatory agencies.					
Cultural Resources						
CUL-1	**Avoid Potential Effects on Previously Undiscovered Resources, and Stop Work if Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered** If buried or previously unidentified resources are discovered during excavation or grading, the construction crew shall notify the City and immediately cease all work within a 100-foot radius of the find. The City shall hire a professional archaeologist meeting the *Secretary of the Interior's Professional Standards for Archaeologists* to assess the discovery and recommend what, if any, further treatment or investigation is necessary for the find. Any necessary treatment/investigation shall be coordinated with the City, USACE, and SHPO, and shall be completed before project activities continue in the vicinity of the find. Construction workers shall undergo a worker environmental awareness program. The training shall address visual familiarity with archaeological material that might be encountered during construction, appropriate measures that must be taken if cultural resources are encountered, such as stopping work in a 100-foot radius, and handout sheets containing contact information for appropriate City personnel.	Construction	Construction	City of Pleasanton, Community Development Department, in coordination with USACE and SHPO	Avoid impacts on undiscovered cultural resources, and ensure proper evaluation of any identified resources	

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
CUL-2	**Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required.** Before the start of any earthmoving activities associated with installation of the box culvert, the City shall retain a qualified scientist (geologist, environmental scientist, or paleontologist) to train construction personnel involved with earthmoving activities, including the site superintendent, regarding the potential to encounter fossils, the appearance and types of fossils that could be encountered, and proper notification procedures should fossils be encountered. If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the City and immediately cease work in the vicinity of the find. The City shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (SVP 1996). The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. The recovery plan shall be implemented as directed by the City before construction activities resume at the location of the find.	Construction	Construction	City of Pleasanton, Community Development Department	Avoid impacts on paleontological resources, and ensure proper evaluation of any identified resources	
CUL-3	**Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth in State CEQA Guidelines Section 15064.5(e)(1).** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction, the City and its construction contractor(s) shall take the following steps: (1) No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until: (A) the coroner of Alameda County has been contacted to determine that no investigation of the cause of death is required, and	Construction	Construction	City of Pleasanton, Community Development Department	Avoid impacts on human remains, and ensure proper evaluation, treatment, or disposal of any identified remains	

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	(B) if the coroner determines the remains to be Native American: 1. the coroner shall contact the Native American Heritage Commission within 24 hours; 2. the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and 3. the most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code; or (2) Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance: (A) the Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant fails to make a recommendation within 24 hours after being notified by the commission; (B) the most likely descendant identified fails to make a recommendation; or (C) the landowner or his or her authorized representative rejects the recommendation of the most likely descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.					

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Noise						
NOI-1	**Employ Noise-Reducing Construction Measures for Stationary Construction Equipment.** The City of Pleasanton and its construction contractor(s) shall implement the following measures before and during each step of the project to reduce potential impacts related to temporary construction-related increases in exterior ambient noise levels: • Provide written notification to potentially affected residents before construction, identifying the type, duration, and frequency of construction activities. Notification materials shall also identify a mechanism for residents to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the permitted hours. • Prohibit the start-up of machines or equipment before 8 a.m. and after 8 p.m. Monday through Saturday and on Sunday. • Minimize idling times of equipment, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes. • Use electrically powered equipment instead of internal combustion equipment where practicable and feasible. • Restrict the use of bells, whistles, alarms, and horns to safety-warning purposes. • Equip all construction equipment with noise-reduction devices such as mufflers to minimize construction noise and operate all internal combustion engines with exhaust and intake silencers, ducts, engine enclosures, acoustically attenuating shields, or shrouds. • To the extent feasible, limit the simultaneous operation of multiple construction equipment within 100 feet of residences. • Locate fixed construction equipment (e.g., compressors and generators), construction staging and stockpiling areas, and construction vehicle routes as far as practicable from noise-sensitive receptors.	Construction	Construction	City of Pleasanton, Engineering Department	Ensure compliance with City noise ordinance	

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	• Use hydraulically or electrically powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) for project construction wherever practicable to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where the 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 practicable, and this should achieve a reduction of 5 dBA. Quieter procedures such as drilling rather than impact equipment shall be used whenever applicable and feasible. • Locate stationary construction noise sources 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. • Use noise-attenuating buffers such as structures, truck trailers, or soil piles between noise generation sources and sensitive receptors, where practicable and particularly in locations subject to prolonged construction. • Designate a disturbance coordinator and conspicuously post this person's phone number around the project sites, in adjacent public spaces, and in construction notifications. The disturbance coordinator shall be responsible for responding to any complaints. The disturbance coordinator shall receive all public complaints about construction disturbances and be responsible for determining the cause of the complaint and implementing feasible measures to alleviate the problem. • Post the name and phone number of the designated project liaison 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.					

Table 3-1. Mitigation Monitoring and Reporting Plan for the Lions Wayside and Delucchi Parks Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Transportation/Traffic						
TRA-1	**Construction Traffic Management Plan** The City of Pleasanton shall prepare a Construction Traffic Management Plan which requires its construction contractor to identify the project construction staging area, construction office trailer location, and truck travel routes for transport of excavated material and import of backfill. The plan shall also include a traffic control plan to minimize traffic and on-street parking impacts for streets affected by project construction, and impacts on pedestrians and bicyclists. Furthermore, the City of Pleasanton may require that the following elements be included in the plan: • Circulation and detour plans to minimize impacts on local street circulation; flaggers and/or signage to guide vehicles. • Truck route plans for hauling excavated material and backfill that minimize truck traffic on local roadways and residential streets to the extent practicable. • Along major arterials, plans to schedule truck trips outside of the peak morning and evening commute hours to the extent practicable. • Plans to maintain pedestrian and bicycle access and circulation to the extent practicable and safe. • Equipment and materials storage plans to avoid traffic impacts. • Construction worker parking plans.	Construction	Construction	City of Pleasanton, Community Development Department	Ensure minimal travel delays and impacts on local roadway system	
TRA-2	**Repair Damaged Roadways and Bike Trails After Construction.** The City of Pleasanton shall conduct a pre-construction condition assessment of sidewalks, pathways, roadways, and other facilities. After the completion of construction during each step of the project, the City, its engineering design consultants, or its construction contractors shall assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were used during construction, including project-related potholes, fractures, or other damages.	Construction	Construction	City of Pleasanton, Engineering Department	Ensure street condition matches pre-construction condition assessment	

4 ADOPTION OF MITIGATED NEGATIVE DECLARATION AND APPROVAL OF PROJECT

Certification by Those Responsible for Preparation of This Document. The City of Pleasanton has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act and provides an accurate description of the project, and that the lead agency has the means and commitment to implement the mitigation measures that will assure the project does not have any significant, adverse impacts on the environment. Furthermore, I have reviewed and considered all comments received during the public comment period for the document. I hereby recommend adoption of this mitigated negative declaration:

_____ _____

Name, Title
City of Pleasanton

Date

(*To be signed upon completion of the public review process and preparation of a final project approval package including responses to comments, if any, on the environmental document and any necessary modifications to the mitigation measures.)

I hereby approve this project:

_____ _____

Name, Title
City of Pleasanton

Date

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ATTACHMENT A

Lions Wayside and Delucchi Parks Master Plan
Initial Study/Mitigated Negative Declaration

Lions Wayside and Delucchi Parks
Master Plan Initial Study/Mitigated Negative Declaration

Prepared for:

City of Pleasanton

AECOM

October 2015

Lions Wayside and Delucchi Parks
Master Plan Initial Study/Mitigated Negative Declaration

Prepared for:

City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566-0802

Contact:

Adam Weinstein
Planning Manager/Deputy Director of Community Development
(925) 931-5606

Prepared by:

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Contact:

Kristin Asmus
Project Manager
916/414-5800

AECOM

October 2015

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ACRONYMS AND OTHER ABBREVIATIONS

µin/sec	microinch(es) per second
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic volume
APE	Area of Potential Effects
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMP	best management practice
B.P.	Before Present
BSK	BSK Associates
CAAQS	California ambient air quality standards
CalEEMod	California Emission Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
City	City of Pleasanton
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRLF	California red-legged frog
CRPR	California Rare Plant Rank
dB	decibel(s)
dBA	A-weighted decibel(s)
DDT	dichlorodiphenyltrichloroethane
diesel PM	diesel particulate matter
DOC	California Department of Conservation
DOF	California Department of Finance
Downtown Specific Plan	*City of Pleasanton Downtown Specific Plan*
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EACCS	*East Alameda County Conservation Strategy*
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration

FTA	Federal Transit Administration
GHG	greenhouse gas
Guidelines	State CEQA Guidelines
I-580	Interstate 580
I-680	Interstate 680
in/sec	inch(es) per second
IS	initial study
IS/MND	initial study/mitigated negative declaration
ITE	Institute of Transportation Engineers
KM	Kinder-Morgan
lb/day	pounds per day
L_{dn}	day-night average noise level
L_{eq}	energy-equivalent noise level
$L_{eq(24)}$	equivalent noise level (the sound energy averaged over a 24-hour period)
LID	Low Impact Development
L_{max}	maximum noise level
LOS	level of service
LPFD	Livermore-Pleasanton Fire Department
LRA	local responsibility area
Master Plan	*Master Plan for Lions Wayside and Delucchi Parks*
MBTA	Migratory Bird Treaty Act
mg/l	milligrams per liter
MND	mitigated negative declaration
mph	miles per hour
MT	metric tons
NAAQS	national ambient air quality standards
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. Natural Resources Conservation Service
NRHP	National Register of Historic Places
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	U.S. Department of Labor, Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PM	particulate matter
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PM_{10}	particulate matter with an aerodynamic diameter of 10 micrometers or less
PPV	peak particle velocity
PRC	California Public Resources Code
project	Lions Wayside and Delucchi Parks Master Plan Project
RMS	root mean square
ROG	reactive organic gases
RWQCB	regional water quality control board
SHPO	State Historic Preservation Officer

SMAQMD	Sacramento Metropolitan Air Quality Management District
SWMP	storm water management plan
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TPH	total petroleum hydrocarbon
UCMP	University of California Museum of Paleontology
VdB	vibration decibel(s)
VMT	vehicle miles traveled
VOC	volatile organic compound
vph	vehicles per hour

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Date: October 9, 2015

To: Interested Parties

From: Adam Weinstein, Planner, City of Pleasanton

Subject: Notice of Intent to Consider Adoption of a Mitigated Negative Declaration for the Lions Wayside and Delucchi Parks Master Plan Project

Enclosed for your review is a draft Initial Study and Mitigated Negative Declaration (IS/MND) evaluating the potential environmental impacts of the Lions Wayside and Delucchi Parks Master Plan Project (project). The project would be located in Alameda County within the City of Pleasanton, California, within two urban parks directly adjacent to the City's historic downtown. The City of Pleasanton has prepared this IS/MND in accordance with the requirements of the California Environmental Quality Act (CEQA), and State CEQA Guidelines.

The project would upgrade and improve the park's facilities and would enhance public access and park use, safety, and aesthetics. The City Council approved the *Master Plan for Lions Wayside and Delucchi Parks* (Master Plan) on October 7, 2014. The Master Plan describes the project's objectives and features, including a new, expanded bandstand and open plazas and walkways that would create a gateway to Pleasanton's historic downtown. The project would also make changes to Kottinger Creek within Lions Wayside Park. This portion of the creek is an ephemeral drainage ditch and would be replaced with an underground culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, backfill with soil to the same elevation as the surrounding parkland, and then plant grass. Filling the ditch would create a larger and more accessible lawn area for the bandstand and eliminate the ditch's steep banks, which are a safety hazard.

The purpose of the IS/MND is to evaluate impacts on Kottinger Creek in order to satisfy the permitting requirements of the natural resource agencies as well as to identify potentially significant impacts related to air quality; biological resources; cultural resources, noise, and transportation and circulation. All impacts are reduced to less-than-significant levels with implementation of the mitigation measures identified in the IS.

The IS/MND is being circulated for public review and comment for a 30-day period beginning on October 9, 2015 and ending on November 9, 2015. The IS/MND and documents referenced in the IS/MND may be reviewed at the City of Pleasanton's website, http://www.cityofpleasantonca.gov and at the Pleasanton Public Library, 400 Old Bernal Avenue, Pleasanton. For questions regarding the IS/MND, contact Adam Weinstein, (925) 931-5606. Please send written comments on the IS/MND to Adam Weinstein, Planner, Planning Manager/Deputy Director of Community Development, City of Pleasanton, 200 Old Bernal Avenue, P.O. Box 520, Pleasanton, CA 94566-0802. Comments may also be sent via e-mail to AWeinstein@cityofpleasantonca.gov. For e-mailed comments, please include the project title in the subject line and include the commenter's name and U.S. Postal Service mailing address. All written comments must be received by November 9, 2015.

The City of Pleasanton intends to consider adoption of the Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program at its regularly scheduled City Council meeting on Tuesday, December 15, 2015, at 7:00 p.m. in the City Council Chamber at 200 Old Bernal Avenue, Pleasanton, CA 94566. This meeting is open to the public. Interested persons should check the City's website in advance to confirm the date.

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CITY OF PLEASANTON

LIONS WAYSIDE AND DELUCCHI PARKS MASTER PLAN PROJECT

MITIGATED NEGATIVE DECLARATION

INTRODUCTION

This initial study (IS) and mitigated negative declaration (MND) have been prepared to evaluate the City of Pleasanton's project for compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City of Pleasanton is the lead agency under CEQA and is proposing to adopt an MND for the Lions Wayside and Delucchi Parks Master Plan Project.

PROJECT DESCRIPTION

The City of Pleasanton's Lions Wayside and Delucchi Parks Master Plan Project (project) seeks to upgrade and improve existing park and recreational facilities. The project is located at Lions Wayside and Delucchi Parks in the City of Pleasanton, Alameda County, California. The project is envisioned to enhance public access and park use, safety, and aesthetics. The City Council approved the *Master Plan for Lions Wayside and Delucchi Parks* (Master Plan) on October 7, 2014. The Master Plan describes the project's objectives and features, including a new, expanded bandstand, plazas, and walkways that would improve the functionality, safety, and appearance of both parks and create a gateway to Pleasanton's historic downtown. The project also makes changes to Kottinger Creek within Lions Wayside Park. This portion of the creek is a drainage ditch which is dry most of the year, and which would be replaced with an underground culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, backfill with soil to the same elevation as the surrounding parkland, and then plant grass. Filling the ditch would create a larger and more accessible lawn area for the bandstand and eliminate the ditch's steep banks, which are a safety hazard. Chapter 2 of the IS presents a more detailed description of the project.

FINDINGS

An IS has been prepared to evaluate impacts on Kottinger Creek in order to satisfy the permitting requirements of the natural resource agencies as well as to identify potentially significant impacts related to air quality; biological resources; cultural resources, noise, and transportation and circulation. Based on the IS, it has been determined that the project would not have any significant adverse impacts on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The project would have no impacts on agriculture and forestry, land use and planning, mineral resources, and population and housing.

2. The project would have less-than-significant impacts on aesthetics, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, public services, recreation, and utilities and service systems.

3. The project would have potentially significant impacts on air quality, biological resources, cultural resources, noise, and transportation and circulation, but mitigation measures would reduce these impacts to less-than-significant levels.

4. The project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, reduce the number or restrict the range of a special-status species, or eliminate important examples of California history or prehistory.

5. The project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.

6. The project would not have environmental effects that are individually limited but cumulatively considerable.

7. The project would not have environmental impacts that would cause substantial adverse impacts on human beings, either directly or indirectly.

8. No substantial evidence exists that the project would have a significant negative or adverse impact on the environment.

9. The project incorporates all applicable mitigation measures, as listed below and described in the IS.

Following are the mitigation measures that would be implemented by the City of Pleasanton or its assignees to avoid or minimize potential environmental impacts. Implementation of these mitigation measures would reduce the environmental impacts of the project to less-than-significant levels.

Mitigation Measure AQ-1: Implement the BAAQMD Basic and Additional Construction Control Measures.

The City and its construction contractor(s) shall implement the following BAAQMD Basic Construction Control Measures during grading and construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- 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.

- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.

- 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 the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

- A publicly visible sign shall be posted at the soil transfer site with the telephone number and person to contact at the City of Pleasanton regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number also shall be visible, to ensure compliance with applicable regulations.

Mitigation Measure BIO-1: Avoid and Minimize Impacts on Nesting Birds Protected by the Migratory Bird Treaty Act and California Fish and Game Code.

The City shall schedule tree removal required for construction outside of the typical nesting season (February 15–September 15) to the extent feasible. If tree removal must be undertaken during the typical nesting season, a preconstruction survey for nesting birds shall be conducted no more than 10 days before the beginning of any tree removal or tree trimming or other construction activity that occurs between February 15 and September 15. The nesting-bird survey shall include the designated construction area and a species-appropriate nest buffer. If no active nests are found, no further mitigation is required. If an active nest is found in the construction area or within a tree subject to removal or pruning, a nest buffer shall be established around the active nest. The size of the nest buffer shall be determined by a qualified biologist depending on nest location and species. No construction activity shall occur within the buffer area of a particular nest until the qualified biologist confirms that the chicks have fledged or the nest is no longer active. A qualified biologist shall monitor the status of any active raptor nests within 500 feet and songbird nest within 50 feet of the construction area at least weekly during the nesting season.

Mitigation Measure BIO-2: Provide Replacement Open-Water Habitat.

The City shall provide replacement habitat to compensate for direct impacts on jurisdictional waters in Lions Wayside Park. The mitigation shall consist of habitat creation or restoration at off-site locations subject to the review and approval of the U.S. Army Corps of Engineers (USACE), CDFW and SFRWQCB. The City of Pleasanton shall provide off-site habitat compensation at a 1:1 replacement ratio or greater. Off-site habitat compensation may consist of (1) purchase of wetland credits at an approved wetland mitigation bank; (2) payment of in-lieu-of fees to an agency approved land bank or conservation entity designated for acquisition and preservation of similar wetland habitats; (3) payment of monies toward specific public or private wetland habitat creation, restoration, or enhancement projects; or (4) undertaking a habitat creation project on City of Pleasanton lands; or (4) use of existing mitigation credits owned by the City of Pleasanton. The amount of any in-lieu-of fees or funding for off-site projects owned by others shall be determined in consultation with the regulatory agencies. Details of a City of Pleasanton-sponsored off-site wetland mitigation project shall be subject to the approval of the regulatory agencies.

Mitigation Measure CUL-1: Avoid Potential Effects on Previously Undiscovered Resources, and Stop Work if Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered

If buried or previously unidentified resources are discovered during excavation or grading, the construction crew shall notify the City and immediately cease all work within a 100-foot radius of the find. The City shall hire a professional archaeologist meeting the *Secretary of the Interior's Professional Standards for Archaeologists* to assess the discovery and recommend what, if any, further treatment or investigation is necessary for the find. Any necessary treatment/investigation shall be coordinated with the City, USACE, and SHPO, and shall be completed before project activities continue in the vicinity of the find.

Construction workers shall undergo a worker environmental awareness program. The training shall address visual familiarity with archaeological material that might be encountered during construction, appropriate measures that must be taken if cultural resources are encountered, such as stopping work in a 100-foot radius, and handout sheets containing contact information for appropriate City personnel.

Mitigation Measure CUL-2: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required.

Before the start of any earthmoving activities associated with installation of the box culvert, the City shall retain a qualified scientist (geologist, environmental scientist, or paleontologist) to train construction personnel involved with earthmoving activities, including the site superintendent, regarding the potential to encounter fossils, the appearance and types of fossils that could be encountered, and proper notification procedures should fossils be encountered.

If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the City and immediately cease work in the vicinity of the find. The City shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (SVP 1996). The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. The recovery plan shall be implemented as directed by the City before construction activities resume at the location of the find.

Mitigation Measure CUL-3: Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth in State CEQA Guidelines Section 15064.5(e)(1).

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction, the City and its construction contractor(s) shall take the following steps:

(1) No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until:

(A) the coroner of Alameda County has been contacted to determine that no investigation of the cause of death is required, and

(B) if the coroner determines the remains to be Native American:

1. the coroner shall contact the Native American Heritage Commission within 24 hours;

2. the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and

3. the most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code; or

(2) Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

(A) the Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant fails to make a recommendation within 24 hours after being notified by the commission;

(B) the most likely descendant identified fails to make a recommendation; or

(C) the landowner or his or her authorized representative rejects the recommendation of the most likely descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Mitigation Measure NOI-1: Employ Noise-Reducing Construction Measures for Stationary Construction Equipment.

The City of Pleasanton and its construction contractor(s) shall implement the following measures before and during each step of the project to reduce potential impacts related to temporary construction-related increases in exterior ambient noise levels:

- Provide written notification to potentially affected residents before construction, identifying the type, duration, and frequency of construction activities. Notification materials shall also identify a mechanism for residents to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the permitted hours.

- Prohibit the start-up of machines or equipment before 8 a.m. and after 8 p.m. Monday through Saturday and on Sunday.

- Minimize idling times of equipment, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes.

- Use electrically powered equipment instead of internal combustion equipment where practicable and feasible.

- Restrict the use of bells, whistles, alarms, and horns to safety-warning purposes.

- Equip all construction equipment with noise-reduction devices such as mufflers to minimize construction noise and operate all internal combustion engines with exhaust and intake silencers, ducts, engine enclosures, acoustically attenuating shields, or shrouds.

- To the extent feasible, limit the simultaneous operation of multiple construction equipment within 100 feet of residences.

- Locate fixed construction equipment (e.g., compressors and generators), construction staging and stockpiling areas, and construction vehicle routes as far as practicable from noise-sensitive receptors.

- Use hydraulically or electrically powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) for project construction wherever practicable to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where the 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 practicable, and this should achieve a reduction of 5 dBA. Quieter

procedures such as drilling rather than impact equipment shall be used whenever applicable and feasible.

- Locate stationary construction noise sources 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.

- Use noise-attenuating buffers such as structures, truck trailers, or soil piles between noise generation sources and sensitive receptors, where practicable and particularly in locations subject to prolonged construction.

- Designate a disturbance coordinator and conspicuously post this person's phone number around the project sites, in adjacent public spaces, and in construction notifications. The disturbance coordinator shall be responsible for responding to any complaints. The disturbance coordinator shall receive all public complaints about construction disturbances and be responsible for determining the cause of the complaint and implementing feasible measures to alleviate the problem.

- Post the name and phone number of the designated project liaison 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.

Mitigation Measure TRA-1: Construction Traffic Management Plan

The City of Pleasanton shall prepare a Construction Traffic Management Plan which requires its construction contractor to identify the project construction staging area, construction office trailer location, and truck travel routes for transport of excavated material and import of backfill. The plan shall also include a traffic control plan to minimize traffic and on-street parking impacts for streets affected by project construction, and impacts on pedestrians and bicyclists. Furthermore, the City of Pleasanton may require that the following elements be included in the plan:

- Circulation and detour plans to minimize impacts on local street circulation; flaggers and/or signage to guide vehicles.

- Truck route plans for hauling excavated material and backfill that minimize truck traffic on local roadways and residential streets to the extent practicable.

- Along major arterials, plans to schedule truck trips outside of the peak morning and evening commute hours to the extent practicable.

- Plans to maintain pedestrian and bicycle access and circulation to the extent practicable and safe.

- Equipment and materials storage plans to avoid traffic impacts.

- Construction worker parking plans.

Mitigation Measure TRA-2: Repair Damaged Roadways and Bike Trails After Construction.

The City of Pleasanton shall conduct a pre-construction condition assessment of sidewalks, pathways, roadways, and other facilities. After the completion of construction during each step of the project, the City, its engineering design consultants, or its construction contractors shall assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were used during construction, including project-related potholes, fractures, or other damages.

ADOPTION OF MITIGATED NEGATIVE DECLARATION AND APPROVAL OF PROJECT

Certification by Those Responsible for Preparation of This Document. The City of Pleasanton has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act and provides an accurate description of the project, and that the lead agency has the means and commitment to implement the mitigation measures that will assure the project does not have any significant, adverse impacts on the environment. Furthermore, I have reviewed and considered all comments received during the public comment period for the document. I hereby recommend adoption of this mitigated negative declaration:

_____ _____

Name, Title
City of Pleasanton

Date

(*To be signed upon completion of the public review process and preparation of a final project approval package including responses to comments, if any, on the environmental document and any necessary modifications to the mitigation measures.)

I hereby approve this project:

_____ _____

Name, Title
City of Pleasanton

Date

1 INTRODUCTION

The City of Pleasanton (City) is implementing the Lions Wayside and Delucchi Parks Master Plan Project (project) to upgrade and improve its park and recreational facilities at Lions Wayside and Delucchi Parks. The project is located at Lions Wayside and Delucchi Parks in the City of Pleasanton, Alameda County, California. The project would enhance public access and park use, safety, and aesthetics. The City Council approved the *Master Plan for Lions Wayside and Delucchi Parks* (Master Plan) on October 7, 2014. The Master Plan describes the project's objectives and features, including a new, expanded bandstand, plazas, and walkways that would improve the functionality, safety, and appearance of both parks and create a gateway to Pleasanton's historic downtown. The City is the lead agency under the California Environmental Quality Act (CEQA) and prepared this initial study/mitigated negative declaration (IS/MND) in compliance with CEQA and the State CEQA Guidelines (Guidelines) to address the project's potential environmental impacts.

1.1 BACKGROUND

The *Master Plan for Lions Wayside and Delucchi Parks* is part of the City's efforts to integrate these parks into the downtown area and revitalize them as community gathering places. As described in the *Pleasanton General Plan 2005–2025* (adopted in 2009), the downtown area features Pleasanton's oldest buildings, established residential neighborhoods, and tree-lined streets. The *Downtown Specific Plan* (2002) outlines the City's goals for urban development and measures to preserve downtown's character. The *Downtown Specific Plan* also incorporates the Downtown Revitalization Strategy and the *Community Trails Master Plan,* and provides recommendations regarding the Downtown Parks and Trails System, including specific recommendations for upgrading Lions Wayside and Delucchi Parks.

The City prepared the *Master Plan for Lions Wayside and Delucchi Parks* pursuant to the goals outlined in the *Downtown Specific Plan*. The Master Plan describes the project, which involves adding specific park improvements that include a new bandstand with an expanded audience area, new plazas for public gatherings, and a range of other improvements such as shade trees and lighting. The project also includes removing a steeply banked portion of Kottinger Creek, that serves as a drainage ditch with intermittent water flows within Lions Wayside Park, and routing it through an underground box culvert. The project proponent would then fill the ditch to the same elevation as the surrounding parkland. This would remove a safety hazard, connect the park's lawn areas and plazas, and create an expanded lawn area in front of the new bandstand.

1.2 PURPOSE OF DOCUMENT

The primary purpose of this IS/MND is to evaluate impacts on Kottinger Creek in order to satisfy the permitting requirements of the natural resource agencies as well as to identify potentially significant impacts related to air quality; biological resources; cultural resources, noise, and transportation and circulation. The ISMND evaluates whether the project may have a significant environmental impact on the physical environment and discloses identified potential impacts. The IS/MND also identifies feasible mitigation measures for any potentially significant environmental effects, as required by CEQA (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). CEQA and the State CEQA Guidelines require that all State and local government agencies consider the environmental effects of projects over which they have discretionary authority.

As CEQA lead agency for the project, the City of Pleasanton has prepared this IS/MND to determine whether the project may have a significant impact on the environment. In accordance with State CEQA Guidelines Sections 15063 through 15075, an environmental impact report must be prepared if the project may have a significant

impact on the environment. Alternately, a negative declaration or MND can be prepared if the lead agency determines that the project would not have a significant impact on the environment or that those impacts would be reduced to less-than-significant levels with mitigation. As stated in the MND, the City has analyzed the potential environmental impacts of the project and determined that all potentially significant impacts would be reduced to less-than-significant levels with mitigation.

1.3 DOCUMENT ORGANIZATION

This document is divided into the following sections:

Notice of Intent. The NOI provides a brief description of the project and its location, the dates of the public comment period, how the public may provide comment, and scheduled public meetings.

MND. The MND summarizes the City's findings regarding environmental impacts, identifies the mitigation measures that would be required to reduce project impacts to less-than–significant levels, and determines that the project does not warrant preparation of an environmental impact report.

IS. The IS presents the project and the environmental analysis to determine whether the project may have a significant effect on the environment. The IS is divided into the following chapters:

- **Chapter 1, "Introduction,"** provides summary information about the project and describes the purpose and content of the IS.
- **Chapter 2, "Project Description,"** presents the project purpose, objectives, and needs, and contains a detailed description of the project.
- **Chapter 3, "Environmental Checklist,"** provides an assessment of potential project impacts and mitigation measures by resource topic.
- **Chapter 4, "List of Preparers,"** identifies the individuals who contributed to this IS.
- **Chapter 5, "References,"** identifies the information sources used in preparing this IS.

Appendices contain technical reports and other information to supplement the IS/MND.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is located in Alameda County (Exhibit 2-1), west of the intersection of First and Neal Streets in Pleasanton's historic downtown business district. Exhibit 2-2 depicts the location of the project, Lions Wayside and Delucchi Parks. The parks are bounded by West Angela Street to the south, Railroad Avenue to the west, First Street to the east, and commercial development to the north, and are separated by Neal Street, with Lions Wayside Park to the north and Delucchi Park to the south. They are located within the *Downtown Specific Plan* area and are designated for Parks and Recreation land uses. Adjacent lands are designated for Public, Downtown Commercial, and Medium Density Residential uses.

2.2 PROJECT PURPOSE, OBJECTIVES, AND NEED

The project purpose is to implement the Master Plan for Lions Wayside and Delucchi Parks. The overall project objectives are to enhance the use of the parks, upgrade an important downtown recreational amenity, and improve the parks' appearance and value to the community. As described in the Master Plan, the specific goals of the Master Plan are:

- Improved functionality, safety, and esthetic appearance of both parks.
- Continuation of current uses in both parks, including informal use (e.g., relaxing, walking, etc.), and formalized activities (e.g., concerts, weekly markets, etc.).
- Treatment of the two parks as one single park area, in design, appearance, and uses.
- Design of the central axis of the two parks to create a "gateway" into the historic downtown area. Design and placement of elements in the central axis area to function as "gateways" into the two large lawn areas of each park.
- Improvement of the major functions and elements of the parks, including:

- New Bandstand with larger audience area;
- Paving and utilities to support park activities, including events at the Bandstand area and plazas;
- Large lawn areas, and large tree-shaded areas, for informal use.

- Enhancement of the safety, park usability, and esthetic value of Kottinger Creek within these intensively used urban parks.

- Within Lions Wayside Park: Cover the drainage swale for the length of the park (from First Street to Neal Street), to increase safety, and join areas currently separated by the existing drainage swale.
- Within Delucchi Park: Include a complete perimeter decorative guardrail/fence, install a pedestrian crossing from the proposed parking area to the park's lawn, and undertake a general cleanup of the watercourse, including removal of non-native invasive species of plants.
- For all areas: Make improvements per applicable codes, regulations, mitigations, etc.

- Accommodate the Regional Trail and its anticipated increased pedestrian use, within the two parks.

- Allow for increased use and enhance the safety of pedestrians at street crossings. Create vehicular traffic calming measures, and increase visibility of pedestrians at traffic crossings in plaza areas.

The parks are centrally located between downtown commercial uses and established residential neighborhoods and are frequently used for informal gatherings and performances at the Chan Henderson Bicentennial Bandstand (Exhibit 2-3). However, audience views of the bandstand are restricted because the bandstand is located adjacent to the existing drainage ditch and trees that divide the park. Lions Wayside Park contains the new Firehouse Arts Center, which features regular musical, dramatic, and other performances. Both parks support fairs and other downtown events and are used heavily.

Kottinger Creek crosses both parks. In its upstream portion in Lions Wayside Park, the creek is a drainage ditch that has steep banks, no wetland features, and no flow for most of the year (Exhibit 2-4). In Delucchi Park, the creek carries little flow but contains water year round and supports some vegetation (Exhibit 2-5). The presence of Kottinger Creek in Lions Wayside Park is a safety concern because of the steep banks, lack of regular water flow, and bisection of the well-used open space. In 2002, the *Master Plan for the Downtown Parks and Trails System* recommended covering the ditch because of aesthetic, maintenance, and safety concerns. More recently, the *Pleasanton General Plan 2005–2025* (adopted in 2009) recommended obtaining the required permits and removing the drainage ditch from Lions Wayside Park. The creek bed is at a substantially lower elevation than the surrounding park and its steep banks make it difficult to maintain. In addition, it bisects an area in Lions Wayside Park that, as part of the Master Plan, the City would use to create an open space in front of the new bandstand and Firehouse Arts Center. Moreover, because of changes in upstream stormwater management infrastructure, this portion of the creek seldom conveys stormwater and does not support wetland vegetation.

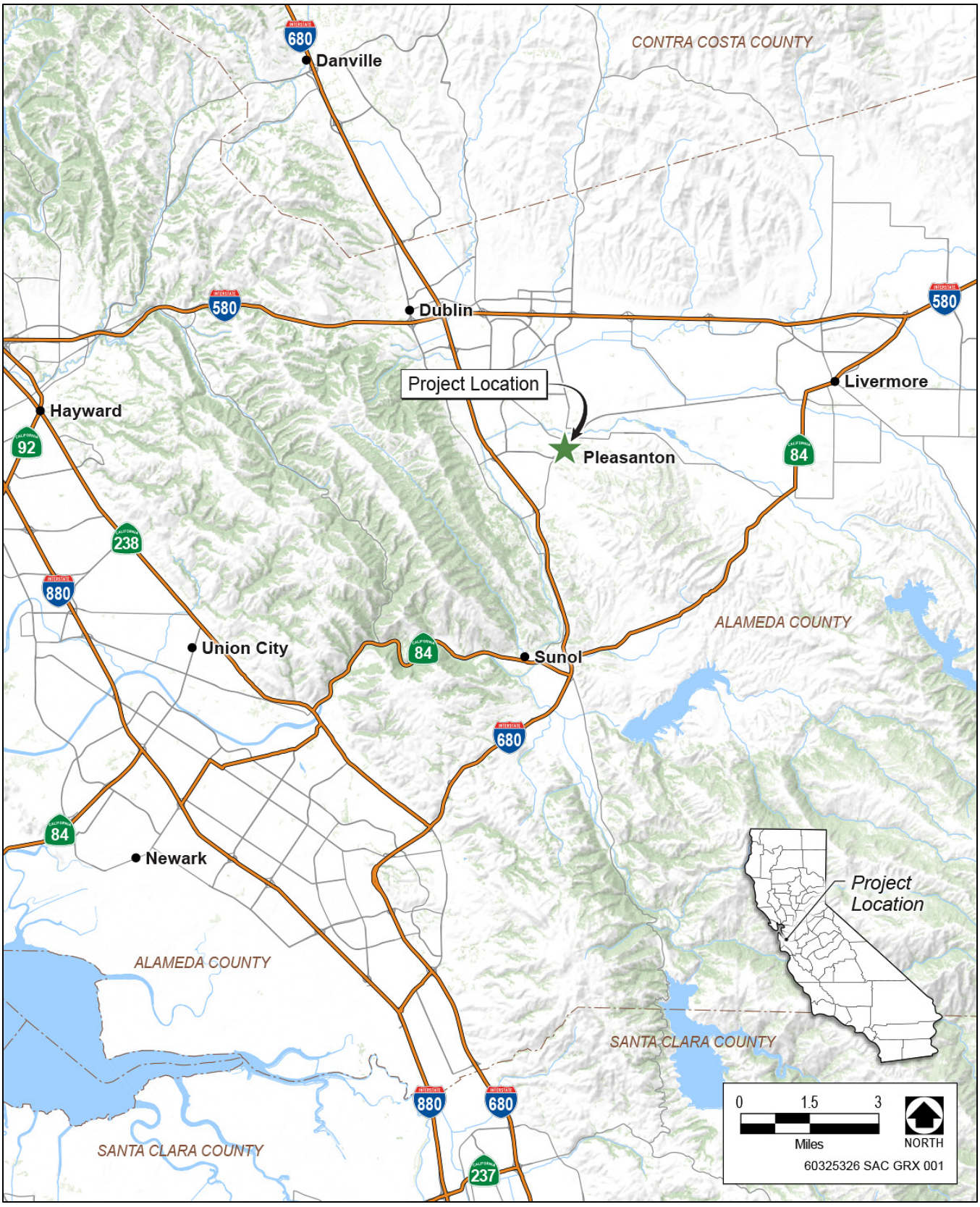
Thus, the project would eliminate the drainage ditch within Lions Wayside Park and join areas of the park currently separated by the ditch. Within Delucchi Park, Kottinger Creek would remain "daylighted" and adjacent streamside habitat would be enhanced with new plantings.

2.3 PROJECT DESCRIPTION

The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the recreational value of Lions Wayside and Delucchi Parks and address safety concerns regarding the steep banks adjacent to the existing drainage ditch in both parks. The project description provided below describes the existing facilities, the project features, and their construction.

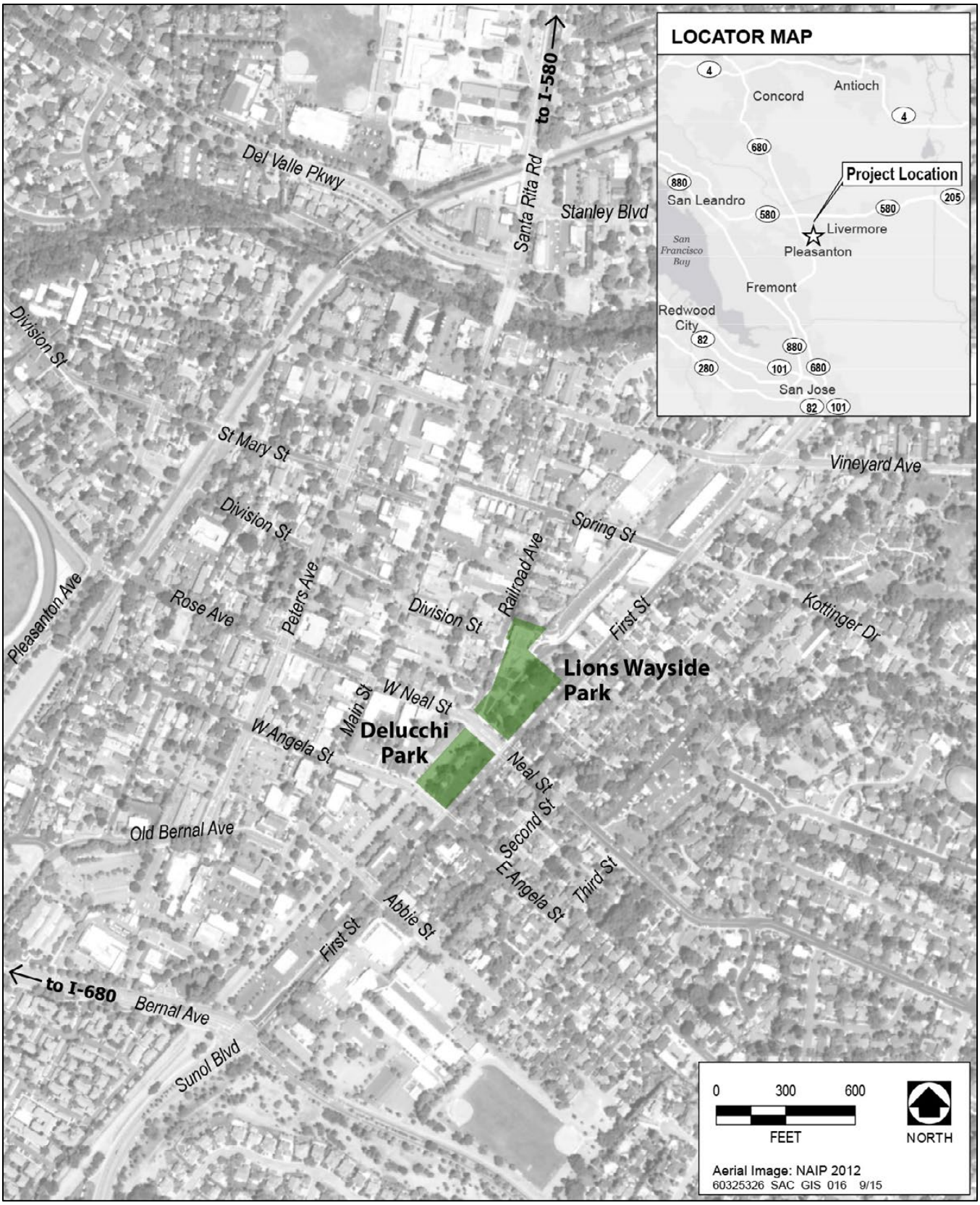
Lions Wayside Park features the Firehouse Arts Center, the Ice House, and the Chan Henderson Bicentennial Bandstand. The existing bandstand is small and outdated (Exhibit 2-3). It consists of a wooden deck and trellised roof, and it needs building code compliance upgrades and upgrades and safety improvements required by the Americans with Disabilities Act. Delucchi Park provides public restrooms and both parks provide lawn areas. However, most of these facilities need upgrades, repairs, and improvements. The parks have a combined area of approximately 3 acres, including lawn areas and walkways. Exhibit 2-6 provides an overall layout of the new features and upgrades, including the bandstand, plazas, expanded lawn areas, pedestrian bridge, and parking.

The subsections below describe the features, construction methods, measures that the City would use to minimize construction effects, and required permits and approvals.



Source: Data compiled by AECOM in 2015

Exhibit 2-1. Regional Location



Source: Data compiled by AECOM in 2015

Exhibit 2-2. Project Location

Source: Photograph taken by AECOM in December 2012

Exhibit 2-3. Existing Bandstand

Exhibit 2-4. Kottinger Creek Drainage Ditch—Lions Wayside Park (looking southeast toward First Street)

Exhibit 2-5. Kottinger Creek Drainage Ditch—Delucchi Park (looking northeast toward Neal Street)

2.3.1 PARK UPGRADES

Bandstand and Great Lawn—The project includes a new, larger bandstand for performances and gatherings. The existing bandstand would be removed and the new Chan Henderson Bicentennial Bandstand would be constructed adjacent to Railroad Avenue and the Firehouse Arts Center's south plaza (and away from First Street). The Ice House, an existing ice vending operation, currently sited at this location would be relocated. The existing deep drainage ditch and approximately 19 nonnative trees would be removed to create an expanded audience viewing area. However, the project would not affect the City's existing heritage Tasmanian blue gum tree.

Exhibit 2-7 provides a diagram of the new bandstand and its location in Lions Wayside Park. The new bandstand would have a larger stage area, a weather-protective roof, and improved acoustics and lighting. The design would include back walls that could be opened to face Railroad Avenue. The bandstand area would also include seating, Americans with Disabilities Act–compliant access, drought-tolerant landscaping, and shade trees. The audience area would be excavated and regraded to create a sloped, amphitheater-like audience seating area.

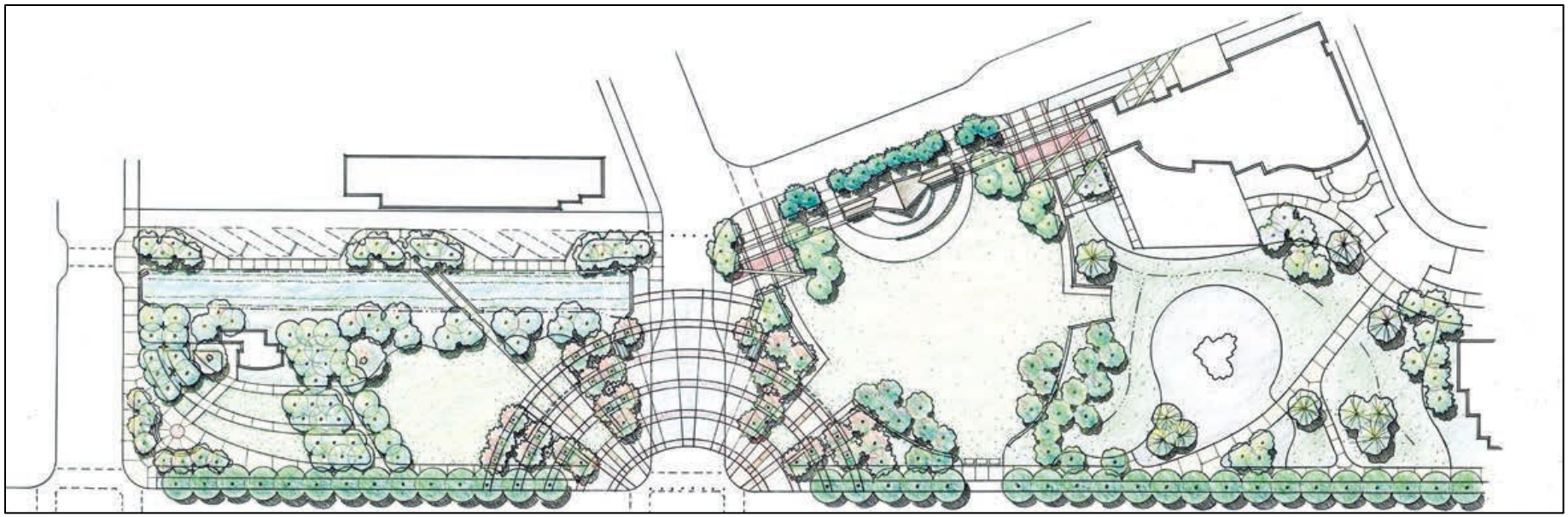
Plazas—The project would include new plazas on each side of Neal Street that would provide access to the lawn areas of each park. Exhibit 2-8 shows a diagram of the plaza areas in Delucchi Park. The project design would include removable bollards that could be used to close Neal Street and connect the plazas during special events. The plazas also would include decorative paving, benches, signage, shade trees, lighting, flagpoles, and salvaged on-site granite blocks for seating, a drinking fountain, and two bus shelters (one on each side of Neal Street). All lighting would be selected for energy efficiency and directed downward to protect views of the night sky and to minimize glare on nearby residential areas.

Market Pavilion—The project would convert the existing lawn area at the southeast corner of Delucchi Park to a new Market Pavilion that would support special events, such as the farmers' market. Like the plazas described above, this area would include decorative paving, seatwalls, shade trees, and lighting.

Pedestrian Bridge—The project would include a new pedestrian bridge over Kottinger Creek in Delucchi Park to connect adjacent sidewalks and new parking areas along Railroad Avenue with the new plazas and walkways. The bridge would be wide enough to accommodate two-way bicycle/pedestrian traffic, with lighting for safety and security.

New Walkways, Lighting, Expanded Lawns, Parking Spaces, and Bike Racks—The project would include new walkways, lighting, and expanded lawns with irrigation. However, the City also would plant new landscaping consisting of drought-tolerant native plants to minimize watering requirements. Automobile, pedestrian, and bicycle circulation improvements would include approximately 10 new parking spaces, and a mid-block street crossing as well as two new bike rack areas on West Angela Street. Safety would be enhanced by providing new emergency vehicle access ways, lighting, and increased visibility and sight lines into the parks.

Transportation Improvements—In addition to the walkways within the parks, the project would include crosswalk enhancements. Neal Street would be contiguous with the new plazas, and removable bollards would be installed at each end of Neal Street so the street could be closed for special events. Consistent with the Master Plan goals, the parks, walkways, crosswalk enhancements, and parking would provide a link to the Regional Trail, and the Neal Street bollards, reduced roadway width, mid-block crossings and other measures would provide traffic calming on Neal Street, West Angela Street, and Railroad Avenue.



Source: City of Pleasanton Master Plan for Lions Wayside and Delucchi Parks

Exhibit 2-6. Project Site Layout

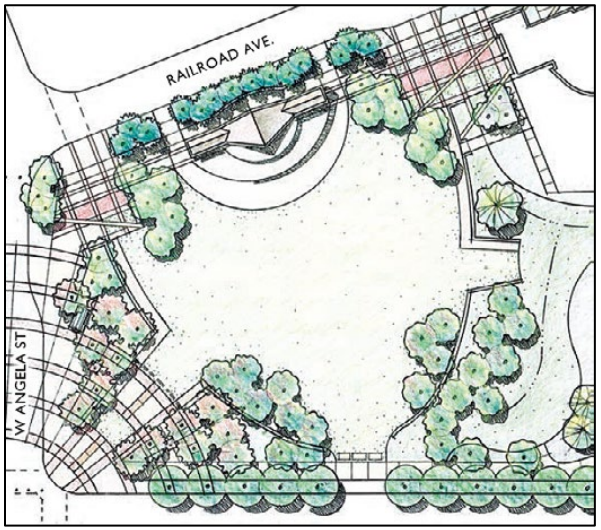


Exhibit 2-7. Rendering of New Band

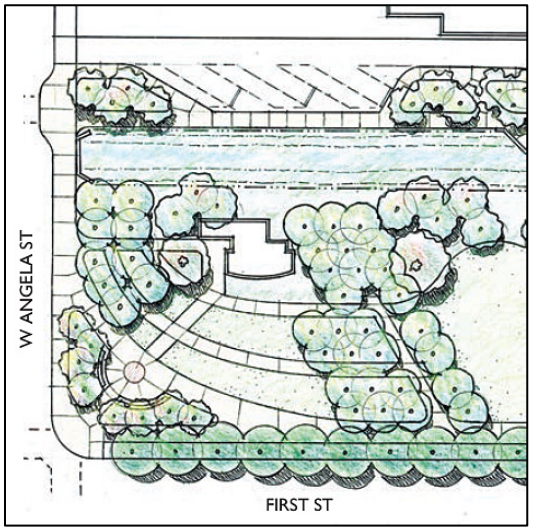


Exhibit 2-8. Diagram of Plaza in Delucchi Park

2.3.2 PROJECT CONSTRUCTION

Construction would be completed in the following steps as described in greater detail below:

- Site preparation
- Culvert installation (Lions Wayside Park)
- Bandstand construction (Lions Wayside Park)
- Kottinger Creek improvements (Delucchi Park)
- Park improvements
- Site restoration

Construction would occur over an approximate 6-month period in 2016.

SITE PREPARATION

Before construction, the site would be fenced for safety and security, and construction crews would establish a staging area in Lions Wayside Park for storage of equipment and construction materials. Selected trees would be removed to make room as needed for construction of the bandstand and plazas.

CULVERT INSTALLATION

The Kottinger Creek drainage ditch within Lions Wayside Park would be replaced with a culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, and backfill with soil to the same elevation as the surrounding parkland, and then plant grass. The project would channel the seasonal flows in this drainage ditch through a new box culvert for the length of the park. The bottom elevation of the culvert would be 354.4 feet at First Street and 348.7 feet at Neal Street. The ditch currently conveys stormwater during large storms or extended periods of rainfall; however, the work would be conducted during dry summer conditions and, therefore, would not require flow diversion. Stormwater runoff from the surrounding park would be collected in catch basins and routed to the box culvert.

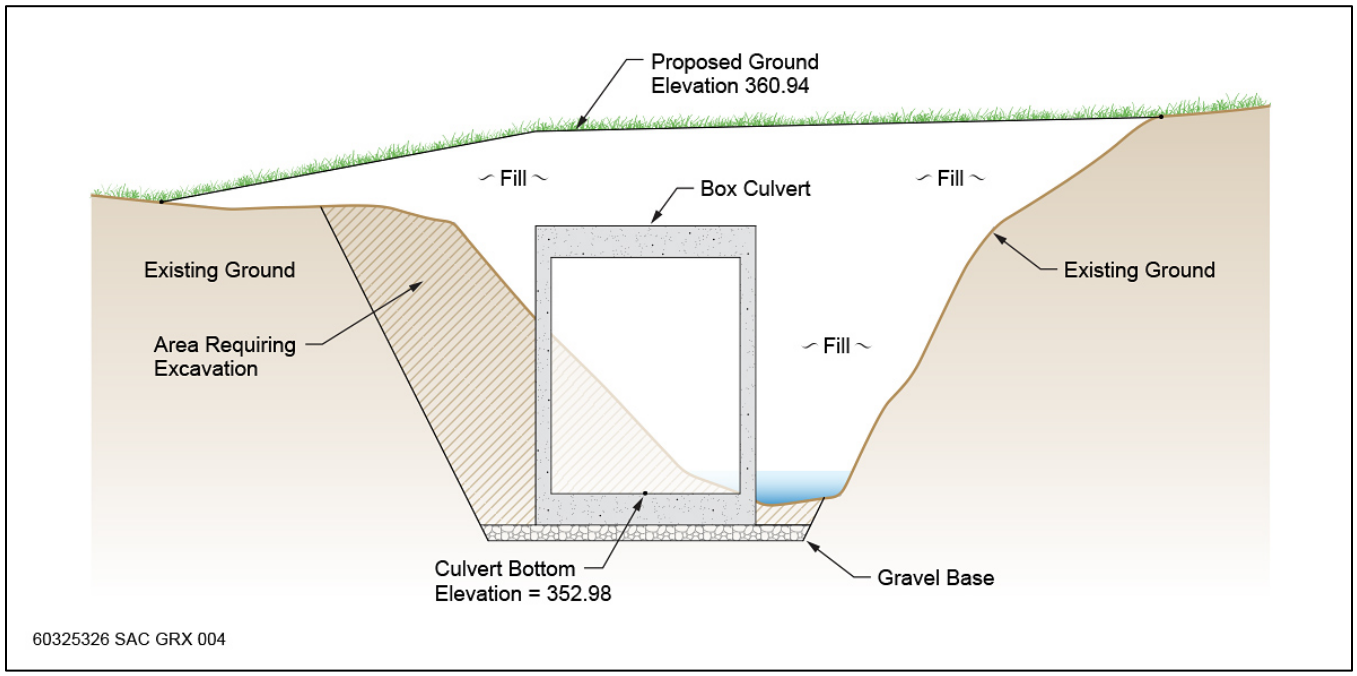
After removing concrete debris, the contractor would use tracked excavators (e.g., backhoes) to excavate a flat trench at the base of the ditch from First Street to Neal Street and would place approximately 320 cubic yards of structural foundation (gravel) obtained from a commercial quarry (approximately 30 truckloads). A crane would then be used to lower 8-foot by 5-foot, precast concrete box culvert sections over the 535-foot length of the ditch (see Exhibit 2-6). The box culvert sections would be delivered on flatbed trucks. Alternatively, construction crews would assemble forms and construct the culvert in place ("cast-in-place") using concrete delivered by trucks. Iron-bar grill screens would be installed at the culvert entrances as a safety measure to discourage access. The ditch area would then be filled to grade with imported soil (approximately 1,200 cubic yards) transported to the site by dump trucks (approximately 60 truckloads). At the peak of construction, the City estimates the project would require approximately 20 workers and a maximum of approximately 8-10 truck trips per day during the most active construction period, which is expected to last one to two months.

Exhibit 2-9 shows a typical cross section of the completed excavation, foundation bedding, culvert, and backfill. Small, hand-operated compactors would be used to compact the soil to minimize future settlement. Grass would be planted in the area previously occupied by the ditch, as well as in areas disturbed during construction.

BANDSTAND CONSTRUCTION

The new bandstand would be located in Lions Wayside Park on Railroad Avenue and would face the expanded lawn area at the center of the park. The existing Ice House that currently occupies the site would be temporarily

moved within the park until a permanent location is identified. Construction crews would then install the new bandstand, roof, stage, seating, and opening to Railroad Avenue.



Source: Pakpour Consulting Group 2014, adapted by AECOM 2015

Exhibit 2-9. Box Culvert Cross Section

To enhance audience views of the bandstand, the lawn area directly in front of the bandstand in Lions Wayside Park would be graded to slope toward the bandstand's deck. Grading would require excavation of approximately 1,200 cubic yards (approximately 60 truckloads) of soil that would be used on-site to the extent practicable or transported off-site using dump trucks along major roadways for disposal or reuse. Surface soils would be preserved and reused on-site.

KOTTINGER CREEK IMPROVEMENTS (DELUCCHI PARK)

In Delucchi Park, construction crews would install a pedestrian bridge to connect the parking area and plaza and a decorative guardrail/fence at the top of both banks to address safety concerns. After a general cleanup, crews would remove debris and nonnative invasive plants and would plant and establish new, drought-tolerant, native riparian vegetation adjacent to the creek.

PARK IMPROVEMENTS

Throughout both parks, construction crews would install plazas, walkways, lighting, new trees, new grassy areas, and landscaping. Salvaged granite blocks from the drainage ditch would be used as decorative elements in the park. The new walkways would be designed to connect to a regional trail.

2.3.3 PARK OPERATIONS AND MAINTENANCE

Park operations would not change substantially from existing operations. Operations refer to both park uses and routine maintenance, such as general upkeep and repairs. Park uses would continue as they do now with no substantial program changes. Bandstand events and street festivals would continue and the parks may be used

occasionally for street festivals and the farmers' market. The City would occasionally use the removable bollards to close the section of Neal Street that separates the parks for special events.

2.3.4 STANDARD ENVIRONMENTAL COMMITMENTS

The City would implement standard environmental protection measures (environmental commitments) during construction to minimize environmental effects and disruption of surrounding areas. These commitments include those required by State of California regulations as well as City ordinances. This would include preparing and implementing a storm water pollution prevention plan (SWPPP), if required by the San Francisco Bay Regional Water Quality Control Board, to minimize erosion and potential impacts on downstream water quality. The SWPPP would outline stormwater best management practices, such as placing sandbags around stormwater catch basins, silt fences around disturbed areas, and covers on excavated soil piles, and spraying disturbed areas using water trucks to minimize fugitive dust and dirt emissions. The project would comply with City ordinances related to noise generation, traffic control, public notices, protection of historical resources, and protection of existing vegetation. The project also would comply with State and local requirements to characterize and dispose of hazardous materials and recycle solid waste. These environmental commitments help to minimize potential environmental impacts of the project. Where necessary, mitigation measures have been identified in Chapter 3 to further reduce potential impacts to less-than-significant levels.

2.3.5 CONSTRUCTION SCHEDULE

Construction would begin in spring 2016 and would require a total of approximately 6 months to complete. Undergrounding of the drainage ditch would be conducted in summer when there would be no flow in Kottinger Creek. However, the construction schedule would be designed to minimize interference with summer events, including Concerts in the Park and the farmers market, which occurs year-round. Site preparation and the excavation, culvert installation, and backfill required to replace the drainage ditch would require approximately 3 months. Removal of the existing bandstand and foundation would proceed concurrently, and construction of the new bandstand and plazas would be completed during late summer 2016. Site restoration, including planting of grass, landscaping, and native plants, would be completed in fall 2016, and the site would be monitored through the winter and watered as needed.

2.4 ENVIRONMENTAL PERMITS

In addition to CEQA certification, the project would likely require the following regulatory permits and approvals for undergrounding the culvert in Lions Wayside Park.

- U.S. Army Corps of Engineers—Section 404 of the Clean Water Act of 1972, dredge and fill nationwide permit
- San Francisco Bay Regional Water Quality Control Board—Clean Water Act Section 401 water quality certification
- State Water Resources Control Board—construction general permit
- California Department of Fish and Wildlife—Porter-Cologne Water Quality Control Act Section 1602 lake and streambed alteration agreement and Section 2081 California Endangered Species Act consultation
- U.S. Fish and Wildlife Service—Endangered Species Act Section 7 consultation

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	Lions Wayside and Delucchi Parks Master Plan Project
2. Lead Agency Name and Address:	City of Pleasanton, 200 Old Bernal Avenue, P.O. Box 520, Pleasanton, CA 94566-0802
3. Contact Person and Phone Number:	Adam Weinstein, Planning Manager/Deputy Director of Community Development, (925) 931-5606
4. Project Location:	In Alameda County, west of the intersection of First and Neal Streets in Downtown Pleasanton
5. Project Sponsor's Name and Address:	City of Pleasanton, 200 Old Bernal Avenue, P.O. Box 520, Pleasanton, CA 94566-0802
6. General Plan Designation:	Parks and Recreation
7. Zoning:	Park

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

A new bandstand, new plazas, and other improvements would be constructed to upgrade the recreational value of Lions Wayside and Delucchi Parks and to improve their function, safety, and aesthetic value. The existing bandstand would be removed and a new bandstand would be constructed adjacent to Railroad Avenue. New plazas on each side of Neal Street would provide access to lawn areas. The existing lawn area at the southeast corner of Delucchi Park would be converted to a new Market Pavilion. A new pedestrian bridge would be constructed over Kottinger Creek in Delucchi Park. New walkways, lighting, and expanded lawns with irrigation would be installed and new landscaping consisting of drought-tolerant native plants would be planted.

9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	Public, Downtown Commercial, and Medium Density Residential land uses surround the site; the parks are centrally located between downtown commercial uses and established residential neighborhoods.
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, State Water Resources Control Board, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Printed Name _____ Title _____

Agency _____

3.1 AESTHETICS

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

3.1.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for aesthetics are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.1.2 ENVIRONMENTAL SETTING

Lions Wayside and Delucchi Parks are within Pleasanton's historic downtown business district. Lions Wayside Park contains the Firehouse Arts Center; however, the existing Chan Henderson Bicentennial Bandstand consists of a wooden deck and trellis roof and is outdated. Delucchi Park has few features other than public restrooms and adjacent lawn areas. Several existing trees are located within both parks. The facilities in both parks are in need of upgrades, repairs, and improvements.

3.1.3 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

No Impact. Construction and operation of the project would not adversely affect any scenic vistas designated by the City of Pleasanton or other agencies. However, the General Plan Land Use Element contains a policy to preserve scenic hillside and ridge views (Policy 21). Because the City's ridgeline views are visible from the parks, the new park amenities including the bandstand, seating, and additional lawn areas, could increase and enhance these views, resulting in **beneficial** aesthetic effects.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-than-Significant Impact. Construction of the project would result in the removal of approximately 19 nonnative trees. Most tree removal would occur along the path of the drainage ditch within Lions Wayside Park to expand the audience viewing area for the new bandstand. The park upgrades would involve planting new trees and landscaping and would improve the visual quality of the parks. The project would have no impact on the existing heritage Tasmanian blue tree in Lions Wayside Park during operation; during construction, the City's standard tree protection regulations would prevent damage to the tree and its root system. Removing selected

nonnative trees would not substantially affect scenic views, though it may improve some views of hills and ridges. Furthermore, the project would have no impacts on designated scenic resources or other scenic resources such as rock outcroppings or historic buildings, or the character of the historic downtown. Moreover, the project site is not located within the viewshed of a scenic highway. Therefore, this impact would be less than significant.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less-than-Significant and Beneficial Impact. Completing the upgrades to Lions Wayside and Delucchi Parks as discussed in Chapter 2, "Project Description," would improve the function and appearance of the parks. Construction would result in temporary effects on the visual character of the parks while certain amenities, such as seating and lawn area, are removed and/or fenced off from the public; however, the result of the project would improve the parks' appearance. The park upgrades include replacement of the existing Chan Henderson Bicentennial Bandstand with a modernized bandstand, as well as new plazas, seating, public art, a pedestrian bridge, expanded irrigated lawns, and landscaping including new shade trees. The park upgrades would have a beneficial effect on the adjacent areas, including nearby residences, both upon completion and in the long term as the shade trees mature. Therefore, the project would improve the visual character of the site and potential impacts would be less than significant and beneficial.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. The park upgrades would include the addition of stage lighting for the new bandstand and energy-efficient safety/security lighting for the audience area on the great lawn during specific events. In addition, safety/security lighting would be installed throughout the parks and would be illuminated on a daily basis. Lighting features in the plazas would be elevated on lampposts; lighting along the pathways would be lower, and those lights would be focused on the pathways. The closest residences are located less than 100 feet from both parks along the southeast side of First Street, which is a well-lit city street that, along with other nearby streets and public and private buildings, produces ambient light. Upgrading the parks as would increase the overall level of lighting in Lions Wayside and Delucchi Parks. However, consistent with the Master Plan, all lighting would be energy-efficient and would be designed to minimize glare at nearby residences and protect views of the night sky. Accent lighting would be used at such locations as the upgraded bandstand, flagpoles, signage, and major art installations to direct light directionally downward. Aesthetically harmonious energy-efficient light fixtures would be used for all light features consistent with the adjacent Firehouse Arts Center and parking lot. Lighting for the audience area for the new bandstand and stage would be installed so that it can be turned off or dimmed during times when specific events are not being held. Overall, in view of the ambient light produced by the area's street lights, the new lighting in the parks would not add substantial new lighting that would adversely affect views in the area. Therefore, this potential impact would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

3.2.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for agriculture and forestry resources are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.2.2 ENVIRONMENTAL SETTING

Lions Wayside and Delucchi Parks are located in downtown Pleasanton and were developed for park uses more than 50 years ago; no active agricultural land uses or land classified as forest land exist within or adjacent to the parks.

3.2.3 DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Lions Wayside and Delucchi Parks are designated by the Alameda County Important Farmland map, published by Department of Conservation's Division of Land Resource Protection, as Urban and Built-Up Land (DOC 2014). The conversion of this land would not be considered a significant impact under the State CEQA Guidelines.

Because no agricultural land uses are present in or near Lions Wayside and Delucchi Parks, the project would not result in other changes in the physical environment that could result in the conversion of agricultural land, including Important Farmland, to nonagricultural uses. Therefore, no impact would occur.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project site and lands surrounding the site are not zoned for agricultural uses and no lands are held under a Williamson Act Contract (DOC 2013). Therefore, the project would not conflict with existing zoning for agricultural uses or conflict with a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is not zoned as forestland, timberland, or a Timberland Production Zone. Thus, the project would not conflict with existing zoning for, or cause rezoning of, forestry resources. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain forestland as defined by Section 12220(g) of the California Public Resources Code. Therefore, the project would not result in the loss of forestland or conversion of forestland to non-forest uses. No impact would occur.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See responses to items a) and d) above. The project would not result in other changes in the physical environment that could directly or indirectly result in the conversion of agricultural land, including Important Farmland, to nonagricultural uses or result in the conversion of forestland to non-forest uses. No impact would occur.

3.3 AIR QUALITY

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

3.3.1 THRESHOLDS OF SIGNIFICANCE

California's local air quality management districts establish significance thresholds for air emissions. This section evaluates the project's potential air quality impacts based on the Bay Area Air Quality Management District (BAAQMD) 2010 significance thresholds (BAAQMD 2010a, 2010b) as published in BAAQMD's 2010 CEQA Guidelines (BAAQMD 2010a). It should be noted that the Alameda Superior Court found that BAAQMD did not comply with CEQA when it adopted the thresholds and ordered they be set aside. However, the court did not determine whether the thresholds were valid on their merits and CEQA lead agencies in the Bay Area frequently use them in CEQA documents. The courts have not yet resolved the BAAQMD threshold matter; however, the 2010 significance thresholds are more stringent than the previous 1999 thresholds (BAAQMD 1999), and therefore provide a more conservative analysis of air quality impacts and are listed below:

1. Criteria Air Pollutants

    a. Regional Significance Criteria

        – Generate average daily construction emissions of reactive organic gases (ROG), oxides of nitrogen (NOX), and (exhaust) particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM2.5) that would exceed 54 pounds per day (lb/day) or exhaust emissions of particulate matter with an aerodynamic diameter of 10 micrometers or less (PM10) that would exceed 82 lb/day; or

- Fail to implement all of BAAQMD's Best Management Practices for fugitive dust control and Basic Construction Mitigation Measures during construction; or

- Generate average daily operational emissions of ROG, NO_X, and (exhaust) $PM_{2.5}$ that would exceed 54 lb/day or PM_{10} exhaust emissions that would exceed 82 lb/day; or

- Generate annual operational emissions of ROG, NO_X, and (exhaust) $PM_{2.5}$ that would exceed 10 tons per year or PM_{10} exhaust emissions that would exceed 15 tons per year.

b. Local Carbon Monoxide (CO) Hotspots

- The project is not consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans; or

- The project would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or

- The project traffic would increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

c. Odors

- Projects that would site sensitive receptors or substantial odor sources (e.g., wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants) within the prescribed screening distance of each other should consider odor impacts. The 2010 CEQA Guidelines recommend a qualitative analysis of the odor parameters such as types of odor sources, frequency of odor events, distance and landscape between receptors and odor source(s), local wind speed and direction, and odor complaint history to determine significance.

2. Community Risk and Hazards

a. Construction Risk

- Generate excess cancer risk levels of more than 10 in 1 million.

3.3.2 ENVIRONMENTAL SETTING

California's air basins have been created to group together regions that have similar factors affecting air quality. The project site is located in the City of Pleasanton, which is part of the San Francisco Bay Area Air Basin. The San Francisco Bay Area Air Basin includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties, as well as southern Sonoma County and southwestern Solano County. Ambient concentrations of air pollutants are determined by the amount of emissions released by pollutant sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport, dilution, and generation of air pollutants include terrain, wind, atmospheric stability, and the presence of sunlight.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) have identified six air pollutants as being of nationwide and statewide concern: ozone, CO, nitrogen dioxide, sulfur dioxide, lead, and particulate matter (PM). PM is subdivided into two classes based on particle size: PM_{10} and $PM_{2.5}$.

Health-based air quality standards have been established for these pollutants by EPA at the national level and by ARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and ARB designate areas of the state as attainment, nonattainment, maintenance, or unclassified for the various pollutant standards according to the federal Clean Air Act and the California Clean Air Act, respectively. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant. The "unclassified" designation is used in an area that cannot be classified as meeting or not meeting the standards, based on available information.

BAAQMD is currently designated as a nonattainment area for all ozone and $PM_{2.5}$ standards under the NAAQS and CAAQS. BAAQMD is also designated as nonattainment for the 24-hour and annual PM_{10} California standards and unclassified for the federal PM_{10} standard. For all other CAAQS and NAAQS, BAAQMD is designated as either attainment or unclassified (BAAQMD 2015).

BAAQMD is the agency responsible for air quality planning and development of the air quality attainment plan. The air quality attainment plan establishes strategies to achieve compliance with the CAAQS in all areas within BAAQMD's jurisdiction. All projects within BAAQMD's jurisdictional area are subject to adopted BAAQMD rules and regulations in effect at the time of construction.

3.3.3 DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

The most current regional air quality plan is the *Bay Area 2010 Clean Air Plan*, which was developed as a multi-pollutant plan for ozone, PM, toxic air contaminants (TACs), and greenhouse gas emissions. Projects that would be consistent with the applicable general plan or less than the applicable thresholds of significance would be accounted for in the *Bay Area 2010 Clean Air Plan* emission projections, and would therefore not conflict or obstruct implementation of the regional air quality plan. Projects that would be consistent with the principles, strategies, and/or measures of the regional air quality plan and/or general plan also would be considered consistent with the air quality plan.

Less than Significant with Mitigation Incorporated. Although construction-related emissions would be short term and temporary, emissions could still contribute to regional air pollution. Thresholds of significance are developed as allowable limits on the emissions that each project can generate without interfering with the region's ability to achieve air quality goals. Projects that generate emissions exceeding the applicable thresholds could conflict with or obstruct implementation of the applicable air quality plan. Appendix A presents the detailed emissions calculations for the project. As shown in Table 3.3-1, the project's average daily construction emissions would not exceed BAAQMD's construction-related thresholds of significance. The project is also consistent with the City of Pleasanton General Plan Air Quality and Climate Change Element. However, BAAQMD requires that all projects, regardless of the level of emissions, implement Basic Construction Mitigation Measures. Because the project does not include these Basic Construction Mitigation Measures in its project design, this impact would be potentially significant; applying the following mitigation measure would reduce the potential impact.

Mitigation Measure AQ-1: Implement the BAAQMD Basic and Additional Construction Control Measures.

The City and its construction contractor(s) shall implement the following BAAQMD Basic Construction Control Measures during grading and construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- 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 the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- A publicly visible sign shall be posted at the soil transfer site with the telephone number and person to contact at the City of Pleasanton regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number also shall be visible, to ensure compliance with applicable regulations.

As discussed above, the project's average daily construction emissions would not exceed any BAAQMD thresholds of significance. However, all projects are required to implement BAAQMD's Basic Construction Mitigation Measures. Therefore, with implementation of Mitigation Measure AQ-1, the project would fulfill this requirement and construction-related air quality impacts would be reduced to less-than-significant levels.

After construction, existing park uses such as recreational events would continue, and residents would continue to arrive at and depart from the park by vehicles at similar rates as under existing conditions. This analysis assumes that the project would not result in a substantial net change in these uses or emissions. The project would upgrade existing park facilities, but would not construct any new buildings or land uses that would result in a substantial net increase in park usage or maintenance. Therefore, the incremental impacts of park uses on the air quality plan would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant with Mitigation Incorporated. Project construction would result in short-term and temporary emissions of criteria air pollutants from various emission sources. Exhaust and fugitive dust emissions would be generated depending on the type of construction activities for a particular day. Fugitive PM dust is among the construction-related pollutants of greatest concern and can lead to adverse health and nuisance effects, such as reduced visibility and soiling of exposed surfaces. Excavation and grading are the primary sources of fugitive dust emissions during construction. Construction-related fugitive dust can vary greatly, depending on the

level of ground disturbance, the specific construction activities taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance (e.g., site grading, excavation, cut and fill).

Emissions of ozone precursors, ROG and NO_X, are generated primarily by mobile sources (i.e., delivery vehicles, construction worker vehicles) and off-road construction equipment. These emissions vary as a function of vehicle trips per day for the delivery of construction materials, import and export of soil, vendor trips, and worker commute trips, and by the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their activity.

The project would be constructed over approximately 6 months. Construction-related emissions were modeled using the BAAQMD-approved California Emission Estimator Model (CalEEMod) Version 2013.2.2 (CAPCOA 2013) and ARB's on-road emissions inventory model, EMFAC (ARB 2013). The modeling conservatively assumed that the construction phases requiring the most construction equipment, such as the culvert installation and bandstand construction, would occur simultaneously. When project-specific information was not available, conservative default assumptions contained in CalEEMod were used. Table 3.3-1 shows the total and average daily construction emissions. Appendix A presents calculations of the project's air pollutant emissions.

Table 3.3-1. Lions Wayside and Delucchi Park Construction Emissions

Emissions Source	Pollutants (total tons) [1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Off-Road Construction Equipment	0.16	1.56	0.13	0.11
On-Road Haul Trucks	0.00	0.17	0.00	0.00
Construction Worker Vehicles	0.01	0.08	0.01	0.01
Total Construction Emissions	0.18	1.81	0.14	0.12
Average Daily Construction Emissions (lb/day)	2.25	23.24	1.84	1.49
BAAQMD Thresholds of Significance (average lb/day)	54	54	82	54
Exceeds Thresholds?	No	No	No	No

Notes: BAAQMD = Bay Area Air Quality Management District; lb/day = pounds per day; NO_X = oxides of nitrogen; PM_{10} = particulate matter with an aerodynamic diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of 2.5 micrometers or less; ROG = reactive organic gases

Units may not appear to add exactly due to rounding.

[1] All emissions are provided in units of tons unless noted otherwise.

Source: Data compiled by AECOM in 2015

As shown in Table 3.3-1, the project's construction-related emissions would not exceed any of BAAQMD's thresholds of significance and therefore would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, as described above under item a), BAAQMD requires all projects, regardless of significance, to implement its Basic Construction Mitigation Measures. Therefore, the City of Pleasanton shall implement Mitigation Measure AQ-1: this measure would reduce the project's air quality impacts to less-than-significant levels.

As described above under item a), park uses and maintenance would not result in a substantial net increase in emissions. The City is not planning a substantial change in park programs, and park maintenance such as mowing would not increase substantially from existing conditions. Therefore, the air quality impacts of incremental

increases in park use would not contribute substantially to an existing or projected air quality violation and its impacts would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant with Mitigation Incorporated. As shown in Table 3.3-1, the construction emissions would not exceed any of BAAQMD's significance thresholds. Pursuant to BAAQMD CEQA policies, projects that do not exceed the thresholds of significance on a project level would not have a cumulatively considerable incremental contribution to a significant air quality impact. Therefore, the project's construction air emissions would be less than cumulatively considerable. Nevertheless, the City of Pleasanton would implement Mitigation Measure AQ-1 in order to further reduce the less-than-significant impact.

> Mitigation Measure: Implement Mitigation Measure AQ-1.
>
> The City of Pleasanton and its construction contractor(s) shall implement Mitigation Measure AQ-1, "Implement the BAAQMD Basic and Additional Construction Control Measures," during construction. This mitigation measure is described above under item a).

With implementation of Mitigation Measure AQ-1, the project's construction emissions would not be cumulatively considerable. Emissions from park operation and maintenance would not differ substantially from existing conditions and therefore would not be cumulatively considerable.

d) Expose sensitive receptors to substantial pollutant concentrations?

Construction would generate concentrations of criteria air pollutants (i.e., CO) and TACs that could potentially expose sensitive receptors. The project would be constructed near sensitive receptors (i.e., residential dwellings located across First Street). Because the project would not site new sensitive receptors at the project site, there would be no impact of nearby TAC sources on receptors at the parks. The following sections address the project's potential impact on nearby off-site receptors and the potential for CO hotspots during construction. As described above, post-construction park uses and maintenance would not differ substantially from existing uses and any operational emissions would be less than significant.

Construction Toxic Air Contaminants

Less-than-Significant Impact. Project construction would result in the generation of diesel PM emissions from the use of off-road diesel equipment. ARB classifies diesel PM as a TAC that could result in human health effects from chronic or acute exposure. The project's construction emissions would occur intermittently over a period of approximately 6 months and would vary depending on the type of construction. Excavation and grading would require the use of large diesel equipment, whereas other components of the project would primarily require manual labor.

Project construction would not result in exposure to substantial pollutant exposure for the following reasons. First, the project area is small (approximately 3 acres) and heavy equipment would only be required in the areas that would require excavation and grading. Second, the exposure duration would be relatively short. Human health risk assessments conducted by the Office of Environmental Health Hazard Assessment (OEHHA) to determine the health risks of exposure of residential receptors to TAC emissions should be based on a 70-year exposure period. Further, OEHHA risk assessments for childhood exposure are typically based on a shorter, 9-year

exposure (OEHHA 2003) because children are more sensitive during growth and development. Third, project construction emissions would not result in high pollutant concentrations. Although several residential receptors are located near (i.e., approximately 60 feet from) the culvert at First Street, construction would move across the site and would not remain in one location and at times would be more than 500 feet from the nearest sensitive receptor. Because the project's construction emissions would be intermittent and temporary, and would have low intensity (i.e., would not require multiple pieces of equipment operating for long periods in a small area), the project would not expose sensitive receptors to substantial pollutant concentrations and this impact would be less than significant. In addition, to gain further reductions in air impacts, the City would implement Mitigation Measure AQ-1.

> Mitigation Measure: Implement Mitigation Measure AQ-1.
>
> The City of Pleasanton and its construction contractor(s) shall implement Mitigation Measure AQ-1, "Implement the BAAQMD Basic and Additional Construction Control Measures," during construction. This mitigation measure is described above under item a).

This mitigation measure would further reduce the relatively low diesel PM emissions (i.e., less than 1.5 lb/day of $PM_{2.5}$, of which only a fraction would be diesel exhaust) from heavy construction equipment and any exposures would be less than significant.

Carbon Monoxide Hotspots

Less-than-Significant Impact. CO is the primary pollutant of concern emitted by haul trucks (i.e., mobile sources) transporting equipment and excavated material/fill. Local mobile-source CO emissions can result in high CO concentrations near roadway intersections (i.e., hot spots). Hot spots tend to form when weather conditions are stagnant (e.g., low wind, inversions) and can have adverse health impacts on local sensitive land uses, such as residential units, hospitals, schools, and childcare facilities.

BAAQMD has developed a screening threshold to determine whether a project would cause an intersection to potentially generate a CO hotspot. The screening thresholds were developed with conservative assumptions such that a project that would not exceed the screening thresholds would be highly unlikely to generate a CO hotspot. According to this methodology, projects that contribute vehicle volumes to intersections that would be below 44,000 vehicles per hour are highly unlikely to generate CO hotspots. For intersections located in areas where vertical and/or horizontal mixing is substantially limited, the screening threshold is 24,000 vehicles per hour.

Construction would contribute vehicle trips associated with material haul and delivery trucks, and construction worker vehicles coming to and leaving from the project site. The City of Pleasanton estimates that construction would require approximate 20 construction workers per day and approximately eight to ten haul trucks per day (i.e., one truck per hour) as described in Section 2, "Project Description." Therefore, conservatively assuming that all construction worker and truck trips would occur in the same hour and would travel the same route, the project would contribute a maximum of approximately 28-30 vehicles at any given intersection during construction. This traffic volume would be substantially lower than the screening thresholds of 24,000 and 44,000 vehicles per hour. Therefore, project construction would not generate CO hotspots and this impact would be less than significant. Similarly, project operations (park maintenance) would generate very low trip numbers (approximately one to two per day and similar to existing conditions) for maintenance and any incremental impacts on CO emissions and hotspots would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less-than-Significant Impact. The project would not involve the types of construction or operations that would cause objectionable odors. For example, construction would not involve the use of chemicals or dredging of sediments. Further, the project would not include the operation of facilities that typically generate odors, such as wastewater treatment facilities, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing plants, or food processing facilities.

Construction would not expose nearby off-site receptors to objectionable odors. The heavy-duty trucks and off-road construction equipment that would be used during construction would generate exhaust. However, the impacts would be localized, intermittent, and temporary, and the trucks and equipment would not be a constant source of emissions (i.e., diesel PM) and would not expose nearby receptors to a continuous source of emissions. Rather, construction emissions would occur intermittently and would be very low for most construction activities, such as installing the plazas, lighting, and bandstand. Emissions would be progressively lower after installation of the culvert. The project construction would also affect a low number of people. Given the small and temporary nature of the project, residents on First Street would be the only residents affected directly by construction. Similarly, park uses and maintenance would include community events and park upkeep, such as mowing, that would not differ substantially from existing uses. Because construction and subsequent park uses would not generate substantial odors and relatively few residents would be affected, any impacts from construction odors would be less than significant.

3.4 BIOLOGICAL RESOURCES

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

3.4.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for biological resources are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.4.2 ENVIRONMENTAL SETTING

The project site consists of urban parks in downtown Pleasanton. Vegetation communities identified on the project site consist primarily of landscaping and a mix of native and nonnative trees composing a corridor along the banks of Kottinger Creek. The Delucchi Park section of Kottinger Creek supports two stretches of freshwater marsh below its ordinary high-water mark.

Table 3.4-1 lists special-status plant and wildlife species known or expected to occur in the parks and surrounding area. Most of the species listed in Table 3.4-1 are not expected to occur on the project site because of the lack of suitable habitat, but they are listed here to support public and agency review and the project's permit applications.

REGULATORY SETTING

Federal Plans, Policies, Regulations, and Laws

The Migratory Bird Treaty Act (MBTA) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the then–Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs. Most actions that result in a taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird banding, and other similar activities. The U.S. Fish and Wildlife Service is responsible for overseeing compliance with the MBTA.

State Plans, Policies, Regulations, and Laws

California Endangered Species Act

Under the California Endangered Species Act (CESA), the Fish and Game Commission is responsible for maintaining a list of endangered and threatened species (California Fish and Game Code Section 2070). Sections 2050–2098 of the California Fish and Game Code outline the protection provided to California's rare, endangered, and threatened species. Section 2080 prohibits the taking of plants and animals listed under the CESA. Section 2081 establishes an incidental take permit program for state-listed species. The Fish and Game Commission also maintains a list of "candidate species," which are species that are under review for addition to the list of endangered or threatened species.

Pursuant to CEQA requirements, an agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project study area and whether the project would have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any project that may affect a listed or candidate species.

Project-related impacts on species on the CESA endangered or threatened list or candidate species would be considered significant. "Take" of protected species incidental to otherwise lawful management activities may be authorized under California Fish and Game Code Section 2081(b)(1). CDFW authorization would be in the form of an incidental take permit.

Other Provisions of the California Fish and Game Code

Fully Protected Species

Certain species are considered *fully protected,* meaning that the California Fish and Game Code explicitly prohibits all take of individuals of these species except take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity

Species	Federal Status	State Status	Habitat	Potential to Occur On-site
Plants				
Large-flowered fiddleneck *Amsinckia grandiflora*	E	E CRPR 1B.1	Annual grassland and woodland habitats in the area of Mt. Diablo and	None. No suitable habitat for this species on-site.

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity				
Species	Federal Status	State Status	Habitat	Potential to Occur On-site
			south of Los Vaqueros Reservoir.	
Pallid manzanita (=Alameda or Oakland Hills) *Arctostaphylos pallida*	T	E CRPR 1B.1	Upland forests, chaparral, and scrub habitats in the San Francisco Bay region.	None. No suitable habitat for this species on-site.
Robust spineflower *Chorizanthe robusta* var. *robusta*	E	CRPR 1B.1	Maritime chaparral, woodland, scrub, and dune habitats north of San Francisco and near Santa Cruz.	None. No suitable habitat for this species on-site.
Presidio clarkia *Clarkia franciscana*	E	E CRPR 1B.1	Coastal scrub and grassland habitats and is associated with serpentine soils.	None. No suitable habitat for this species on-site.
Palmate-bracted bird's-beak *Chloropyron palmatus*	E	E CRPR 1B.1	A vernal pool–dependent species.	None. No suitable habitat for this species on-site.
Santa Cruz tarplant *Holocarpha macradenia*	T	E CRPR 1B.1	Coastal prairie, coastal scrub, and valley and foothill grassland habitats. Most known populations are immediately north and east of Santa Cruz. There is also a presumed extant population in the hills west of Walnut Creek.	None. No suitable habitat for this species on-site.
Contra Costa goldfields *Lasthenia conjugens*	E	CRPR 1B.1	Alkaline playa and vernal pools within woodland and grassland habitats.	None. No suitable habitat for this species on-site.
Beach layia *Layia carnosa*	E	E CRPR 1B.1	Coastal dunes and coastal scrub habitats north of San Francisco.	None. No suitable habitat for this species on-site.
California sea blite *Suaeda californica*	E	CRPR 1B.1	Coastal salt marshes and swamps in the San Francisco Bay region.	None. No suitable habitat for this species on-site.
Crownscale *Atriplex coronata* var. *coronata*	–	CRPR 4.2	Alkaline vernal pools or chenopod scrub.	None. No suitable habitat for this species on-site.
Brittlescale *Atriplex depressa*	–	CRPR 1B.2	Alkaline vernal pools or chenopod scrub.	None. No suitable habitat for this species on-site.
Lesser saltscale *Atriplex minuscula*	–	CRPR 1B.1	Chenopod scrub and alkaline playas.	None. No suitable habitat for this species on-site.
Big-scale balsamroot *Balsamorhiza macrolepis*	–	CRPR 1B.2	Chaparral and valley and foothill grassland.	None. No suitable habitat for this species on-site.
Congdon's tarplant *Centromadia parryi* ssp. *congdonii*	–	CRPR 1B.1	Valley and foothill grassland in alkaline areas.	None. No suitable habitat for this species on-site.
San Joaquin spearscale *Etriplex joaquinana*	–	CRPR 1B.2	Alkaline meadows and seeps within grasslands.	None. No suitable habitat for this species on-site.
Prostrate vernal pool navarretia *Navarretia prostrata*	–	CRPR 1B.1	Vernal pools within coastal scrub and grassland.	None. No suitable habitat for this species on-site.
Saline clover *Trifolium depauperatum* var. *hydrophilium*	–	CRPR 1B.2	Marshes and swamps, and vernal pools.	None. No suitable habitat for this species on-site.
Diablo helianthella *Helianthella castanea*	–	CRPR 1B.2	Cismontane woodland, chaparral, coastal scrub and broadleaf forests.	None. No suitable habitat for this species on-site.
Bristly leptosiphon *Leptosiphon acicularis*	–	CRPR 4.2	Cismontane woodland and valley and foothill grasslands.	None. No suitable habitat for this species on-site.

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity				
Species	Federal Status	State Status	Habitat	Potential to Occur On-site
Oregon polemonium *Polemonium carneum*	–	CRPR 2B.2	Coastal prairie and scrub.	None. No suitable habitat for this species on-site.
Invertebrates				
Vernal pool fairy shrimp *Branchinecta lynchi*	T	–	Inhabits primarily vernal pools, but also occurs in other seasonal wetlands such as alkaline rain pools, ephemeral drainages, rock outcrop pools, ditches, stream oxbows, stock ponds, and vernal ditches.	None. No suitable habitat for this species on-site.
Conservancy fairy shrimp *Branchinecta conservatio*	E	–	Restricted to vernal pools and seasonal wetlands.	None. No suitable habitat for this species on-site.
Longhorn fairy shrimp *Branchinecta longiantenna*	E	–	Restricted to vernal pools and seasonal wetlands.	None. No suitable habitat for this species on-site.
Vernal pool tadpole shrimp *Lepidurus packardi*	E	–	Restricted to vernal pools and seasonal wetlands.	None. No suitable habitat for this species on-site.
Bay checkerspot butterfly *Euphydryas editha bayensis*	T	–	Found in areas with serpentine soils.	None. No suitable habitat for this species on-site.
Callippe silverspot butterfly *Speyeria callippe callippe*	E	–	Currently known to occur at San Bruno Mountain and Sign Hill in San Mateo County and in the hills near Pleasanton, at Sears Point in Sonoma County, and between Vallejo and Cordelia. Observed primarily along hilltops and ridgelines in relatively undisturbed annual grasslands.	None. No suitable habitat for this species on-site.
Mission blue butterfly *Icaricia icarioides missionensis*	E	–	Associated with coastal chaparral and coastal grasslands. Found primarily on San Bruno Mountain and other areas in San Mateo County.	None. No suitable habitat for this species on-site.
San Bruno elfin butterfly *Incisalia mossii bayensis*	E	–	Found in coastal mountains near San Francisco Bay, in the fog belt of steep north-facing slopes that receive little direct sunlight.	None. No suitable habitat for this species on-site.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T	–	Associated with elderberry shrubs for completion of life cycle. Elderberry shrubs are often, but not always, associated with riparian habitats.	None. No suitable habitat for this species on-site.
Fish				
Delta smelt *Hypomesus transpacificus*	T	E	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this species.
Central California coastal steelhead/Central Valley steelhead *Oncorhynchus mykiss*	T	–	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this species.
Central Valley spring-run Chinook salmon *Oncorhynchus tshawytscha*	T	T	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this species.
Winter-run Chinook salmon *Oncorhynchus tshawytscha*	E	E	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity				
Species	Federal Status	State Status	Habitat	Potential to Occur On-site
				species.
Coho salmon–Central California coast *Oncorhynchus kisutch*	E	E	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this species.
Green sturgeon *Acipenser medirostris*	T	–	Found in the Sacramento–San Joaquin Delta and associated tributaries.	None. Kottinger Creek does not provide suitable habitat for this species.
Reptiles and Amphibians				
California tiger salamander *Ambystoma californiense*	T	T	Breeds within vernal pools and other seasonal wetlands. Spends most of life cycle within burrows in annual grassland and potentially some agricultural habitats.	None. No suitable aquatic habitat on-site. Known populations of this species cannot reach the project site because of existing development and dispersal barriers.
Foothill yellow-legged frog *Rana boylii*	–	SSC	Occurs in streams or rivers within woodland, chaparral, or forest. Uses riverbanks to sun itself near water.	None. No suitable habitat on-site. Known populations of this species cannot reach the project site because of existing development and dispersal barriers.
California red-legged frog *Rana draytonii*	T	CSC	Breeds in ponds and slow-moving channels with permanent or semi-permanent water sources. Can disperse through upland habitats up to 2 miles from aquatic habitats.	Unlikely. Known populations of this species cannot reach the project site because of existing development and dispersal barriers.
Pacific (western) pond turtle *Emys marmorata*	–	CSC	Found in ponds, marshes, rivers, and streams with aquatic vegetation. Needs basking sites and suitable areas for egg laying.	Unlikely. Known populations of this species cannot reach the project site because of existing development and dispersal barriers. Site contains marginal aquatic habitat but no suitable upland habitat or basking sites.
Alameda whipsnake (=striped racer) *Masticophis lateralis euryxanthus*	T	T	Typically found in scrub or shrub habitats and will sometimes utilize adjacent oak woodland or annual grassland habitats.	None. No suitable habitat for this species on-site.
Giant garter snake *Thamnophis gigas*	T	T	Forages in canals and creeks with emergent vegetation for cover.	None. No suitable habitat for this species on-site.
San Francisco garter snake *Thamnophis sirtalis tetrataenia*	E	E	Occurs in pond habitats and feeds primarily on California red-legged frogs. The species' historical range was the San Francisco Peninsula south to Santa Cruz County.	None. The project site is not located within the known range of the species.
Birds				
California clapper [Ridgway's] rail *Rallus longirostris obsoletus*	E	E	Occurs in emergent marsh habitat within the San Francisco Bay region.	None. No suitable habitat for this species on-site.
California least tern *Sternula antillarum (=Sterna, =albifrons)*	E	E	Occurs in beach and scrub habitats along the Pacific Coast from San Francisco to Baja California, Mexico.	None. No suitable habitat for this species on-site.

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity				
Species	Federal Status	State Status	Habitat	Potential to Occur On-site
browni				
Western snowy plover *Charadrius alexandrinus nivosus*	T	–	Nests on the Pacific coast from southern Washington to Baja California, Mexico. Typical habitats include beach and beach scrub habitats.	None. No suitable habitat for this species on-site.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	T	E	Found within mature riparian forest.	None. Although the project site does contain a limited amount of riparian habitat (0.86 acre), it is surrounded by development and is not contiguous habitat that would support this species.
Burrowing owl *Athene cunicularia*	–	CSC	Occurs in open dry grasslands and desert habitat; nests and dens in underground burrows, especially those of ground squirrels.	None. No suitable habitat for this species on-site.
Cooper's hawk *Accipiter cooperii*	–	WL	Inhabits oak savanna, woodlands, and open grassland habitats, especially near water.	Possible. Trees on-site provide suitable nesting habitat for this species.
White-tailed kite *Elanus leucurus*	–	FP (nesting)	Prefers coastal and lowland valleys; often associated with farmlands, meadows with emergent vegetation, grasslands.	Possible. Trees on-site provide suitable nesting habitat for this species.
Ferruginous hawk *Buteo regalis*	–	WL	Occurs in open grasslands and scrub habitats.	None. No suitable habitat for this species on-site.
California horned lark *Eremophila alpestris actia*	–	WL	Occurs in open grassland, grain fields, and alkali flats.	None. No suitable habitat for this species on-site.
Tricolored blackbird *Agelaius tricolor*	–	CSC	Is a colonial nester in wetlands with emergent wetland vegetation. Forages in grassland and open agricultural areas.	None. No suitable habitat for this species on-site.
Mammals				
Salt marsh harvest mouse *Reithrodontomys raviventris*	E	E	Found in salt marsh habitats around the San Francisco Bay region.	None. No suitable habitat for this species on-site.
Yuma myotis *Myotis yumanensis*	–	WBWG-LM	Occurs in open forests and woodland habitats. Maternity colonies in caves, mines, or buildings.	None. No suitable habitat for this species on-site.
Hoary bat *Lasiurus cinereus*	–	WBWG-M	Forages in open habitats. Roosts in large trees.	None. No suitable habitat for this species on-site.
Townsend's big-eared bat *Corynorhinus townsendii*	–	Candidate CSC WBWH-H	Forages in a variety of habitats. Roosts in caves and buildings.	None. No suitable habitat for this species on-site.
Pallid bat *Antrozous pallidus*	–	CSC WBWG-H	Found in open dry habitats including deserts, woodlands, and shrub habitats.	None. No suitable habitat for this species on-site
San Joaquin kit fox *Vulpes macrotis mutica*	E	T	Associated with annual grasslands and scrubland habitats.	None. No suitable habitat for this species on-site
American badger *Taxidea taxus*	–	CSC	Found in open areas of shrub and forest habitats with friable soils.	None. No suitable habitat for this species on-site.

Key:
Federal Status:
E: Endangered

California Rare Plant Rank (CRPR):
1B.1 Seriously endangered in California

Table 3.4-1. Special-Status Plant and Wildlife Species with Potential to Occur in the Project Vicinity				
Species	Federal Status	State Status	Habitat	Potential to Occur On-site
T: Threatened State Status: CSC: California Species of Special Concern E: Endangered FP: Fully Protected T: Threatened WL: Watch list			1B.2 Rare or Endangered in California and elsewhere 2B.2 Fairly Endangered in California 4.2 Uncommon in California (fairly endangered in California) WBWG H Western Bat Working Group High Conservation Priority WBWG M Western Bat Working Group Medium Conservation Priority WBWG LM Western Bat Working Group Low to Medium Conservation Priority	
Sources: CNDDB 2015; CNPS 2015; USFWS 2015				

Protection of Birds and Their Nests

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the California Fish and Game Code or any regulation made pursuant to the Fish and Game Code. Section 3503.5 prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory nongame birds are protected under Section 3800, while other specified birds are protected under Section 3505.

Local Plans, Policies, Regulations, and Ordinances

The City of Pleasanton Tree Preservation Ordinance (Chapter 17 of the Pleasanton Municipal Code) requires that a project proponent obtain a permit from the City before removing any heritage trees. A heritage tree is defined in Section 17.16.006 of the Pleasanton Municipal Code as follows:

(1) Any single-trunked tree with a circumference of 55 inches or more measures four and one-half feet above ground level;

(2) Any multi-trunked tree of which the two largest trunks have a circumference of 55 inches or more measured four and one-half feet above ground level;

(3) Any tree 35 feet or more in height;

(4) Any tree of particular significance specifically designated by official action;

(5) A stand of trees, the nature of which makes each dependent upon the other for survival or the area's natural beauty.

Normal maintenance pruning of heritage trees does not require a permit as long as the pruning is in conformance with International Society of Arboriculture Best Management Practices (Pleasanton Municipal Code, Section 17.16.010).

3.4.3 DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The landscape trees on the project site provide potential nesting habitat for a variety of bird species, including some special-status bird species. Most nesting birds are protected by the MBTA and Section 3503 of the California Fish and Game Code. Construction would result in removal of approximately 19 trees that provide potential nesting habitat for protected bird species. Construction noise may also result in nest abandonment if such activity occurs near active nests. Because of the potential for loss of or other impacts on active bird nests during construction, this impact would be potentially significant.

> Mitigation Measure BIO-1: Avoid and Minimize Impacts on Nesting Birds Protected by the Migratory Bird Treaty Act and California Fish and Game Code.
>
> The City shall schedule tree removal required for construction outside of the typical nesting season (February 15–September 15) to the extent feasible. If tree removal must be undertaken during the typical nesting season, a preconstruction survey for nesting birds shall be conducted no more than 10 days before the beginning of any tree removal or tree trimming or other construction activity that occurs between February 15 and September 15. The nesting-bird survey shall include the designated construction area and a species-appropriate nest buffer. If no active nests are found, no further mitigation is required. If an active nest is found in the construction area or within a tree subject to removal or pruning, a nest buffer shall be established around the active nest. The size of the nest buffer shall be determined by a qualified biologist depending on nest location and species. No construction activity shall occur within the buffer area of a particular nest until the qualified biologist confirms that the chicks have fledged or the nest is no longer active. A qualified biologist shall monitor the status of any active raptor nests within 500 feet and songbird nest within 50 feet of the construction area at least weekly during the nesting season.

Mitigation Measure BIO-1 requires the City to remove trees outside of the nesting season to the extent feasible. For tree removals that cannot be performed outside of the nesting season, a nesting-bird survey would be required and a nest buffer would be implemented for any active nests found within or directly adjacent to the project site. This measure would avoid impacts on active bird nests. Therefore, with implementation of Mitigation Measure BIO-1, impacts on nesting bird species on the project site would be reduced to a less-than-significant level.

There is marsh habitat in the Delucchi Park portion of Kottinger Creek that provides marginal habitat for California red-legged frog (CRLF). However, based on the small amount of suitable habitat available and the distance from the project site to known locations of CRLF, it is unlikely that CRLF is present (AECOM 2015). Therefore, the project would have no impact on CRLF or its habitat.

As summarized in Table 3.4-1 above, no other special-status plant or wildlife species are expected to occur within the park boundaries. Therefore, the project would not result in additional impacts on special-status species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat or other senstitive natural community present along the creek within the project site. The project site supports some trees adjacent to Kottinger Creek. These trees were planted as part of

the landscaping and most are not native species. These trees obtain water through the park irrigation system and are not dependent on the creek for water; therefore, they are not considered riparian habitat. Consequently, the project would have no impact on riparian habitat or other sensitive natural communities.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant with Mitigation Incorporated. Excavating the drainage ditch, placing foundation material, and installing the box culvert would result in a direct impact on 0.12 acre of channel classified as relatively permanent waters (Kottinger Creek). This open-channel feature would be replaced by a culvert to create a lawn for the bandstand, as well as for public safety. This area does not include marsh, vernal pool, or other wetland habitats; however, direct impacts on open-water habitat would be potentially significant.

Mitigation Measure BIO-2: Provide Replacement Open-Water Habitat.

The City shall provide replacement habitat to compensate for direct impacts on jurisdictional waters in Lions Wayside Park. The mitigation shall consist of habitat creation or restoration at off-site locations subject to the review and approval of the U.S. Army Corps of Engineers (USACE), CDFW and SFRWQCB. The City of Pleasanton shall provide off-site habitat compensation at a 1:1 replacement ratio or greater. Off-site habitat compensation may consist of (1) purchase of wetland credits at an approved wetland mitigation bank; (2) payment of in-lieu-of fees to an agency approved land bank or conservation entity designated for acquisition and preservation of similar wetland habitats; (3) payment of monies toward specific public or private wetland habitat creation, restoration, or enhancement projects; or (4) undertaking a habitat creation project on City of Pleasanton lands; or (4) use of existing mitigation credits owned by the City of Pleasanton. The amount of any in-lieu-of fees or funding for off-site projects owned by others shall be determined in consultation with the regulatory agencies. Details of a City of Pleasanton-sponsored off-site wetland mitigation project shall be subject to the approval of the regulatory agencies.

Mitigation Measure BIO-2 requires the City to provide compensation for the loss of open-water habitat in Lions Wayside Park. This mitigation measure would reduce impacts on open-water habitat to a less-than–significant level because there would be no net loss of federally protected wetlands with the incorporation of compensatory mitigation.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site does not contain any movement corridors or nursery sites for native resident or migratory fish or wildlife species. The project site is located within an urban landscape that provides limited opportunities for local wildlife movement and does not provide viable nursery site opportunities. There is no aquatic habitat on the project site that could be used by migratory fish species. Some wildlife species adapted to urban environments may use the project site occasionally for localized movements. The project would have no impact on the movement of wildlife species, wildlife corridors, or native wildlife nursery sites. Impacts on nesting birds and mitigation of potential impacts on nesting bird species are addressed above in the response to item a).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The project would result in the removal of approximately 19 trees under the jurisdiction of the City's Park Maintenance Division. Eleven of the 19 trees are of heritage size and require the project proponent to obtain a permit for removal from the City. Because the City is the proponent, the City would follow an internal process including a review of the size, location, and condition of the trees to be removed. Additionally, the City (or its construction contractor) would comply with precautions for the protection of existing trees contained in Chapter 17.16.070 of the City of Pleasanton Municipal Code. Therefore, this impact would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located in an area covered by an adopted habitat conservation plan or natural community conservation plan. The City of Pleasanton participates in the *East Alameda County Conservation Strategy* (EACCS), which is a conservation strategy document that aims to conserve special-status species and habitats that occur in Alameda County (ICF International 2010). The project site would be developed for recreational use and would therefore be designated as Type 4 open space (developed portions of public lands that retain some ecological value) in the EACCS. Therefore, the project would have no impact on adopted habitat conservation plans or other natural resource plans.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	☐	☐	☒	☐

3.5.1 THRESHOLDS OF SIGNIFICANCE

CULTURAL RESOURCES

The thresholds of significance for cultural resources are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

CEQA further defines a significant effect as one with the potential to cause a substantial adverse change in the significance of a historical resource or unique archaeological resource. "Substantial adverse change in the significance of a resource" means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired. The significance of a historical resource is materially impaired when a project results in demolition or material alteration in an adverse manner of those physical characteristics of a resource that:

- convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources (CRHR);
- account for its inclusion in a local register of historical resources pursuant to California Public Resources Code (PRC) Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- convey its historical significance and that justify its eligibility for inclusion in the CRHR, as determined by a lead agency for purposes of CEQA.

PALEONTOLOGICAL RESOURCES

As stated in Appendix G of the State CEQA Guidelines, the project would have a significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site. A "unique paleontological resource or site" is one that is considered significant under the professional paleontological standards described below.

An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;
- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- a skeletal element different from, or a specimen more complete than, those now available for its species; or
- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates are generally common; the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare.

3.5.2 ENVIRONMENTAL SETTING

PREHISTORIC AND HISTORIC SETTING

The environmental setting for cultural resources is presented in the attached Cultural Resources Inventory and Evaluation Report (Appendix B) and includes the prehistoric context, ethnographic period, and historic period, including a brief history of Alameda County and Pleasanton.

Pleasanton's first park, Kottinger Park, was named for John W. Kottinger, who named the city of Pleasanton. Kottinger Park was Pleasanton's only park until the late 1950s. In 1957, the Lions Club in Pleasanton reached an agreement with the Southern Pacific Railroad to allow a portion of the railroad right-of-way to be developed into two parks, Delucchi Park and Wayside (later renamed Lions Wayside) Park. Both became part of the municipal park system in the early 1960s. Today there are 45 parks in Pleasanton that range from providing passive recreational services like Delucchi and Lions Wayside Parks to providing soccer and baseball fields, skateboarding, trails/open space, dog parks, and picnic grounds (City of Pleasanton 2015).

PALEONTOLOGICAL RESOURCES

The project site is located in the Amador Valley, which is bounded by foothills of the Diablo Range on the north and south, by Pleasanton Ridge to the west, and by the Livermore Valley to the east. A review of geologic mapping preparing by Helley and Graymer (1997) indicates that the surficial deposits at the project site consist of

Holocene-age (i.e., 11,700 B.P. to Present Day) floodplain deposits. However, the project site is located in the older downtown area of Pleasanton, which was already developing in the early 1900s (as described in greater detail above). A Southern Pacific Railroad line formerly traversed the project site, and the Kinder Morgan Pipeline runs parallel to and just beyond the west bank of the on-site drainage canal. These facilities, along with other historic structures and site park facilities required the import of artificial fill material for structural foundations. Based on soil samples collected for the Lions Wayside Park geotechnical report (BSK 2014), BSK Associates (BSK) concluded that Holocene-age artificial fill material was present to a depth of approximately 5 feet below ground surface (bgs). Similar artificial fill material is likely located within Delucchi Park.

Below the artificial fill material, BSK encountered interbedded layers of hard sandy silt, dense sand, and hard lean clay (i.e., clay with a high content of silt or sand) to the maximum depth explored (approximately 25 feet bgs). Based on the structural geology of the Amador Valley, these deeper deposits likely consist of late Pleistocene–age (approximately 78,000–11,700 B.P.) alluvial fan deposits. Helley and Graymer (1997) report that these deposits consist of brown dense gravelly and clayey sand or clayey gravel that grades into finer materials consisting of sandy clay.

The artificial fill material and the floodplain deposits are of Holocene age. By definition, to be considered a unique paleontological resource, a fossil must be more than 11,700 years old. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources. Furthermore, the artificial fill material at the project site consists of soil and debris that were excavated from another location and brought to the site; regardless of the type of rock formation from which that fill material was obtained, if any fossils were present, they would have been destroyed during the previous excavation, deposition, and compacting process. Therefore, the artificial fill and floodplain deposits are considered to be of low paleontological sensitivity.

The Pleistocene epoch, known as the "Great Ice Age," began approximately 1.8 million years ago. On the basis of surveys of vertebrate fauna from the nonmarine late Cenozoic deposits of the San Francisco Bay region, Savage (1951) identified two major divisions of Pleistocene-age fossils: the Irvingtonian (older Pleistocene fauna) and the Rancholabrean (younger Pleistocene and Holocene fauna). These two divisions of Quaternary Cenozoic vertebrate fossils are widely recognized today in the field of paleontology. The age of the later Pleistocene, Rancholabrean fauna was based on the presence of bison and on the presence of many mammalian species that inhabit the same area today. In addition to bison, larger land mammals identified as part of the Rancholabrean fauna include mammoths, mastodons, camels, horses, and ground sloths.

Remains of vertebrate fossils have been found at several localities in alluvial fan deposits referable to those at the project site. Jefferson (1991a, 1991b) compiled a database of California late Pleistocene vertebrate fossils from published records, technical reports, unpublished manuscripts, information from colleagues, and inspection of paleontological collections at more than 40 public and private museums. Jefferson lists 48 different localities in Alameda County, most of which are referable to the late Pleistocene alluvial fan deposits at the project site.

A search of the University of California Museum of Paleontology (UCMP) paleontological collections database (UCMP 2015) indicates that there are 59 recorded localities in Alameda County where late Pleistocene (i.e., Rancholabrean) vertebrate fossil specimens have been recovered. Most of these localities are referable to the late Pleistocene alluvial fan deposits present at the project site. Fossil specimens recovered from these localities include mammoth, ground sloth, bison, horse, tapir, and various rodents, birds, and reptiles. In addition, Helley and Graymer (1997:7) reported that the late Pleistocene alluvial fan deposits present at the project site locally contain vertebrate fossils.

The results of the UCMP paleontological records search (UCMP 2015) indicated that no fossil remains have been recovered from the project site. However, the occurrence of late Pleistocene vertebrate fossil remains in sediments referable to the late Pleistocene alluvial fan deposits throughout Alameda County indicates that this rock formation is paleontologically sensitive.

REGULATORY SETTING

California Environmental Quality Act Statute and Guidelines

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, any trace of human activity more than 50 years in age must be treated as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed "historical resources") need to be addressed. The State CEQA Guidelines define a historical resource as a resource listed or eligible for listing in the CRHR (PRC Section 5024.1). A resource may be eligible for inclusion in the CRHR if it:

(1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(2) is associated with the lives of persons important in our past;

(3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(4) has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the PRC (Section 21083.2), the term "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information,

(2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or

(3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition to meeting one or more of the above criteria, resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (OHP 1999:71).

Assembly Bill 52 amended CEQA to require lead agencies to consult with Native American tribes that are geographically and culturally affiliated with the area of proposed projects and to analyze whether the project may

cause a substantial adverse change in the significance of tribal cultural resources, which is a newly defined environmental resource under CEQA. Implementation of AB52 formally began July 1, 2015.

Section 106 of the National Historic Preservation Act of 1966

Because the project would seek permitting through USACE, it is subject to the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations (Code of Federal Regulations [CFR] Title 36, Part 800 [36 CFR 800], as amended). USACE would consult with the California State Historic Preservation Officer (SHPO). Section 106 requires federal agencies to consider the effects of their undertakings, or those they fund or permit, on properties that may be eligible for listing, or that are listed in the National Register of Historic Places (NRHP). The 36 CFR 60.4 regulations describe the criteria to be used when evaluating cultural resources for inclusion in the NRHP. Cultural resources can be significant on the federal, state, or local level. Such resources are required to retain integrity and must exhibit an association with broad patterns of our history, be associated with an important person, embody a distinctive characteristic, or yield information important to prehistory or history.

The NRHP is a register, maintained by the Secretary of the Interior, that identifies districts, sites, buildings, structures, and objects of significance in American history, architecture, archaeology, engineering, and culture. A property may be listed in the NRHP if it meets the criteria for evaluation defined in 36 CFR 60.4:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:
>
> (A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (B) That are associated with the lives of persons significant in our past; or
>
> (C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (D) That have yielded, or may be likely to yield, information important in prehistory or history.

The 36 CFR 800 regulations implementing Section 106 call for considerable consultation with the State Historic Preservation Officer, Indian tribes, and interested members of the public throughout the process. The four principal steps are as follows:

(1) Initiate the Section 106 process (36 CFR 800.3).

(2) Identify historic properties, resources eligible for inclusion in the NRHP (36 CFR 800.4).

(3) Assess the effects of the undertaking to historic properties in the Area of Potential Effects (APE) (36 CFR 800.5).

(4) Resolve adverse effects (36 CFR Part 800.6).

Adverse effects on historic properties often are resolved through preparation of a memorandum of agreement or a programmatic agreement developed in consultation with the lead federal agency, the State Historic Preservation

Officer, Indian tribes, and interested members of the public. The Advisory Council on Historic Preservation is also invited to participate.

3.5.3 METHODS

Efforts to locate cultural resources in the project area consisted of a records search and review, Native American consultation, additional consultation with local historical societies, a field survey of the project site, and research at the California State Library in Sacramento and local Pleasanton repositories.

3.5.4 RECORDS SEARCH RESULTS AND FINDINGS

A records search was conducted for the project area, defined as the parcels containing the project components as well as a 0.5-mile study radius. This search did not identify any previously conducted cultural resources studies on the project site, but two (S-25378 and S-40906) were previously conducted in the surrounding 0.5-mile study area (Table 3.5-1); however, no cultural resources were recorded on the project site or in the surrounding study area.

Table 3.5-1. Previous Investigations within One-Half Mile of the Project Site

NCIC Report #	Title	Year	Author(s)
S-25378	*Architectural/Historical Analysis for Cingular Site No. PL-932-01: Santa Rita Office Negative Results*	2002	Losee, Carolyn, Archaeological Resources Technology
S-40906	*An Architectural Survey for the Kottinger Senior Housing Project Pleasanton, Alameda County, California*	2013	Beard, Vicki, Tom Origer and Associates

Note: NCIC = North Central Information Center
Source: Data compiled by AECOM in 2015

3.5.5 NATIVE AMERICAN COORDINATION

A request for a search of the Native American Heritage Commission's (NAHC) sacred lands file was sent on March 30, 2015. A follow-up e-mail was sent to the NAHC on April 14, 2015. On April 20, 2015, NAHC responded stating the search of the sacred lands database failed to identify the presence of Native American cultural resources in the project area. NAHC also included a list of individuals who may have information regarding the presence of Native American cultural resources in the general area. Informative letters were sent to those individuals, and the delivery of the informative letters was confirmed. As of September 18, 2015, there has been no response from any of the individuals listed by the NAHC.

3.5.6 ADDITIONAL CONSULTATION

Project notification letters were sent to the Alameda County Historical Society and the Amador-Livermore Valley Historical Society on April 10, 2015, requesting information regarding cultural resources that may be located in the project area. No responses have been received to date.

3.5.7 FIELD SURVEYS

ARCHAEOLOGY

On April 2, 2015, an archaeological field survey was conducted by walking transects across the site. The survey focused primarily on less developed areas including erosional areas along the drainage ditch banks were examined closely. Rodent burrows and spoils were few but were examined when present.

During the archaeological survey, a single wooden feature was observed in the drainage ditch at Lions Wayside Park. The archaeologist determined that it likely dated to the 1957 construction of the park and did not appear to meet NRHP/CRHR eligibility requirements and therefore is not discussed further in this section (for more information on this resource, see the cultural resources technical report [Appendix B]). The area has been previously disturbed by modern development activities such as park construction, street and landscaping, and creek erosion control and maintenance. Therefore, there would be a low potential to encounter intact archaeological deposits during construction.

BUILT ENVIRONMENT

On April 2, 2015, an architectural historian conducted a survey of the project site to inventory and record historic-era resources (those more than 45 years old). Recorded resources included two parks (Lions Wayside and Delucchi Parks), an ice house, and three culverts. None of these resources appears to meet the eligibility requirements for listing in the NRHP or CRHR based on historical significance (see Appendix B). A bandstand is also located in the project area; however, the resource is less than 45 years old and therefore was not recorded or evaluated. No other built-environment resources were identified as a result of the survey.

3.5.3 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less-than-Significant. No known historical resources are located within the project footprint. Five historic-era resources—two parks (considered one resource), an ice house, and three culverts—are located in the project footprint.

Lions Wayside Park and Delucchi Park were considered one resource for the purposes of this analysis because they were developed at the same time in 1957. Delucchi Park features a manicured lawn, mature trees, shrubs, gravel pathways, some benches, and a modern restroom facility constructed in 2005. Across Neal Street is Lions Wayside Park, which is similar to Delucchi Park but also has picnic tables, BBQ pits, and the Chan Henderson Bicentennial Bandstand (built in 1976).

Pleasanton Ice House is a single-story, wood-frame building that rests on a raised foundation. It has a side-gable roof clad in rolled composition shingles. Beneath the gables is a rectangular louvered vent and the gables are sheathed in vertical wood siding. The remaining part of the building is sheathed in replacement T-111 siding.

The three culverts are concrete box culverts that carry Kottinger Creek. They are approximately 12 feet wide. On either side of the culverts are stone walls that are part of retaining wall that runs along a portion of the creek.

None of the historic-era resources within the project footprint meet the evaluation criteria for the NRHP or the CRHR. The parks were developed in 1957 using former railroad right-of-way land. They do not appear to associated with significant events or persons in history. As a landscape feature, they are modest examples of

municipal parks and lack distinctive characteristics. The icehouse appears to have been constructed in 1943. Ice houses were a common feature in towns across California in the 20th century. Research does not support that this particular building played an important role in the commercial development of Pleasanton and has no known associations with important individuals. Architecturally, it a ubiquitous style for a wood-frame ice house and does not represent the work of a master architect or possess high artistic values. The Ice House building was also moved, which resulted in a loss of integrity of location, setting, feeling and association. The three culverts also have no known associations with events or significant persons and do not appear eligible for the NRHP or the CRHR. As engineering features, they are common examples of box culverts and lack distinction. Lastly, all five resources do not appear likely to yield information important to history. For these reasons, none of the resources appear eligible for the NRHP or the CRHR; therefore, they are not considered historical resources for the purposes of CEQA.

The proposed project is located adjacent to Pleasanton's downtown, which contains many historic properties and resources. The project is also adjacent to the First, Second and Third Streets Residential heritage neighborhood, that also contains several historic properties. The project would have a less-than-significant impact on the adjacent downtown and residential areas because the improvements to the parks will not physically change historical resources or visually or audibly reduce the downtown or the residential neighborhood's ability to convey their historical significance. The parks will continue to operate as a municipal parks and visually will not introduce new visual or audible elements that would detract from the historic character of the surrounding area. The project is part of Pleasanton's planned gateway to its historic downtown. The project would cause a less-than-significant impact and no mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. Project excavation for the culvert and bandstand would be shallow and it is unlikely that buried historic resources would be encountered during construction. Nevertheless, project excavation and grading could result in an adverse change in the significance of an historical resource present below the surface. A substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that its significance would be materially impaired. The project could alter the physical characteristics of a historic resource that convey its significance and qualify it for inclusion in the NRHP, CRHR, or a local register or survey that meets the requirements of PRC Sections 5020.1(k) and 5024.1(g).

No archaeological sites that potentially meet NRHP/CRHR eligibility requirements have been identified in the project area. Because the project site already is almost entirely developed, it is unlikely that previously undocumented archaeological resources are still present. Although unlikely, construction has the potential to affect unknown significant or unique, buried archaeological deposits. Therefore, project excavations could result in potentially significant impacts. Therefore, this impact would be potentially significant. The following mitigation measure would apply to discovery of historic or prehistoric resources.

> Mitigation Measure CUL-1: Avoid Potential Effects on Previously Undiscovered Resources, and Stop Work if Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered
>
> If buried or previously unidentified resources are discovered during excavation or grading, the construction crew shall notify the City and immediately cease all work within a 100-foot radius of the find. The City shall hire a professional archaeologist meeting the *Secretary of the Interior's Professional Standards for Archaeologists* to assess the discovery and recommend what, if any, further treatment or investigation is necessary for the find. Any necessary treatment/investigation shall be coordinated with

the City, USACE, SHPO, and shall be completed before project activities continue in the vicinity of the find.

Construction workers shall undergo a worker environmental awareness program. The training shall address visual familiarity with archaeological material that might be encountered during construction, appropriate measures that must be taken if cultural resources are encountered, such as stopping work in a 100-foot radius, and handout sheets containing contact information for appropriate City personnel.

Implementation of Mitigation Measure CUL-1 would reduce potentially significant impacts on previously undiscovered cultural resources to less-than-significant levels. Construction workers would be alerted to the possibility of encountering prehistoric or historic subsurface cultural resources and, in the event that resources were discovered, the appropriate measures would be implemented as required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Areas of the project site where structures or pipelines have been previously installed, including the location of the former Southern Pacific Railroad line, consist of artificial fill material to a depth of approximately 5 feet bgs. However, portions of the site that do not contain structures or pipelines are composed of native material, which consists of floodplain deposits. Both the artificial fill and the Holocene floodplain deposits are of low paleontological sensitivity.

The project includes installation of a culvert in the current location of Kottinger Creek. The ditch would be excavated to a depth of approximately 10–12 feet bgs (approximately 2–4 feet below the existing elevation) (BSK 2014). Based on the results of soil borings (BSK 2014) and a review of geologic mapping (Helley and Graymer 1997), excavation would be in late-Pleistocene (i.e., Rancholabrean) alluvial fan deposits. Because of the number of Rancholabrean-age vertebrate fossils previously recovered from similar deposits in Alameda County, this formation is considered paleontologically sensitive. Therefore, earthmoving activities in these alluvial fan deposits could inadvertently affect unique paleontological resources, and this impact would be potentially significant.

Mitigation Measure CUL-2: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required.

Before the start of any earthmoving activities associated with installation of the box culvert, the City shall retain a qualified scientist (geologist, environmental scientist, or paleontologist) to train construction personnel involved with earthmoving activities, including the site superintendent, regarding the potential to encounter fossils, the appearance and types of fossils that could be encountered, and proper notification procedures should fossils be encountered.

If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the City and immediately cease work in the vicinity of the find. The City shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (SVP 1996). The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. The recovery plan shall be implemented as directed by the City before construction activities resume at the location of the find.

Implementation of Mitigation Measure CUL-2 would reduce potentially significant impacts on unique paleontological resources to less-than-significant levels because construction workers would be alerted to the possibility of encountering paleontological resources and, in the event that resources were discovered, fossil specimens would be recovered and recorded and would undergo appropriate curation.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant with Mitigation Incorporated. No burials have been identified in the project area. Because the APE already is almost entirely developed, as-yet-undiscovered human remains are unlikely to be present. However, in the unlikely event that human remains, including those interred outside of formal cemeteries, were discovered during subsurface activities, the human remains could be inadvertently damaged. This impact would be potentially significant.

> Mitigation Measure CUL-3: Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth in State CEQA Guidelines Section 15064.5(e)(1).
>
> In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction, the City and its construction contractor(s) will take the following steps:
>
> (1) No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains will occur until:
>
> (A) the coroner of Alameda County has been contacted to determine that no investigation of the cause of death is required, and
>
> (B) if the coroner determines the remains to be Native American:
>
> 1. the coroner shall contact the Native American Heritage Commission within 24 hours;
>
> 2. the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and
>
> 3. the most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code; or
>
> (2) Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
>
> (A) the Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant fails to make a recommendation within 24 hours after being notified by the commission;
>
> (B) the most likely descendant identified fails to make a recommendation; or

(C) the landowner or his or her authorized representative rejects the recommendation of the most likely descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Implementation of Mitigation Measure CUL-3 would reduce potentially significant impacts related to the disturbance or destruction of human remains to less-than-significant levels because the Alameda County coroner would be contacted to evaluate the remains and appropriate measures would be taken.

e) Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to AB52?

The City of Pleasanton consulted with the NAHC and local Native American groups and individuals pursuant to Section 106 of the National Historic Preservation Act (NHPA) and Section 21080.3 of CEQA, including amendments outlined in Assembly Bill 52. The consultation included contacting the local Native American individuals identified by the NAHC via informative letters mailed on September 9, 2015. No responses have been received to date; however, the City will follow up with the individuals contacted.

Based on the disturbed nature of the area and because the parks consist of artificial fill to a depth of approximately 5 feet bgs, it is unlikely that the parks contain tribal cultural resources, as defined in Public Resources Code 21074, and this impact would be **less than significant**. Nevertheless, the City of Pleasanton will complete a consultation with the Native American tribes to evaluate the potential for tribal cultural resources and will include the results of consultation in the Final IS/MND.

3.6 GEOLOGY AND SOILS

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

3.6.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for geology and soils are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.6.2 ENVIRONMENTAL SETTING

The project site is located in the Amador Valley, which is bounded by foothills of the Diablo Range on the north and south, by Pleasanton Ridge to the west, and by the Livermore Valley to the east. The San Ramon segment of the Calaveras Fault is the dominant structural feature of the Amador Valley.

The project site is located approximately 2 miles east of the Calaveras Fault. An earthquake with an estimated magnitude of 6.9 occurred in 1861 along the San Ramon segment of the Calaveras Fault, near Dublin (Jennings 1994; Rogers and Halliday 2015). The Las Positas Fault is located approximately 4.75 miles southeast of the project site (Herd 1977). The Las Positas Fault exhibited surface rupture from an earthquake that occurred north of Livermore in 1981 (Bonilla et al. 1980). Other active regional faults include the Verona Fault (1.25 miles to the

south), the Mt. Diablo blind-thrust fault (3 miles to the north), the Hayward fault zone (9.25 miles to the west), and the Greenville fault zone (10.25 miles to the east) (Jennings 1994; Herd 1977).

The project site is nearly flat and lies at an elevation of approximately 360 feet above mean sea level (BSK 2014:5). A review of U.S. Natural Resources Conservation Service (NRCS) soil survey data indicates that the project site is composed of Yolo loam, 0 to 3% slopes. This soil type is well drained, has a moderate wind water erosion hazard, a moderately high permeability, and a low shrink-swell potential (NRCS 2014).

3.6.3 DISCUSSION

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Less-than-Significant Impact. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. Because the project site is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 1982a, 1982b), nor is the site located within or immediately adjacent to the trace of any other known fault, surface fault rupture at the project site is unlikely. Therefore, this impact would be less than significant.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The project site is located in a seismically active area in the San Francisco Bay region. Fault movement and earthquake activity have been recorded on the Calaveras, Verona, Las Positas, Greenville, and Hayward Faults, which are located 1.25 to 10.25 miles from the project site. The 2007 California Working Group on Earthquake Probabilities (2008:Supplemental Workbook) indicated that these faults could generate earthquakes with maximum moment magnitudes ranging from 6.5 to 7.0. The 2014 California Working Group on Earthquake Probabilities (Field and 2014 Working Group on California Earthquake Probabilities 2015:Figure 4) indicates that there is a 7.4% probability that one or more earthquakes with a magnitude greater than 6.7 will occur within the next 30 years on the Calaveras Fault. Given the recent fault activity (i.e., during the last 11,700 years) in the project vicinity, there is a strong probability that the project site will experience strong seismic ground shaking in the future.

The geotechnical report prepared by BSK Associates (BSK) (2014:11–12) provides a preliminary determination that a peak horizontal ground acceleration of 0.74 *g* (where *g* is the percentage of gravity) would be appropriate for use in an earthquake-resistant design at the project site. BSK (2014) also indicated that the project site falls within California Building Standards Code (CBC) seismic design category D. These calculations indicate that a high level of seismic shaking would be expected at the project site.

The City is required by law to comply with the CBC and local building regulations that are designed to reduce potential seismic risk. The CBC is based on the federal Uniform Building Code used throughout the U.S., which has been modified for California conditions with numerous more detailed or more stringent regulations. The state earthquake protection law requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes.

The CBC requires an evaluation of seismic design focused on "collapse prevention," for the maximum level of ground shaking that could reasonably be expected to occur at a site. Chapter 16 of the CBC specifies exactly how

each seismic design category is to be determined on a site-specific basis. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls and the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to the groundwater table. For Seismic Design Category C, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For Seismic Design Categories D, E, and F, Chapter 18 requires these same analyses plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also requires measures such as ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these as a part of structural design.

Because the City would be required to adhere to the requirements of the CBC, which incorporates seismic engineering and construction parameters designed to protect life and property to the maximum extent practicable, this impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining liquefaction potential are the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands, peat deposits, and unconsolidated Holocene-age sediments are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking.

The project site is located close to several active seismic sources, shallow groundwater conditions are present (i.e., 30–40 feet bgs), and the near-surface soils consist of Holocene-age sediments.

BSK (2014) performed a liquefaction analysis as part of its geotechnical report. The results of soil borings obtained by BSK indicate that the project site is underlain by approximately 5 feet of hard sandy silt with gravel, and dense silty sand with gravel fill. Below the fill, interbedded layers of hard sandy silt, dense sand, and hard lean clay were encountered to the maximum depth explored (26.5 feet bgs). Although some portions of the existing Kottinger Creek drainage contain large chunks of concrete debris, boulders, railroad ties, and gravels, BSK determined that the artificial fill encountered in its soil borings was stiff and dense, and therefore likely consisted of engineered, compacted fill. Based on the composition, apparent relative density, and consistency of the project site soils, and the lack of free water encountered in the soil borings, BSK concluded that the potential for the site to experience liquefaction-induced settlement during a seismic event is low (BSK 2014b:8). Therefore, this impact would be less than significant.

iv) Landslides?

No Impact. The topography within and adjacent to the project site is nearly level. Thus, there would be no risk of loss, injury, or death involving landslides, and no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. A review of NRCS (2014) soil survey data indicates that project site soils are moderately susceptible to erosion by wind and water. Construction would require grading and construction of project components (e.g., plazas, bandstand foundation). Conducting these activities would temporarily disturb soil and would expose disturbed areas to winter storm events. Rain of sufficient intensity could dislodge soil

particles from the soil surface. If the storm is large enough to generate runoff, localized erosion could occur. In addition, construction-related soil disturbance during the summer could result in topsoil loss from wind erosion.

However, either a storm water pollution prevention plan (SWPPP) or a storm water management plan (SWMP) would be prepared and implemented as required by the San Francisco Bay Regional Water Quality Control Board (RWQCB). This would require implementing stormwater best management practices (BMPs) to control erosion and reduce sediment transport into Kottinger Creek and downstream water bodies as required by the Alameda Countywide National Pollutant Discharge Elimination System (NPDES) permit (San Francisco Bay RWQCB 2003). As required by the San Francisco Bay RWQCB, the SWPPP or SWMP would identify and specify the following elements:

- the use during project construction of an effective combination of robust erosion- and sediment-control BMPs and construction techniques considered acceptable under the Alameda Countywide NPDES permit (e.g., temporary erosion-control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences) to reduce the potential for runoff and the release, mobilization, and exposure of pollutants;

- the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;

- the pollutants likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;

- the means of waste disposal;

- spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;

- personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP or SWMP; and

- the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP or SWMP.

Where applicable, BMPs identified in the SWPPP or SWMP would be in place throughout all site work and construction activities. BMPs may include such measures as those listed below.

- Implementing temporary erosion and sediment-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include but are not limited to silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.

- Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.

- Using drainage ditches, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.

- Placing drip pans under heavy equipment overnight to prevent leaks of hydraulic fluids, oil, grease, or fuels from reaching surface water or groundwater supplies.

Furthermore, the City Engineer would prepare a grading plan as required by the City of Pleasanton (2011) *Standard Specifications and Details* that includes the location, implementation schedule, and maintenance schedule of all erosion- and sediment-control measures. Erosion- and sediment-control measures could include the use of detention basins, berms, ditches, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Soil stabilization measures could include construction of retaining walls and reseeding with vegetation after construction. Construction entrances are commonly stabilized to minimize trackout (control dust) by installing filter fabric and crushed rock to a depth of approximately 1 foot. Finally, the City (or its construction contractor) must comply with all stormwater management and discharge control provisions contained in Chapter 9.14 of the City of Pleasanton Municipal Code. Therefore, this impact would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. Dynamic compaction or seismic settlement typically occur in unsaturated, loose granular material or uncompacted fill soils. Because these types of soils were not encountered in the on-site soil borings, BSK considered the potential for seismic settlement at the project site to be low (BSK 2014b:8). As discussed above under item a) iii), the results of soil borings performed by BSK indicate that the project site is underlain by approximately 5 feet of hard sandy silt with gravel, and dense silty sand with gravel fill. Below the fill, interbedded layers of hard sandy silt, dense sand, and hard lean clay were encountered to the maximum depth explored (26.5 feet bgs). Although some portions of the existing Kottinger Creek drainage contain large chunks of concrete debris, boulders, railroad ties, and gravels, BSK determined that the artificial fill encountered in the soil borings was stiff and dense, and therefore likely consisted of engineered, compacted fill. BSK determined that the soils at the bottom of the box culvert (for Kottinger Creek within Lions Wayside Park) should provide adequate bearing support for the culvert. BSK estimated that static settlement of the box culvert would be less than one-half inch and should occur only during construction. BSK further determined that the artificial fill on the project site is suitable for construction. (BSK 2014b:7.) Because the project site does not contain any known areas of unstable soil, this impact would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less-than-Significant Impact. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. A review of NRCS (2014) soil survey data indicates that the project site is composed of Yolo loam, 0 to 3% slopes. Soil borings indicate that portions of the project site are also composed of artificial fill. BSK performed an Atterberg limits test at a soil boring depth of approximately 6 feet, which resulted in a liquid limit of 25 and a plasticity index of 10. These results indicate that the project site's soils have a low expansion potential (BSK 2014b:6–8). Therefore, this impact would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would not entail the installation of new wastewater facilities. The project site contains existing restroom facilities that would continue to be used in the future. Thus, no impact would occur.

3.7 GREENHOUSE GAS EMISSIONS

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

3.7.1 THRESHOLDS OF SIGNIFICANCE

This section uses the significance thresholds listed in the Bay Area Air Quality Management District's (BAAQMD's) 2010 CEQA Guidelines (see Section 3.3, Air Quality regarding the status of the BAAQMD 2010 CEQA Guidelines and significance thresholds). The project would have a potentially significant impact on GHG emissions if it would:

- generate annual greenhouse gas (GHG) emissions exceeding 1,100 metric tons (MT) carbon dioxide equivalent (CO_2e), or
- conflict with implementation of a qualified GHG reduction strategy.

3.7.2 ENVIRONMENTAL SETTING

Greenhouse gases play a critical role in determining the earth's surface temperature. The earth's surface absorbs a portion of the solar radiation that enters the atmosphere, and a smaller portion of this radiation is reflected back toward space. Infrared radiation (thermal heat) is absorbed by GHGs in the atmosphere; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining Earth's climate. GHG emissions associated with human activities are highly likely responsible for intensifying the greenhouse effect and have led to a warming trend in earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2013).

In June 2010, BAAQMD adopted updated CEQA thresholds for GHG emissions, including separate thresholds for project- and program-level analyses. At the project level, the BAAQMD threshold is based on the project's consistency with a "qualified GHG reduction plan." In addition, project-level thresholds include two quantitative thresholds based on the project's annual GHG emissions, expressed in MT CO_2e per year, or on the project's GHG efficiency, expressed in MT CO_2e per year per service population. The GHG efficiency metric was developed to evaluate mixed-use projects; therefore, the quantitative annual threshold was used to evaluate this project.

3.7.3 DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. Project construction would generate temporary GHG emissions, including from vehicle engine exhaust from heavy-duty construction equipment, haul truck trips, material delivery trips, and construction worker trips. Construction activities would be short term and would occur over approximately 6 months. Construction-related GHG emissions were modeled using the same programs (CalEEMod and EMFAC) as those described in Section 3.3, "Air Quality." As described in Section 3.3, park use and maintenance would be similar to existing conditions and any net change would be nominal. Therefore, this impact evaluates only the project's construction-related GHG emissions. Table 3.7-1 presents the project's total construction-related GHG emissions.

Table 3.7-1. Unmitigated Project Greenhouse Gas Emissions

Emission Source	Annual MT CO_2e
Construction Equipment	129
Haul Trucks	33
Construction Worker Vehicles	74
Total Construction Emissions	**236**
BAAQMD Threshold	**1,100**

Notes: BAAQMD = Bay Area Air Quality Management District; CO_2e = carbon dioxide equivalent; MT = metric tons
Source: Data compiled by AECOM in 2015

Because no construction threshold is available, construction emissions were compared with the BAAQMD operational significance threshold of 1,100 MT CO_2e – the only local threshold available. (The Sacramento Metropolitan Air Quality Management District recently proposed the same numerical value for annual construction emissions (SMAQMD 2014), which confirms the relative magnitude of the BAAQMD value.) As shown above in Table 3.7-1, the project's construction GHG emissions would not exceed BAAQMD's threshold of significance or SMAQMD's construction-specific threshold. Therefore, the project's GHG emissions would be less than significant. Post-construction park uses and maintenance would not differ substantially from current uses and any incremental increase in emissions would be less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. Although the project would result in temporary GHG emissions during construction, the project's intent, purpose, and function align with the goals of the Assembly Bill (AB) 32 Scoping Plan to protect against the detrimental effects of climate change. The California Air Resources Board's Scoping Plan includes measures that would indirectly address GHG emissions from construction, including phasing in cleaner technology for diesel engine fleets (including construction equipment) and the development of a Low Carbon Fuel Standard. The project's construction emissions would comply with any mandate or standards set forth by the Scoping Plan.

In addition, in 2012, the City of Pleasanton adopted a climate action plan (CAP) with a goal of reducing communitywide GHG emissions by 15% below 2005 levels by 2020. The CAP includes GHG emission reduction

strategies focused on several topics: Land Use and Transportation, Energy, Solid Waste Minimization, Water and Wastewater, and Community Engagement. The project is not a typical land use that would provide housing or jobs, but rather would support local land uses by providing open space and recreational opportunities. The park upgrades would not involve constructing any structures or facilities that would generate a substantial net increase in energy consumption, solid waste, water consumption, or wastewater. Therefore, few of the GHG reduction strategies developed in the CAP are applicable to the project. Nevertheless, the following CAP goals and strategies were used to evaluate the project's consistency with the CAP:

Goal 1: Reduce VMT [vehicle miles traveled] through Mixed-Use, Infill, and High Density Development.

- **Strategy LU1:** Support Infill and High Density Development
- **Strategy LU2:** Support Mixed-Use and New Development near Local-serving Commercial Areas

As discussed above, although the project would not develop residences or provide jobs, it would provide recreational opportunities for downtown and future infill development projects. Both residents and employees who are located downtown would have walking or biking access to the project site as a recreational amenity, potentially reducing the need to drive a vehicle to parks outside the immediate area. Because the project would not generate a net increase in long-term operational GHG emissions, would not exceed the applicable construction emission thresholds, and would support infill and high-density development in the downtown, it would not conflict with the City's CAP and any GHG emissions would be less than significant.

3.8 HAZARDS AND HAZARDOUS MATERIALS

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

3.8.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for hazards and hazardous materials are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.8.2 ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS

Soil Contamination from Previous Site Uses

A Kinder-Morgan (KM) pipeline runs parallel to and just beyond the northwest bank of Kottinger Creek in Lions Wayside Park. BSK Associates (BSK) contacted KM for information regarding the pipeline. KM personnel

indicated that at any given time, this pipeline may be carrying two grades of gasoline, diesel, jet fuel, or a mixture of all these products. On-site testing indicates that the pipeline is approximately 3–4 feet below ground surface (bgs). In addition, a Southern Pacific Railroad line formerly traversed the project site in approximately the same location as the KM pipeline.

BSK performed two soil borings to a maximum depth of 26.5 feet bgs near the KM pipeline and the former railroad embankment. In addition, BSK performed photoionization detector measurements to determine whether volatile organic compounds (VOCs) were present in the air. BSK also obtained shallow near-surface samples at a depth of approximately 2 feet bgs at the two locations where "potholes" were excavated to determine the location of the KM pipeline. (BSK 2014:1, 2, and Figure 1.)

The photoionization detector measurements at the two soil boring locations ranged from 0.016 to 0.181 part per million vapor concentration of VOCs. These concentrations do not represent a human or environmental health hazard (BSK 2014:2 and 4).

The concentration of arsenic in all samples exceeded the San Francisco Bay Regional Water Quality Control Board (RWQCB) Tier 1 environmental screening level. However, the San Francisco Bay RWQCB recognizes that naturally occurring arsenic levels in the San Francisco Bay region are higher than the environmental screening level and that arsenic concentrations of 11 mg/kg represent background concentrations. Therefore, arsenic concentrations in the soil samples at the project site are within acceptable background concentrations (BSK 2014:4).

None of the samples contained concentrations of any compound that would exceed either the total-threshold-limit concentration or the soluble-threshold-limit concentration for classifying the soil as a hazardous waste, as defined in Title 22, Chapter 11, Article 3, Section 66261.24 of the California Code of Regulations (BSK 2014:4).

Finally, although the samples contained detectable concentrations of dichloromethane (a VOC) and metals, the levels did not exceed either the San Francisco Bay RWQCB or California hazardous waste regulatory standards (BSK 2014:4).

Database Searches

Several publicly available databases that are maintained under California Public Resources Code (PRC) Section 65962.5 (i.e., the "Cortese List") were searched to ascertain whether any known hazardous materials are present either on or within 0.25 mile of the project site.

The GeoTracker database is an information management system for groundwater that is maintained by the State Water Resources Control Board (SWRCB). Data related to leaking underground storage tanks and other types of soil and groundwater contamination, along with associated cleanup activities, are part of the information that the SWRCB is required to maintain under PRC Section 65962.5. Table 3.8-1 presents the results of the search of the GeoTracker database, which identified one open cleanup site at a gas service station approximately 1,100 feet north of the project site.

The Hazardous Waste and Substances Site List (i.e., the "EnviroStor" database) is maintained by the California Department of Toxic Substances Control (DTSC) as part of the requirements of PRC Section 65962.5. A search of the EnviroStor database indicated that there are no open, active cases of hazardous waste and substances sites either on or within 0.25 mile of the project site (DTSC 2015).

Table 3.8-1. GeoTracker Database Search Results[1]

Site Name, Address, Description, Number	Contaminants	Media Affected	Status/Cleanup Actions
Shell #13-5782 4212 First Street Leaking underground storage tanks SWRCB Case No. T0600101259	Total petroleum hydrocarbons as gasoline (TPHg), benzene, toluene, ethylbenzene, and xylene	Aquifer used for drinking water supply (direction of groundwater flow is toward the north-northwest)	Petroleum hydrocarbon mass removal via air sparging, soil-vapor extraction, and duel-phase extraction; TPH concentrations in the groundwater plume are declining; groundwater monitoring is ongoing.

Notes: SWRCB = State Water Resources Control Board; TPH = total petroleum hydrocarbon

[1] Includes only open, active sites within 0.25 mile of the project site.

Source: SWRCB 2015; data compiled by AECOM in 2015

Asbestos and Lead-Based Paint

The use of lead as a paint additive was discontinued in 1978 when the U.S. Environmental Protection Agency and the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) determined that human exposure to lead is an adverse human health risk, particularly to young children. Demolition of structures containing lead-based paint requires specific precautions and is regulated by federal, state, and local law. Adverse human health effects can occur from ingestion of peeling paint chips (primarily by young children) and inhalation of paint dust (when lead-based paint is scraped, sanded, or heated during repair or demolition).

Asbestos is designated as a hazardous substance when the fibers have the potential to come in contact with air, because the fibers are small enough to lodge in lung tissue and cause health problems. The presence of asbestos-containing materials (ACMs) in existing buildings poses an inhalation threat only if the ACMs are in a friable state. If the ACMs are not friable, then there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of the federal Clean Air Act. People exposed to asbestos may be at elevated risk for lung cancer and mesothelioma.

The Chan Henderson Bicentennial Bandstand, which would be demolished and replaced with a new structure as part of the project, was constructed in 1976. The structure consists of a concrete foundation; painted wood posts and beams, trellis, and pergola; and iron railings. Because the bandstand was constructed before 1978, it may contain lead-based paint. However, the bandstand does not include insulation or piping or other materials that could have contained asbestos.

Schools in the Project Vicinity

Village High School and Horizon High School, which are part of the Pleasanton Unified School District, are collocated on a campus that lies approximately 800 feet south of Delucchi Park.

Airports in the Project Vicinity

Livermore Municipal Airport is located approximately 3.5 miles northeast of the project site. There are no airports or airstrips within 2 miles of the project site.

WILDLAND FIRE HAZARD

The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire-hazard-severity classification system to assess the potential for a wildland fire. The zones depicted on CAL FIRE maps take into account the potential fire's intensity and speed, production and spread of embers, fuel loading, topography, and climate (e.g., temperature and the potential for strong winds). According to CAL FIRE (2008), the project site is located in a local responsibility area (LRA), and there are no very-high-fire-hazard-severity zones within or immediately adjacent to the project site.

3.8.3 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Project construction and subsequent maintenance would involve the storage, use, and transport of commercially-available hazardous materials (e.g., asphalt, fuel, lubricants, paint, herbicides, and pesticides) during construction and operations. The California Highway Patrol and the California Department of Transportation regulate transportation of hazardous materials on area roadways, and DTSC regulates the use of these materials, as outlined in Title 22 of the California Code of Regulations. The City and its contractor(s) would be required to use, store, and transport hazardous materials in compliance with applicable federal, state, and local regulations during project construction and operation.

The City and its contractor(s) are required to implement and comply with existing hazardous-materials regulations. Each regulation is specifically designed to protect the public health by providing for improved procedures for handling hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated and quicker response to emergencies. Therefore, this impact would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. A KM pipeline runs parallel to and just beyond the northwest bank of Kottinger Creek in Lions Wayside Park. The pipeline may be carrying two grades of gasoline, diesel, jet fuel, or a mixture of all these products. In addition, a Southern Pacific Railroad line formerly traversed the project site in approximately the same location as the KM pipeline. The results of soil testing performed by BSK indicate that although arsenic levels in the soil at the project site are elevated, the reported concentration is within the limits considered acceptable by the San Francisco Bay RWQCB for naturally occurring background levels. The concentrations of other compounds detected in the soil did not meet the threshold criteria for classification as a California hazardous waste, and did not exceed either the San Francisco Bay RWQCB or California hazardous waste regulatory standards. Airborne VOCs were detected at extremely low levels that do not represent a human health or environmental hazard. (BSK 2014a:4.)

The Chan Henderson Bicentennial Bandstand, which would be demolished and replaced with a new structure as part of the project, was constructed in 1976. The structure consists of a concrete foundation; painted wood posts and beams, trellis, and pergola; and iron railings. Because the bandstand was constructed before 1978, it may contain lead-based paint. The U.S. Environmental Protection Agency regulates renovation activities that could create lead-based paint hazards and has established standards for lead-based-paint hazards and lead-dust cleanup levels in most pre-1978 facilities as part of the Residential Lead-Based Paint Hazard Reduction Act of 1992. The City, or its construction contractor, is required by law to follow the OSHA regulations pertaining to lead (Title 29,

Part 1926.62 of the Code of Federal Regulations) to minimize workers' risk of lead exposure. These regulations include:

- limiting demolition activities to achieve a permissible exposure limit of 50 micrograms of lead per cubic meter of air, as averaged over an 8-hour period;
- using engineering controls and work practices, where feasible, designed to reduce exposure (for example, washing hands before eating food and providing shower facilities for employees to use before leaving the worksite); and
- providing protective clothing and, where necessary, respiratory protection.

On-site soil testing determined that chemicals associated with the KM pipeline and/or the former railroad line are not present at levels that would represent a human health or environmental hazard, and the City would comply with applicable OSHA standards regarding demolition of structures that may contain lead-based paint. In addition, the City of Pleasanton would ensure that the construction contractor takes precautions to avoid the area of the KM pipeline by marking the pipeline location on the construction drawings, marking the pipeline's location in the field, and addressing potential construction hazards during construction worker training. Therefore, this impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact. Village High School and Horizon High School, part of the Pleasanton Unified School District, are collocated on a campus that lies approximately 800 feet south of Delucchi Park. Under PRC Section 21151.4, unless certain conditions are first met, environmental impact reports or mitigated negative declarations may not be certified or adopted for projects within 0.25 mile of schools that would involve constructing or altering facilities that meet any of the following criteria:

- might reasonably be anticipated to emit hazardous air emissions,
- would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in Section 25532(j) of the Health and Safety Code, or
- may pose a health or safety hazard to persons who would attend or would be employed at the school.

As discussed in detail in Section 3.3, "Air Quality," project construction and subsequent operation (park uses and maintenance) would not result in hazardous air emissions. Neither construction nor operations would result in the handling of substances classified as extremely hazardous. The project site is already developed with park uses, and these types of land uses would continue under the project; therefore, the project would not subject existing schoolchildren or school employees to new hazardous substances or hazardous substances at locations that are any closer than the current distances.

As described above under items a) and b), small quantities of hazardous materials such as fuels, oils, and lubricants would be used in construction equipment. In addition, small quantities of materials specific to park uses (e.g., paint, fuels and lubricants for maintenance equipment, and herbicides and pesticides) are currently used at the project site and would continue to be used in the future, subject to permits from appropriate federal, state, and local regulatory authorities. None of these materials are classified as acutely hazardous. Construction contractors, and the City's Operations Services Department (which is responsible for park maintenance), are required to use,

store, and transport hazardous materials in compliance with federal, state, and local regulations. The use of these materials during construction and operation would not represent a safety hazard for persons who would attend or be employed at either Village High School or Horizon High School. Therefore, this impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Based on a search of hazardous waste databases maintained by SWRCB (2015) and DTSC (2015), the project site is not included on a list of hazardous materials sites compiled under the requirements of the Cortese List. However, as indicated in Table 3.8-1, there is one open, active known hazardous material site within 0.25 mile of the project site—the First Street Shell station—which is approximately 1,100 feet northeast of Lions Wayside Park. Leaking underground storage tanks at this site resulted in soil and groundwater contamination with petroleum hydrocarbons, which have been removed via air sparging, soil-vapor extraction, and duel-phase extraction. Because the direction of groundwater flow is to the north-northeast, which is in the opposite direction from the project site, the contaminated groundwater plume from this hazardous materials site would not represent a hazard for project-related construction or operation. Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The closest airport is Livermore Municipal Airport, approximately 3.5 miles northeast of the project site. There are no airports within 2 miles of the project site. Thus, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips within 2 miles of the project site. Thus, no impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The project site contains sufficient land for construction materials, equipment, and personnel to be staged on-site. However, nearby roadways could be affected intermittently during construction. Ongoing construction could result in temporary lane closures, increased construction truck traffic, and other roadway effects that could slow or interfere with emergency vehicles, temporarily increasing response times and impeding existing services. However, the City's Planning Division would coordinate with the City's Traffic Engineering Division to plan and prepare for construction activities that may affect road rights-of-way, thus facilitating travel of emergency vehicles on affected roadways and maintaining emergency evacuation routes. As determined by the City Traffic Engineering Division, measures that may be implemented include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to the existing land uses would be maintained at all times, with detours used as necessary during road closures. The project is not anticipated to have an impact on an emergency response or evacuation plan during operation of the project. Therefore, the project would not substantially interfere with emergency vehicle access or emergency evacuation plans. This impact would be less than significant.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less-than-Significant Impact. In LRAs, CAL FIRE is required to delineate areas of very high fire hazard. The project site and the surrounding downtown area are located within an LRA that is not designated as a very-high-fire-hazard-severity zone (CAL FIRE 2008). Within an LRA, the financial responsibility of preventing and suppressing fires falls primarily on local fire districts maintained by cities and counties. Section 3.14, "Public Services," further discusses how fire suppression services to the project site are currently and would continue to be provided by the City of Pleasanton. The project site is located in the older downtown area of the city and the surrounding area has been developed with intensive urban land uses consisting of residential, commercial, and office space. Because the project site is not located in or near an area of high fire hazard severity, and because adequate fire protection services would be provided by a local fire protection district, this impact would be less than significant.

3.9 HYDROLOGY AND WATER QUALITY

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

3.9.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for hydrology and water quality are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.9.2 ENVIRONMENTAL SETTING

SURFACE WATER

Watersheds and Drainage

The project site is located in the Arroyo de la Laguna subwatershed and is immediately adjacent to the Arroyo del Valle subwatershed. Principal streams in the project vicinity include Arroyo Valle, Arroyo Mocho, and Arroyo las Positas. All streams converge on the west side of the Amador Valley to form Arroyo de la Laguna, which flows south and joins Alameda Creek in the Sunol Valley. Alameda Creek flows into San Francisco Bay.

Kottinger Creek is a minor stream that flows through the project site. The creek originates in the hills to the southeast. It flows northwesterly to a point near Second Street, then is routed underground through a culvert to the southwest, then surfaces again to flow through the project site. From the southwestern end of the project site, Kottinger Creek flows underground again through a storm drain, then into a drainage canal, and thence into Arroyo de la Laguna. The upstream watershed is almost entirely developed with residential land uses. On-site stormwater retention at these upstream sites has substantially reduced the flow through Kottinger Creek to the project site. Much of the natural drainage surrounding the project site has been urbanized and surface waterways have been channelized as a result of stormwater detention and flood prevention requirements.

Kottinger Creek has been altered from its original form. In its upstream reaches within the project site—in Lions Wayside Park—the creek functions as a drainage ditch with steep banks and no wetland features (see Exhibit 2-4 in Chapter 2, "Project Description"). In Lions Wayside Park, the creek flows only in response to heavy rain or extended rainfall. At some period before 1990, retention basins were installed upstream of the project site (in the Kottinger Ranch housing development), and the City implemented substantial storm drain improvements. As a result of the upstream retention basins, the stretch of Kottinger Creek in Lions Wayside Park is dry most of the year; only small quantities of water are present during no more than 4 months of the year, and mostly during heavy precipitation events.

In Lions Wayside Park, the creek bed is approximately 8–10 feet below the park's surface elevation (BSK 2014:5), and is approximately 30 feet wide. Rocks, gravel, and concrete rubble are scattered along the bed. The creek is steep-sided, unmeandering, and mostly dry (City of Pleasanton 2014).

In Delucchi Park, the creek carries little flow but contains water year round and supports some vegetation (see Exhibit 2-5 in Chapter 2, "Project Description"). The creek enters the park from a culvert at Neal Street (the connection to Lions Wayside Park) and runs parallel to the former Southern Pacific Railroad right-of-way, and then into a culvert under West Angela Street. The creek bed is approximately 6–8 feet below the surface elevation of Delucchi Park, averaging approximately 20 feet wide with almost vertical sides, and lined with stone and riprap. Creek flows in this location are ephemeral and very low. The creek is green, rock-lined, straight in course, and wet year-round (City of Pleasanton 2014).

The project site is nearly flat and lies at an elevation of approximately 360 feet above mean sea level (BSK 2014:5). Sheet flow from the project site drains into Kottinger Creek. In addition, an existing biofiltration area used for stormwater treatment is located adjacent to the Firehouse Arts Center. The biofiltration area would be redesigned and relocated as part of the project.

Hydraulics

Zone 7 Water Agency manages stormwater flow along the approximately 120 miles of major drainageways on the valley floor in the Livermore–Amador Valley area. Zone 7 Water Agency owns approximately 39 miles of both

improved and unimproved drainage channels; this includes partial ownership of Arroyo Valle, which, as shown in Exhibit 3.9-1, is located approximately 1,200 feet north of the project site (RMC 2006:1-5 and 1-8). As the Livermore–Amador Valley area has been transformed from rural to suburban land uses, the frequency of stormwater runoff has steadily increased as a result of increases in impervious surfaces with the construction of buildings and paving of streets and parking lots. Stormwater runoff has also increased with the loss of natural floodplains and natural arroyos that have been converted into trapezoidal channels. These changes, resulting from urbanization, have also increased the potential for flooding.

Winter storms in the Pleasanton area generate runoff that is rapidly concentrated by the network of tributaries through the hills, which discharge into Arroyo Mocho, Arroyo Valle, and other tributaries to Arroyo de la Laguna. The tributaries have carved well-defined streambeds through the hills; on the flat valley floor, however, the channels become shallow and are inadequate for high-volume flows. The main flooding problem in the Pleasanton area is caused by the inadequate capacity of the lower reaches of Arroyo de la Laguna, which results in backwater flooding in its tributary channels (Exhibit 3.9-1). Flooding may also occur after low-intensity precipitation over a period of several days. (City of Pleasanton 2006.)

The most recent Federal Emergency Management Agency (FEMA) Flood Insurance Study Flood Insurance Rate Map, revised January 2013, indicates that the project site is not located in a FEMA flood zone (Exhibit 3.9-1).

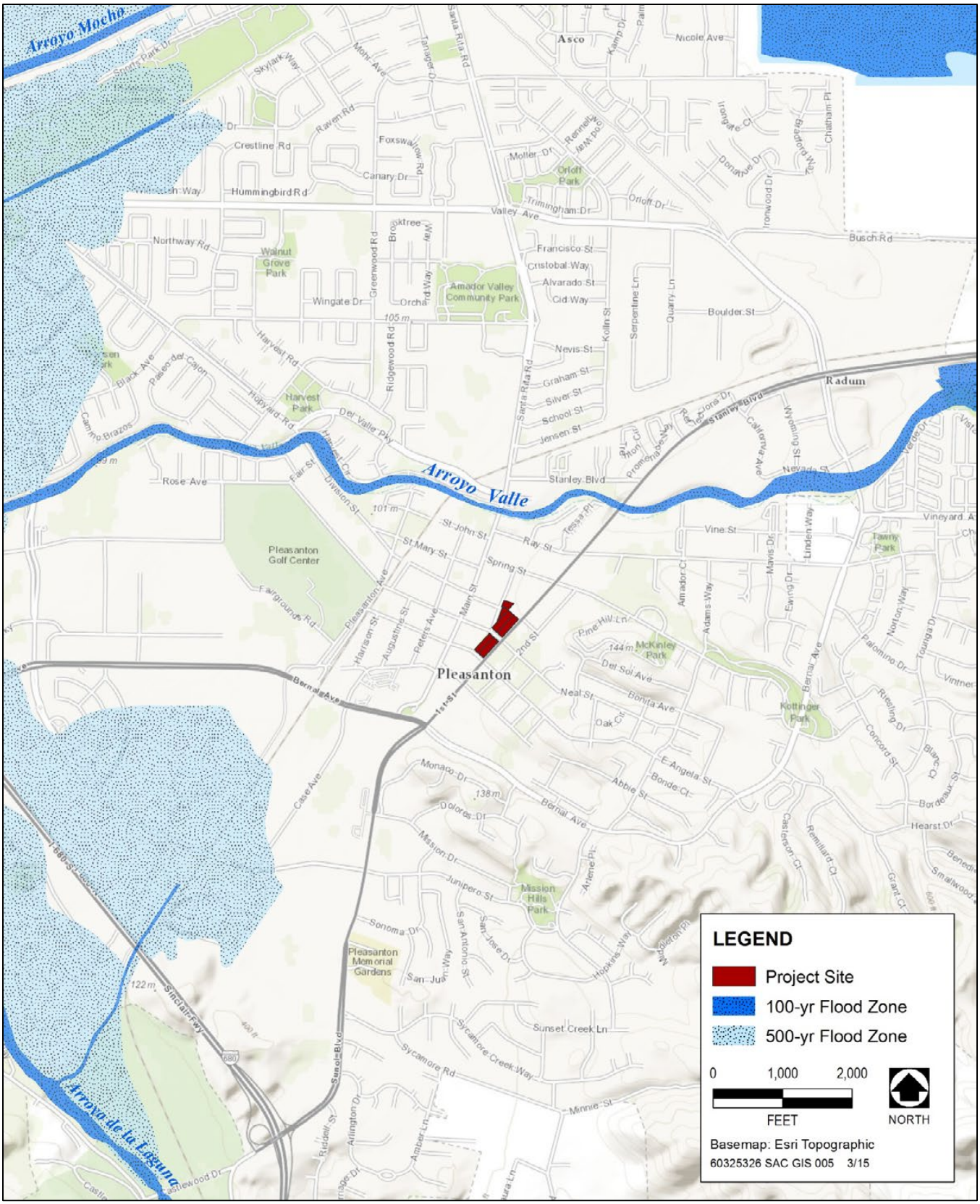
Erosion Potential

Excessive sedimentation or erosion can affect water quality and water supplies needed for human, wildlife, and instream aquatic organisms by increasing the water temperature, turbidity, and nutrient loading. The system of major drainageways in the Livermore–Amador Valley area has experienced erosion and sedimentation problems throughout the 120-mile-long network of flood control channels. The dominant supply of sediment in the Livermore–Amador Valley area is generated by overland runoff through Holocene alluvial fan deposits (RMC 2006:1-11).

The project site is composed of the Yolo loam soil type, which consists of alluvium derived primarily from sandstone and shale (NRCS 2014). Most soils can be categorized into hydrologic soil groups (which apply only to surface soil layers) based on their runoff-producing characteristics. Hydrologic soil groups are factored into calculations of erosion potential when drainage plans are prepared. The U.S. Natural Resources Conservation Service classifies the Yolo loam soil type as Group B—soils that have a moderate infiltration rate when thoroughly wet. The Group B soils on the project site have a moderately fine to moderately coarse texture, which results in a moderate rate of water transmission, and therefore a moderate runoff potential.

Water Quality

Under Section 303(d) of the Clean Water Act, the State of California is required to develop a list of impaired water bodies that do not meet drinking water quality standards. No water quality data are available for Kottinger Creek. However, Kottinger Creek discharges into Arroyo de la Laguna, which is listed as impaired for diazanon (a pesticide) from urban runoff and storm sewers (SWRCB 2010). Arroyo de la Laguna discharges into Alameda



Source: FEMA 2013 data, adapted by AECOM in 2015

Exhibit 3.9-1. FEMA Flood Zones

Creek, which is also listed as impaired for diazanon (SWRCB 2010). Alameda Creek discharges into San Francisco Bay, which is listed as impaired for chlorane, dichlorodiphenyltrichloroethane (DDT), dieldrin, dioxin compounds, furan compounds, invasive species, mercury, polychlorinated biphenyls (PCBs), selenium, and trash (SWRCB 2010).

Alameda County stormwater discharges are regulated under National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0029831 (San Francisco Bay RWQCB 2003). The City of Pleasanton is one of 17 signatories to the Alameda Countywide Clean Water Program, which was formed to implement the requirements of the Alameda Countywide NPDES permit. Pollutants of concern addressed in the Alameda Countywide Clean Water Program consist of:

- certain heavy metals;
- excessive sediment production from erosion caused by anthropogenic (human-related) activities;
- petroleum hydrocarbons from sources such as used motor oil;
- microbial pathogens of domestic sewage origin from illicit discharges;
- certain pesticides associated with the risk of acute aquatic toxicity;
- excessive nutrient loads, which may cause or contribute to the depletion of dissolved oxygen and/or toxic concentrations of dissolved ammonia;
- trash, which impairs beneficial uses such as support for aquatic life, and
- other pollutants that may cause aquatic toxicity in the receiving waters.

The Alameda Countywide NPDES permit includes a series of requirements designed to address these stormwater-related water quality issues. These requirements include site design measures (such as Low Impact Development [LID] features) and implementing best management practices (BMPs), as identified in the Alameda Countywide Clean Water Program's *Stormwater Technical Guidance* (C3 Technical Guidance Work Group 2013).

GROUNDWATER

Groundwater Hydrology

The project site is located in the Livermore Valley Groundwater Basin, which has a surface area of 69,600 acres (109 square miles). This basin is bounded by Pleasanton Ridge on the west, the Altamont Hills on the east, the Livermore Upland on the south, and the Orinda Upland on the north. The direction of groundwater flow is generally to the west, then south, toward Arroyo de la Laguna. The entire floor of the Livermore Valley Basin and portions of the upland areas on all sides of the valley overlie groundwater-bearing materials. These materials consist of continental deposits from alluvial fans, outwash plains, and lakes. They comprise valley fill materials, the Livermore Formation, and the Tassajara Formation. The total storage capacity of the basin is estimated to be approximately 500,000 acre-feet (DWR 2006).

Groundwater Quality

Water chemistry is highly varied around the basin depending on the specific location. Much of the water underlying the western part of the groundwater basin near Pleasanton is generally dominated by magnesium-sodium (cation), and nearly the entire basin is dominated by bicarbonate (anion). Total dissolved solids

measurements range from 300 milligrams per liter (mg/l) to 550 mg/l, with an average of 450 mg/l based on analyses from 27 municipal wells. Generally, water quality in the basin is in the range of good to excellent, with a few areas of local impairment primarily from boron and nitrates. (DWR 2006.)

3.9.3 REGULATORY SETTING

The Water Element of the *Pleasanton General Plan 2005–2025* (City of Pleasanton 2009) includes the following goals, policy, and program related to stormwater facilities that are applicable to the project:

Goal 6: Minimize stormwater runoff and provide adequate stormwater facilities to protect property from flooding.

- **Policy 8:** Ensure an adequate storm drainage system to serve existing and future development.

    - **Program 8.4:** As determined by the City Engineer, require new development to improve local storm drainage systems to accept appropriate design-year flows resulting from new development.

Goal 7: Reduce stormwater runoff and maximize infiltration of naturally-occurring rainwater so as to improve surface and subsurface water quality.

3.9.4 DISCUSSION

a) Violate any water quality standards or waste discharge requirements?

Less-than-Significant Impact. The project would entail earthmoving activities throughout Lions Wayside and Delucchi Parks. Project construction, including vegetation removal, grading, staging, trenching, and foundation excavation, would expose soils to erosive forces and could transport sediment into local drainages, which could increase turbidity, degrade water quality, and result in siltation to local waterways. Intense rainfall and associated stormwater runoff could result in short periods of sheet erosion in areas of exposed or stockpiled soils. If uncontrolled, these soil materials could cause sedimentation and blockage of drainage channels. Nonstormwater discharges could result from activities such as construction dewatering procedures, or from discharge or accidental spills of hazardous substances such as fuels, oils, petroleum hydrocarbons, concrete, paints, solvents, cleaners, or other construction materials. This contaminated runoff could enter the storm drain system and ultimately be washed into San Francisco Bay via overland or sheet flow from the point of discharge. Erosion and construction-related wastes have the potential to temporarily degrade existing water quality and beneficial uses by altering the dissolved-oxygen content, temperature, pH, levels of suspended sediment and turbidity, or nutrient content, or by causing toxic effects in the aquatic environment.

To protect water quality, either a storm water pollution prevention plan (SWPPP) or a storm water management plan (SWMP) would be prepared and implemented as required by the San Francisco Bay Regional Water Quality Control Board (RWQCB). This would require implementing stormwater BMPs to control and reduce discharges of sediments and pollutants into Kottinger Creek and downstream water bodies as required by the Alameda Countywide NPDES permit. As required by the San Francisco Bay RWQCB, the SWPPP or SWMP would identify and specify the following:

- the use during construction of an effective combination of robust erosion- and sediment-control BMPs and construction techniques considered acceptable under the Alameda Countywide NPDES permit (e.g., temporary erosion-control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences) to reduce the potential for runoff and the release, mobilization, and exposure of pollutants;

- the implementation of approved local plans, nonstormwater management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities;
- the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;
- the means of waste disposal;
- spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
- personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP or SWMP; and
- the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP or SWMP.

Where applicable, BMPs identified in the SWPPP or SWMP would be in place throughout all site work and construction activities. BMPs may include such measures as those listed below.

- Implementing temporary erosion and sediment-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include but are not limited to silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.
- Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.
- Using drainage ditches, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.
- Placing drip pans under heavy equipment overnight to prevent leaks of hydraulic fluids, oil, grease, or fuels from reaching surface water or groundwater supplies.

Furthermore, the City Engineer would prepare a grading plan as required by the City of Pleasanton (2011) *Standard Specifications and Details* that includes the location, implementation schedule, and maintenance schedule of all erosion- and sediment-control measures. Erosion- and sediment-control measures could include the use of detention basins, berms, ditches, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Soil stabilization measures could include construction of retaining walls and reseeding with vegetation after construction. Construction entrances are commonly stabilized to minimize trackout (control dust) by installing filter fabric and crushed rock to a depth of approximately 1 foot. Finally, the City (or its construction contractor) must comply with all stormwater management and discharge control provisions contained in Chapter 9.14 of the City of Pleasanton Municipal Code.

Culvert installation would require the excavation of a trench. BSK Associates (BSK 2014) reported that groundwater in the project vicinity ranges from 30–40 feet below ground surface. However, at times, the drainage

ditch contains standing water. Therefore, construction dewatering may be required during culvert installation. The San Francisco Bay RWQCB does not require a separate permit for construction dewatering activities if the discharge is less than 10,000 gallons per day. If project-related construction dewatering is necessary, the City would be required by law to adhere to the dewatering requirements contained in San Francisco Bay Region Municipal Regional Stormwater NPDES Permit No. CAS612008 (San Francisco Bay RWQCB 2011). If the pumped groundwater cannot be discharged to a landscaped or bioretention area large enough to hold the discharge, and therefore must be discharged to a storm drain, water quality samples must be obtained and the discharge must meet San Francisco Bay RWQCB waste discharge requirements. BMPs to render pumped groundwater free of pollutants and provide for erosion control during dewatering activities are required.

Because the City would implement either a SWPPP or SWMP with associated BMPs designed to control erosion and maintain water quality, and because the City would comply with San Francisco Bay RWQCB NPDES permit requirements for construction activities and construction dewatering, construction would not violate water quality standards or waste discharge requirements. This impact would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less-than-Significant Impact. The project would entail construction within two existing City parks, and groundwater would not be used as source of water supply for the project. Should construction dewatering be required for culvert installation, the dewatering would be localized and short-term (i.e., approximately 3 months during the summer), and therefore would not result in substantial adverse effects on groundwater levels.

The project would add several small additional impervious surfaces in the form of the larger bandstand and stage, plazas, market pavilion, pedestrian bridge, walkways, and parking. The amount of new impervious surfaces is small enough that it would not substantially interfere with groundwater recharge.

Stream recharge plays an important role in water supply management by replenishing the groundwater basin and ensuring a reliable supply of stored groundwater for Livermore–Amador Valley area residents. Natural and artificial stream recharge accounts for two-thirds of the total recharge of the local groundwater supplies (RMC 2006:1-15). Groundwater recharge occurs at the project site from percolation of rainwater and applied landscape irrigation through the existing turf areas and through the channel of Kottinger Creek. The project would include installation of an underground box culvert that would completely enclose Kottinger Creek along its length through Lions Wayside Park (approximately 535 feet). Thus, groundwater recharge would no longer occur along this section of the creek bed. However, as described previously, in Lions Wayside Park the creek is dry most of the year because of upstream retention basins, and therefore flows only in response to heavy rain or extended rainfall. Thus, only a minimal amount of groundwater recharge currently occurs through the creek bed in Lions Wayside Park, and enclosing the stream channel in a culvert through this portion of the project site would not interfere substantially with groundwater recharge and would not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, this impact would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

Less-than-Significant Impact. The project would result in construction of additional impervious surfaces and routing of the existing drainage ditch through a box culvert. However, the course of the drainage ditch would not

be altered and it would remain in its current course. A portion of the existing runoff, near the Firehouse Arts Center, flows into a biofiltration area, which would be removed as part of the project. Accordingly, the site's drainage would be designed such that the drainage pattern would function similar to existing conditions. In addition to the box culvert, the City would design the site according to its Standard Specifications and Details (City of Pleasanton 2011) with catch basins and potentially detention basins (as exists near the Ice House) that would be connected to the box culvert or otherwise promote site drainage. Drainage would flow overland within the parks to catch basins and the site's drainage patterns would not change substantially. The City would comply with stormwater regulations and would prepare and implement a SWPPP to minimize erosion. However, the site's drainage pattern would not be altered and the site drainage would be designed to minimize erosion. Therefore, this impact would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

Less-than-Significant Impact. As described under item c) above, the project would not substantially alter the on-site drainage pattern within Lions Wayside Park. The City would design the site drainage system such that runoff in the park would continue to drain in its current pattern to catch basins that would be connected to the box culvert. The site's drainage would be designed to the City's existing specifications as described above and such that any on-site localized or downstream flooding would be prevented. Therefore, this impact would be less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. As described above, the project would introduce additional impervious surfaces; however, planned uses of the park would be the same as existing conditions and the project would not introduce substantial sources of additional or polluted runoff. Furthermore, the City would comply with stormwater regulations and would prepare and implement a SWPPP outlining BMPs to minimize stormwater pollution from entering the drainage system and downstream water bodies. Therefore, this impact would be less than significant.

f) Otherwise substantially degrade water quality?

Less-than-Significant Impact. Construction-related and operational water quality impacts have been appropriately addressed in items a) through e) above; thus, the project's impact on degrading water quality would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. As shown in Exhibit 3.9-1, the project would not entail placing housing within a 100-year flood hazard area. Thus, no impact would occur.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No Impact. As shown in Exhibit 3.9-1, the project would not entail placing structures within a 100-year flood hazard area. Thus, no impact would occur.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less-than-Significant Impact. As discussed in the *Pleasanton General Plan 2005–2025* (City of Pleasanton 2009:5-19 and 5-21), much of the city of Pleasanton, including the project site, is located within the dam failure inundation hazard area for Lake Del Valle Dam. The dam impounds a water storage and flood impoundment reservoir with a total capacity of 77,100 acre-feet, although the reservoir normally only stores a water supply of 25,000–40,000 acre-feet to provide enough freeboard for flood storage. (One acre-foot of water equates to 325,900 gallons, which is enough water to cover 1 acre of land 1 foot deep.) This dam is under the jurisdiction of the California Department of Water Resources' (DWR's) Division of Safety of Dams. DWR performs periodic inspections to ensure adequate maintenance, and the dam owner/operator is required to correct any deficiencies identified by DWR. In 2002, the City adopted an evacuation plan as part of its Comprehensive Emergency Management Plan. Furthermore, Policy 14 of the Public Safety Element of the Pleasanton General Plan 2005–2025 requires the City to periodically conduct public meetings and issue press releases related to Lake Del Valle Dam safety and evacuation procedures in event of dam failure or flooding resulting from overtopping of the dam during a severe storm.

The project would not result in the creation of any new hazards related to dam safety, and because the project site has been functioning as a public park for the last 50 years, the project would not result in any new exposure of citizens to dam failure hazards. Furthermore, the project site is not located in a FEMA flood hazard zone as shown in Exhibit 3.9-1. Therefore, this impact would be less than significant.

j) Result in inundation by seiche, tsunami, or mudflow?

No Impact. Earthquakes may affect open bodies of water by creating seismic sea waves and seiches. Seismic sea waves (often called "tidal waves") are caused by abrupt ground movements (usually vertical) on the ocean floor in connection with a major earthquake. Because the project site is far from the Pacific Ocean, seismic sea waves would not represent a hazard. A seiche is a sloshing of water in an enclosed or restricted water body, such as a basin, river, or lake. This phenomenon, which is caused by earthquake motion, can occur for a few minutes or several hours. Because the project site is not located adjacent to any large water bodies, seismic seiches would not represent a hazard. Similarly, because the project area is in a valley away from steeply sloped areas, there is little or no risk of mudflow. Thus, no impact would occur.

3.10 LAND USE AND PLANNING

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

3.10.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for land use and planning are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.10.2 ENVIRONMENTAL SETTING

Lands adjacent to Lions Wayside and Delucchi Parks consist of single-family residences to the east and southeast across First Street and commercial businesses to the west and northwest. Both parks are located within the plan area for the *City of Pleasanton Downtown Specific Plan* (Downtown Specific Plan) (City of Pleasanton 2002). The Downtown Specific Plan was adopted by the City Council on March 5, 2002, and outlines the goals of the *Pleasanton General Plan 2005–2025* for urban development and measures to preserve the area's character. It establishes the basic land use pattern, circulation network, infrastructure system, standards for development, environmental measures, and development requirements for the future.

The Downtown Specific Plan incorporates the Downtown Revitalization Strategy and the *Community Trails Master Plan*, and provides recommendations regarding the Downtown Parks and Trails System, including specific recommendations for upgrading Lions Wayside and Delucchi Parks. The Downtown Specific Plan designates Lions Wayside and Delucchi Parks as Park, which is defined as City-owned land maintained and used for outdoor recreation (City of Pleasanton 2002:24). Adjacent lands are designated for Public, Downtown Commercial, and Medium Density Residential uses.

Pursuant to the goals outlined in the Downtown Specific Plan, the City prepared the *Master Plan for Lions Wayside and Delucchi Parks* (City of Pleasanton 2014). The plan provides a set of recommendations describing updates and improvements and treating the parks as though they are one site. Its goal is to accommodate their expanded use, enhance their value to the immediate area and Pleasanton as a whole, and improve their usability, safety, and appearance.

3.10.3 DISCUSSION

a) Physically divide an established community?

No Impact. Construction of the park upgrades would occur within the existing Lions Wayside and Delucchi Parks and does not include any improvements that would divide the community. Rather the project would enhance and create new paths within the parks and along Railroad Avenue, and a new pedestrian bridge across the creek, to improve connections within and through the parks. Therefore, the project would not physically divide an established community. No impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The parks are designated by the Downtown Specific Plan as Park. The project would implement the *Master Plan for Lions Wayside Park and Delucchi Park* by constructing a new, larger bandstand for performances and expanded audience area; new plazas for public gatherings; and a range of other improvements, including shade trees and lighting. The project also includes removing a steeply banked portion of Kottinger Creek that serves as an intermittent drainage ditch within Lions Wayside Park and routing it through an underground box culvert (see Exhibit 2-6 in Chapter 2, "Project Description"). The implementation program in the Downtown Specific Plan likewise calls for improvements to the two parks, including to the bandstand. These park upgrades, the culvert installation, and the Kottinger Creek improvements would occur within the parks and would not change their recreational use, introduce other land uses, or result in other changes in land use that would cause inconsistencies with the *Master Plan for Lions Wayside Park and Delucchi Park*, the Downtown Specific Plan goals and policies, or the Downtown Specific Plan's Parks land use designation.

Consistency issues with applicable land use plans and policies would be issues related to land use regulations and not to a physical environmental consequence of the project. Therefore, conflicts with applicable adopted land use plans and policies would not be considered a significant impact under CEQA, in and of themselves. Specific impacts associated with other resource areas are addressed in each technical section of this IS/MND as appropriate. These technical sections provide a detailed analysis of other relevant physical environmental effects that could result from the project.

For the reasons described above, the project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not within an area covered by an adopted habitat conservation plan or natural community conservation plan. (See Section 3.4, "Biological Resources," for further discussion.) No impact would occur.

3.11 MINERAL RESOURCES

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

3.11.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for mineral resources are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.11.2 ENVIRONMENTAL SETTING

Under the Surface Mining and Reclamation Act (SMARA), the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The board's decision to designate an area is based on a classification report prepared by the California Geological Survey (CGS) and on input from agencies and the public. The project site lies within the designated South San Francisco Bay Production-Consumption Region for Portland cement concrete-grade aggregate; however, according to CGS, the site's classification (MRZ-1) indicates little likelihood exists for the presence of significant mineral resources (Kohler-Antablin 1996:Plate 1).

3.11.3 DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is classified by CGS as MRZ-1—areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources. No known mineral deposits are present. Therefore, the project would not result in the loss of availability of regionally important known mineral resources, and no impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site has been developed with park uses for the last 50 years, and is not designated as a locally important mineral resource recovery site in the *Pleasanton General Plan 2005–2035* (City of Pleasanton 2009:7-10 through 7-12). Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

3.12 NOISE

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

3.12.1 THRESHOLDS OF SIGNIFICANCE

U.S. ENVIRONMENTAL PROTECTION AGENCY

The U.S. Environmental Protection Agency's (EPA's) Office of Noise Abatement and Control established recommended guidelines for community noise levels (Table 3.12-1) (EPA 1974:3). The yearly average energy-equivalent noise level (L_{eq}) (see Section 3.12.2, "Environmental Setting," below) for a person seeking to avoid hearing loss over his or her lifetime should not exceed 70 decibels (dB). To minimize interference and annoyance, noise levels should not exceed 55 dB day-night average noise level (L_{dn}) at outdoor activity areas and 45 dB L_{dn} inside residential structures.

GROUNDBORNE VIBRATION

The Federal Transit Administration (FTA) has developed guidelines for assessing the significance of vibration produced by transportation sources and construction activity (Table 3.12-2). To address human response to (annoyance about) groundborne vibration, FTA has established maximum-acceptable vibration thresholds for different land uses. These guidelines recommend 65 vibration decibels (VdB) for land uses where low ambient vibration is essential for interior operations (e.g., hospitals, high-tech manufacturing, and laboratory facilities), 80

Table 3.12-1. Summary of Noise Level Standards Recommended by the U.S. Environmental Protection Agency

Effect	Sound Level	Area
Hearing loss	$L_{eq(24)} \leq 70$ dB	All areas.
Interference with and annoyance during outdoor activities	$L_{dn} \leq 55$ dB	Outdoor areas of residences and farms, and other areas where people spend widely varying amounts of time or where quiet is a basis for use.
	$L_{eq(24)} \leq 55$ dB	Outdoor areas where people spend limited amounts of time, such as school yards and playgrounds.
Interference with and annoyance during indoor activities	$L_{dn} \leq 45$ dB	Indoor residential areas.
	$L_{eq(24)} \leq 45$ dB	Other indoor areas with human activities, such as schools.

Notes: dB = decibels; L_{dn} = day-night average noise level; $L_{eq(24)}$ = equivalent noise level (the sound energy averaged over a 24-hour period)
Source: EPA 1974:3

Table 3.12-2. Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB relative to 1 microinch/second)[a]		
	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations[b]	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: VdB = vibration decibels
[a] Impact levels are defined as follows:
Frequent events—more than 70 vibration events of the same source per day
Occasional events—30–70 vibration events of the same source per day
Infrequent events—fewer than 30 vibration events of the same source per day
[b] This criterion is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes.
Source: FTA 2006

VdB for residential uses and buildings where people normally sleep, and 83 VdB for institutional land uses with primarily daytime operations (e.g., schools, places of worship, clinics, and offices). These levels are calculated based on the measured root-mean-square (RMS) velocity amplitude relative to a reference velocity amplitude of 1 microinch per second (FTA 2006:8-3).

FTA has published a technical manual entitled *Transit Noise and Vibration Impact Assessment* that provides criteria for groundborne vibration impacts with respect to building damage during construction (FTA 2006). Table 3.12-3 lists the criteria for vibration damage in various structural categories. According to FTA guidelines, a vibration-damage criterion of 0.20 inch per second (in/sec) peak particle velocity (PPV) should be considered for nonengineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV pursuant to the FTA guidelines.

Table 3.12-3. Construction Vibration-Damage Criteria		
Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes: in/sec = inches per second; PPV = peak particle velocity; VdB = vibration decibels.
Source: FTA 2006

CALIFORNIA DEPARTMENT OF TRANSPORTATION

The California Department of Transportation has developed guidelines for assessing the significance of vibration produced by transportation and construction sources (Table 3.12-4). These thresholds address the subjective reactions of people to both short-term vibration (e.g., from temporary construction activities) and long-term/ permanent vibration (e.g., from transit operations).

Table 3.12-4. California Department of Transportation Guidelines on Potential Criteria for Vibration Annoyance		
Human Response	Impact Levels, VdB re: 1 µin/sec (PPV, in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	80 (0.040)	68 (0.010)
Distinctly perceptible	96 (0.250)	80 (0.040)
Strongly perceptible	107 (0.900)	88 (0.100)
Severe	114 (2.000)	100 (0.400)

Notes: µin/sec = microinches per second; in/sec = inches per second; PPV = peak particle velocity; VdB = vibration decibels
Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2004

3.12.2 ENVIRONMENTAL SETTING

NOISE

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and therefore may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment.

Decibels are the standard unit of measurement of the sound pressure generated by noise sources. Decibel levels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3-dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when

listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written as "dBA" or "dB." All noise levels presented in this section are A-weighted unless described otherwise.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dB (increase or decrease) and that a change of 5 dB is readily perceptible (Caltrans 2013). A noise level that increases by 10 dB is perceived as twice as loud and a noise level that decreases by 10 dB is perceived as half as loud.

Although dBA may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of frequencies from distant sources that create a relatively steady background noise in which no particular source is identifiable. Average noise levels over a period of minutes or hours, or equivalent sound levels, are usually expressed as dB L_{eq}, which typically assumes a 1-hour average noise level and is used as such in this section. The maximum noise level (L_{max}) is the highest sound level occurring during a specific period. The community noise equivalent level (CNEL) is the 24-hour L_{eq} with a 5-dB "penalty" applied for noise during evening noise-sensitive hours (7 p.m. to 10 p.m.) and a 10-dB penalty applied during nighttime noise-sensitive hours (10 p.m. to 7 a.m.). The day-night average noise level (L_{dn} or DNL) is similar to the CNEL but with no adjustment (penalty) during evening hours; that is, daytime is defined as 7 a.m. to 10 p.m.

Sound from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, and the sound level attenuates (decreases) at a rate of 6 dB for each doubling of distance from a point/stationary source. Roadways and highways and, to some extent, moving trains consist of several localized noise sources on a defined path; these are treated as "line" sources, which approximate the effect of several point sources. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. Therefore, noise from a line source attenuates less with distance than noise from a point source with increased distance.

Groundborne Vibration

Groundborne vibration is energy transmitted in waves through the ground. Vibration attenuates at a rate of approximately 50 percent for each doubling of distance from the source. This approach considers only the attenuation from geometric spreading and tends to provide for a conservative assessment of vibration level at the receiver.

Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. Vibration is typically described by its peak and root-mean-square amplitudes. The RMS value can be considered an average value over a given time interval. The peak vibration velocity is the same as the "peak particle velocity," generally presented in units of in/sec. PPV is the maximum instantaneous positive or negative peak of the vibration signal and is generally used to assess the potential for damage to buildings and structures. The RMS amplitude is typically used to assess human annoyance to vibration.

Existing Noise Conditions

As described in Chapter 2, "Project Description," the project site is located in Alameda County (Exhibit 2-1) west of the intersection of First and Neal Streets in Pleasanton's historic downtown business district. The project location is depicted in Exhibit 2-2. The two parks are located within the *Downtown Specific Plan* area and are zoned for Parks and Recreation land uses. Adjacent lands are designated for Public, Downtown Commercial, and Medium Density Residential uses.

Sensitive Land Uses

Noise-sensitive land uses are those uses where quiet is essential to the purpose of the land use. Noise-sensitive land uses include residences and buildings where people normally sleep (including hospitals and hotels). They also include uses where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material, such as schools, libraries, offices, theaters, and houses of worship. The closest noise-sensitive uses to the project site are the residential properties along the east side of First Street east of the project site. The structures closest to the project site that would be evaluated for structural damage from vibration are approximately 100 feet from the primary project construction areas, to the east and west.

Existing Noise Sources

The existing noise environment near the project site is influenced primarily by vehicular traffic on roadways that surround the project site: First Street, Neal Street, and Railroad Avenue. Other sources of noise in the project vicinity include the rail line located approximately 1,650 feet west of the project site. The existing noise environment near the project site is also influenced by natural sources, such as wind and birds.

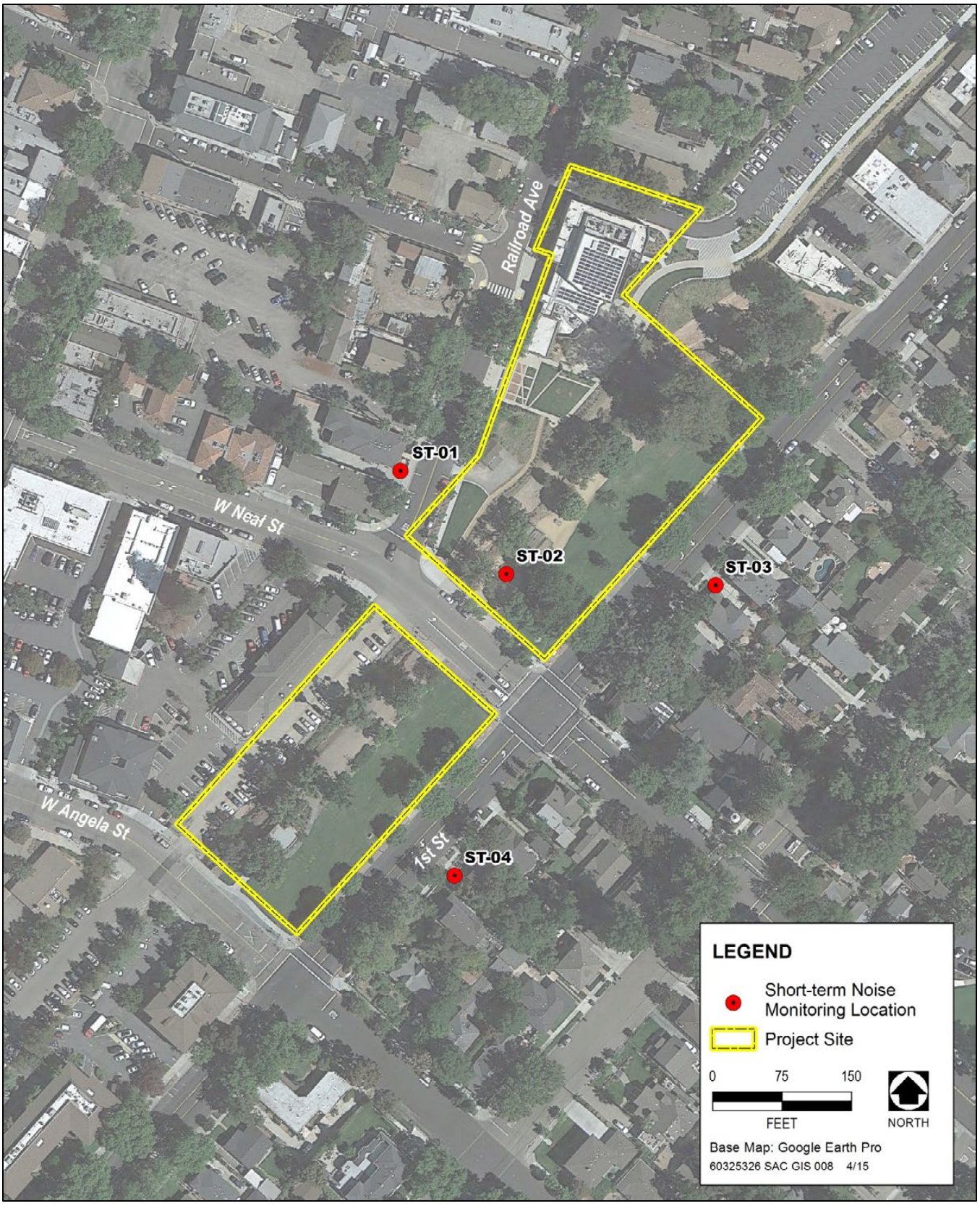
Ambient Noise Level Surveys

Ambient noise levels were measured near existing noise-sensitive uses at various locations in the project area. Table 3.12-5 summarizes the results of the ambient noise-level measurements. Four short-term (15-minute) measurements of ambient noise levels in the project area were conducted on Thursday, April 2, 2015, as shown in Exhibit 3.12-1. The existing noise environment in the project vicinity was dominated by local and distant traffic sources, and natural sources, such as wind and birds. Measured ambient noise levels at the noise-sensitive land uses closest to the project area range between 53 and 65 dBA L_{eq} (Table 3.12-5).

Table 3.12-5. Ambient Noise Levels in the Project Area

				Measured Sound Level, dB		
Receiver	Location	Time	Duration	L_{eq}	L_{max}	L_{min}
ST-01	4441 Railroad Avenue (front yard)	11:15	0:15	53	66	45
ST-02	Lions Wayside Park (seating area)	11:33	0:15	58	71	49
ST-03	4444 First Street (front patio)	11:52	0:15	63	79	46
ST-04	4568 First Street (front patio)	12:12	0:15	65	76	49

Notes: dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period); L_{max} = maximum instantaneous sound level; L_{min} = minimum instantaneous sound level
Noise-level measurements were completed using a Larson Davis Laboratories (LDL) Model 824 precision integrating sound-level meter. The meter was calibrated before the measurements using an LDL Model CAL200 acoustical calibrator. The meter was programmed to record A-weighted sound levels using a "slow" response. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound-level meters (ANSI S1.4).
Source: Data compiled by AECOM in 2015



Source: Data compiled and adapted by AECOM in 2015

Exhibit 3.12-1. Noise-Monitoring Locations

Roadway Traffic Noise

Existing traffic noise on the roadways in the project vicinity was also estimated based on existing traffic volumes (using the recent daily traffic volumes in Google Earth). Existing traffic noise levels on the roadways that may be used during construction were estimated for slightly noisier environments such as collector and residential streets like First Street, moderately noisy environments like Bernal Avenue, and noisier environments such as freeways like Interstate 680. Table 3.12-6 summarizes the modeled traffic noise levels 50 feet[1] from the centerline of the roadways near the project site. As shown in Table 3.12-6, existing traffic noise levels along the roadways in the project vicinity or those roadways that could be used by project haul trucks range from 55 dB L_{eq} to 69 dB L_{eq} at 100 feet from the centerlines of the modeled roadways.[2]

Table 3.12-6. Existing Traffic Volumes and Traffic Noise (dB)

Roadway	Existing ADT[1]	Peak-Hour Volumes (vph)	Speed	Existing Traffic Noise Level dB, L_{eq} at 50 feet
Collector and residential streets like First Street	20,000	2,000	35	69
Arterials like Bernal Avenue	21,000	2,100	45	72
Freeways like Interstate 680	127,000	12,700	55	84

Notes: ADT = average daily traffic volume, dB = A-weighted decibels; Leq = equivalent noise level; vph = vehicles per hour.
[1] Average of traffic volumes along the roadway, shown in Google Earth.
Source: Modeling conducted by AECOM in 2015

REGULATORY SETTING

Pleasanton General Plan 2005–2025

The Noise Element of the *Pleasanton General Plan 2005–2025* (City of Pleasanton 2009) includes the following policies and programs regarding noise that would apply to the project.

- **Policy 1:** Require new projects to meet acceptable exterior noise level standards.
  - **Program 1.3:** Use noise guidelines and contours to determine the need for noise studies, and require new developments to construct or pay for noise attenuation features as a condition of approving new projects. An exterior increase of more than 4 decibels is considered significant.
- **Policy 3:** Ensure that noise does not exceed interior noise levels of 45 dBA [A-weighted decibels] L_{dn} for residential uses and those levels specified in noise studies for other uses.
  - **Program 3.1:** Require new developments to pay their fair share of mitigation measures necessary to reduce interior noise levels within existing adjacent or impacted land uses.

[1] 50 feet is a representative nearest distance from the roadway centerline to adjoining noise-sensitive uses, such as residences.

[2] The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) combined with the California Vehicle Noise (Calveno) Reference Energy Mean Emission Levels was used to predict existing traffic noise levels in the project area. The FHWA model is the traffic noise prediction model currently preferred by FHWA, the California Department of Transportation, and county and city governments for assessing traffic noise.

- **Program 3.4:** Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of the space. Interior noise levels in noise-sensitive spaces (e.g., offices) generally should be maintained at 45 dBA L_{eq} or less (hourly average).

- **Policy 4:** Control noise at its source to maintain existing noise levels, and in no case to exceed acceptable noise levels (60 dBA, for Single-Family Residential) as established in the Noise and Land Use Compatibility Guidelines.

    - **Program 4.6:** Require developers of new projects that would significantly increase noise in nearby homes to mitigate noise impacts with walls, berms or other measures, and/or to provide noise attenuating measures in the homes.

- **Policy 5:** Protect schools, hospitals, libraries, religious facilities, convalescent homes, and other noise-sensitive uses from noise levels exceeding those allowed in residential areas.

    - **Program 5.2:** Locate new noise sources away from noise-sensitive land uses unless development plans include appropriate mitigation measures.

- **Policy 6:** Limit truck traffic in residential and commercial areas to designated truck routes, as consistent with State law.

    - **Program 6.1:** Limit construction, delivery, and through-truck traffic to designated routes.
    - **Program 6.2:** Enforce the use of truck routes.

City of Pleasanton Noise Ordinance

Pleasanton also has adopted a Noise Ordinance (Chapter 9.04 of the Pleasanton Municipal Code) that regulates the level of noise emanating from residential, commercial, and industrial properties. The Noise Ordinance is intended to discourage unusually noisy activities, but provides for permits in exceptional cases. The City also uses conditions of project approval to address noise issues, such as by further restricting the hours of construction. The Noise Ordinance provisions that are applicable to the project are discussed below.

Noise Limits on Residential Properties

Section 9.04.030 of the Pleasanton Municipal Code includes the following regulation pertaining to residential properties:

A. Residential Property. No person shall produce or allow to be produced by any machine, animal, device, or any combination of the same, on residential property, noise level in excess of 60 dBA at any point outside of the property plane, unless otherwise provided in this chapter.

Construction Noise

Section 9.04.100 of the Pleasanton Municipal Code provides the following regarding construction noise:

> [B]etween the hours of 8:00 a.m. and 8:00 p.m. daily, except Sunday and holidays, when the exemption shall apply between 10:00 a.m. and 6:00 p.m., construction, alteration or repair activities which are authorized by a valid city permit shall be allowed if they meet at least one of the following noise limitations:

A. No individual piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible; or

B. The noise level at any point outside of the property plane of the project shall not exceed 86 dBA. (Prior code § 4-9.07(d)).

3.12.3 DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, State, or Federal standards?

The project would generate only temporary and short-term construction noise from equipment operating on the project site and from the transport of construction equipment, materials, and workers. It would not generate substantial noise during operation of the project. For construction noise, the potential for impacts is assessed by considering whether the activities would occur outside the construction time limits prescribed in local ordinances, the typical noise levels associated with construction equipment, the proximity of construction-related noise sources to sensitive receptors, the potential for construction noise levels to interfere with residential activities, and the length of time that sensitive receptors would be affected.

CONSTRUCTION EQUIPMENT

Less-than-Significant Impact. To address the CEQA significance criterion regarding "noise levels in excess of standards established in the local general plan or noise ordinance," this IS/MND considers Policies 3, 4, and 5 of the Noise Element of the *Pleasanton General Plan 2005–2025* and the standards in the Pleasanton Noise Ordinance. A noise impact could be considered significant if construction activities extend beyond the ordinance's time limits of 8 a.m. to 8 p.m. daily, except on Sundays and holidays when construction hours are limited to between 10 a.m. and 6 p.m. Construction, alteration, or repair activities that are authorized by a valid City permit would be allowed if each individual piece of equipment would produce a noise level not exceeding 83 dBA at 25 feet or 86 dBA at any point outside the property plane (City of Pleasanton 2015). These are the most restrictive criteria established by the City of Pleasanton, and would provide the most conservative assessment of noise impacts at existing noise-sensitive land uses.

Project-related construction noise was estimated using FHWA's Roadway Construction Noise Model and a list of heavy equipment that may be used by the contractor (see Appendix C). As shown in Table 3.12-7, the unmitigated noise level produced by the combinations of equipment used during the project's construction phases would be approximately 87 dBA at a distance of 50 feet. Assuming standard spherical spreading loss (-6 dB per doubling of distance) and the highest unmitigated construction-noise level of 87 dBA at 50 feet, project construction noise levels would be 81 dBA L_{eq} at the nearest noise-sensitive uses (exterior). This noise level would exceed the threshold of 60 dBA for residential properties (Policy 4 of the *Pleasanton General Plan 2005–2025* Noise Element and Section 9.04.030 of the Pleasanton Municipal Code]).

However, the Pleasanton Noise Ordinance (Section 9.04.100 of the Pleasanton Municipal Code) restricts construction activities to the hours of 8 a.m. to 8 p.m. daily, except on Sundays and holidays when construction hours are limited to between 10 a.m. and 6 p.m. During these hours, construction activities authorized by a valid

Table 3.12-7. Construction Equipment and Calculated Noise Levels		
Estimated Types of Construction Equipment	Noise Level at 50 Feet, dB	
	L_{max}	L_{eq}
Excavator	85	81
Crane	85	77
Backhoe	80	76
Dump Truck	84	80
Grader	85	81
Combined Noise Levels	**85**	**87**

Notes: dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period); L_{max} = maximum instantaneous sound level
Source: Data compiled by AECOM in 2015

City permit would be allowed, but equipment noise could not exceed 83 dBA at a distance of 25 feet (equivalent to 71 dBA at 100 feet) or equipment noise could not exceed 86 dBA at the property boundary. The project-related construction noise of 81 dBA at the property boundary of the nearest residences would not exceed the Noise Ordinance's limit of 86 dBA at the property boundary.

With respect to interior noise caused by project-related construction noise, a speech interference threshold, in the context of impact duration and time of day, could be used to identify substantial noise increases resulting from temporary construction activities. Face-to-face conversation usually can proceed without interruption against a background noise level of up to 66 dBA, group conversations up to 50 or 60 dBA, and public meetings up to 45 or 55 dBA (City of Pleasanton 2009). As stated above, the project-related construction noise would be 81 dBA at the property boundary of the nearest residences. A typical building can reduce noise levels by 25 dBA with the windows closed (EPA 1974). Because construction would occur only during the day and windows could be opened during the evenings and night, an exterior noise level of 80–85 dBA (L_{eq}) at receptors would maintain an interior noise environment of 55–60 dBA with windows closed during the day, which is considered acceptable on a short-term basis. Furthermore, these results overstate actual noise exposure because they do not consider either noise attenuation associated with intervening buildings or atmospheric absorption. Moreover, as described in Section 3.3, "Air Quality," although several residential receptors are located near the culvert at First Street, construction would move across the site and would not remain in one location and at times would be more than 500 feet from the nearest sensitive receptor and actual construction noise levels would be lower with increased distance. Therefore, project-related construction noise levels would comply with the applicable noise exposure limits established by the City and would comply with the City's Noise Ordinance. Thus, this impact would be less than significant.

CONSTRUCTION TRAFFIC

Less-than-Significant Impact. Project construction would result in additional vehicle trips on the local roadway network as workers commute and transport equipment and materials. Project-related construction traffic noise levels were estimated using FHWA's Roadway Noise Model (FWHA RD-77-108) at 50 feet from the centerline of roadways, and assuming the worker and truck trips described in Section 2, Project Description. Noise-sensitive land uses, including residential properties, are located within 50 feet of the centerline of the roads in the project area. As shown in Table 3.12-8, the unmitigated noise level produced by the project's construction traffic would be approximately 50 dBA L_{eq} along the collector and residential streets like First Street (assuming speed of

35 miles per hour [mph]), 58 dBA L_{eq} along arterials like Bernal Avenue, and 53 dBA L_{eq} (assuming speed of 45 mph) along freeways like Interstate 680 (assuming speed of 55 mph) at the nearest noise-sensitive uses. These results represent the worst-case, conservative noise exposure because they do not consider noise attenuation associated with ground and atmospheric absorption. Therefore, actual construction traffic noise levels could be less.

Table 3.12-8. Traffic Noise—Existing plus Construction Conditions

Roadway	Traffic Noise Level dB, L_{eq} at 50 Feet			Project Increase
	Existing	Construction	Existing + Construction	
Collector and residential streets like First Street	69	50	69	0
Arterials like Bernal Avenue	72	53	72	0
Freeways like Interstate 680	84	58	84	0

Notes: dB = A-weighted decibels; L_{eq} = equivalent noise level.
Source: Modeling conducted by AECOM in 2015

Policy 6 (Programs 6.1 and 6.2) of the *Pleasanton General Plan 2005–2025* Noise Element (City of Pleasanton 2009) would apply to construction truck traffic. This policy limits truck traffic in residential and commercial areas to designated truck routes, as consistent with state law. Program 6.1 limits construction, delivery, and through-truck traffic to designated routes, and Program 6.2 requires enforcing the use of truck routes.

Project-related construction traffic noise at noise-sensitive residential properties (buildings) in the project vicinity would be considered significant if it would exceed the threshold of 60 dBA L_{eq}, at residential exterior noise-sensitive uses. These are seen as the most restrictive criteria, and would provide the most conservative assessment of noise impacts at existing noise-sensitive uses in the project vicinity. As shown in Table 3.12-8, existing traffic noise levels along the modeled roadways range from 69 dB L_{eq} to 84 dB L_{eq} at 50 feet from the roadway centerlines. Therefore, existing traffic noise levels already exceed the threshold of 60 dBA $L_{eq,}$ at the noise-sensitive uses along the modeled roadway segments. Project-related construction traffic noise levels would range from 50 to 58 dBA L_{eq} (Table 3.12-8), and thus would not exceed the threshold of 60 dBA. Also, the increase in traffic noise level over existing traffic attributable to project construction traffic would be 0 dB. Because project-related construction traffic would not increase traffic noise levels and would not exceed the established threshold, this impact would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

As described below, excavation and construction activities could result in vibration that could disturb nearby residents and cause cosmetic damage to existing adjacent buildings or structures. The project also would generate construction vibration from equipment operating on the project site, and from the transport of construction equipment and materials to and from the site. The project would not generate vibration during its operation.

CONSTRUCTION EQUIPMENT

Less-than-Significant Impact. This impact analysis uses standard analytical methodologies, such as estimating vibration levels at sensitive receptors for a given vibration source and setback distance, and comparing the estimated vibration level to applicable thresholds for cosmetic damage to structures. FTA has published a technical manual entitled *Transit Noise and Vibration Impact Assessment* that provides criteria for groundborne

vibration impacts with respect to human annoyance and building damage during construction activities. To address human response to (annoyance about) groundborne vibration, FTA has established maximum-acceptable vibration thresholds for different land uses. These guidelines recommend 65 VdB for land uses where low ambient vibration is essential for interior operations (e.g., hospitals, high-tech manufacturing, and laboratory facilities), 80 VdB for residential uses and buildings where people normally sleep, and 83 VdB for institutional land uses with primarily daytime operations (e.g., schools, places of worship, clinics, and offices) (FTA 2006). Also, according to FTA guidelines, a vibration-damage criterion of 0.20 in/sec PPV should be considered for nonengineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV pursuant to the FTA guidelines.

The distance between construction activities and the closest acoustically sensitive uses would be approximately 100 feet. Project-related construction activities were conservatively assumed to produce a vibration level of approximately 87 VdB (0.089 in/sec PPV) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer [FTA 2006; Caltrans 2004]). Assuming a standard reduction of 9 VdB per doubling of distance (FTA 2006), the project-related construction vibration level at the nearest receivers would be approximately 69 VdB (0.011 PPV). This level of vibration is well below the established thresholds of 80 VdB and would not likely be perceptible at residential uses and buildings where people normally sleep. It also would be below the vibration-damage criterion of 0.20 in/sec PPV for nonengineered timber and masonry buildings, or 0.50 in/sec PPV for structures or buildings constructed of reinforced concrete, steel, or timber pursuant to the FTA guidelines. Therefore, this impact would be less than significant.

CONSTRUCTION TRAFFIC

Less-than-Significant Impact. Project construction would result in additional vehicle trips on the local roadway network as workers commute and equipment and materials are transported. Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the road right-of-way. Therefore, this impact would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The project would involve temporary and short-term construction activities only, and would not introduce any permanent sources of noise. Additionally, the project would not substantially increase park use or occupancy such that long-term ambient noise levels would increase.. Therefore, no impact would occur.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Equipment operating on the project site and the transport of construction equipment, materials, and workers to and from the project site would generate construction noise. Policy 1 and Program 1.3 of the Noise Element of the *Pleasanton General Plan 2005–2025* (City of Pleasanton 2009) would apply to this analysis. Policy 1 requires new projects to meet acceptable standards for exterior noise levels. Program 1.3 requires new developments to construct or pay for noise attenuation features as a condition of approving new projects, and states that an exterior increase of more than 4 dB is considered significant. To address the CEQA significance criterion regarding "substantial temporary or periodic noise increases in ambient noise levels" for construction noise, this impact analysis uses standard analytical methodologies such as comparing the estimated construction-related noise levels to measured ambient noise levels in the project area, shown above in Table 3.12-5.

CONSTRUCTION EQUIPMENT

Exterior Noise Levels

Less than Significant with Mitigation Incorporated. Project-related construction equipment noise levels were estimated using FHWA's Roadway Construction Noise Model and a list of heavy equipment expected to be used. As shown in Table 3.12-7, the unmitigated noise level produced by the combinations of equipment used during the project's construction phases would be approximately 87 dBA at a distance of 50 feet. Assuming standard spherical spreading loss (-6 dB per doubling of distance) and the highest unmitigated construction noise level of 87 dBA at 50 feet, project construction noise levels would be 81 dBA L_{eq} at the nearest noise-sensitive uses (exterior). These results represent the worst-case, conservative noise exposure because they do not consider noise attenuation associated with ground and atmospheric absorption. Therefore, actual construction noise levels could be less. Ambient noise levels in the project vicinity range between 53 dBA L_{eq} and 65 dBA L_{eq}, during the daytime hours (Table 3.12-5). Per the City of Pleasanton General Plan Noise Element (City of Pleasanton 2009), a project-related construction noise level of +4 dB above the ambient level (L_{eq}) would be considered significant at residential receptors. The estimated project-related construction noise levels of 81 dBA L_{eq} at residences closest to the project area (Table 3.12-7) would increase exterior ambient noise levels of 53–65 dBA L_{eq} by 16–28 dB. This level of increase would exceed the established threshold of 4 dB above ambient noise levels. Therefore, this impact would be potentially significant.

Mitigation Measure NOI-1: Employ Noise-Reducing Construction Measures for Stationary Construction Equipment.

The City of Pleasanton and its construction contractor(s) shall implement the following measures before and during each step of the project to reduce potential impacts related to temporary construction-related increases in exterior ambient noise levels:

- Provide written notification to potentially affected residents before construction, identifying the type, duration, and frequency of construction activities. Notification materials shall also identify a mechanism for residents to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the permitted hours.

- Prohibit the start-up of machines or equipment before 8 a.m. and after 8 p.m. Monday through Saturday and on Sunday.

- Minimize idling times of equipment, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes.

- Use electrically powered equipment instead of internal combustion equipment where practicable and feasible.

- Restrict the use of bells, whistles, alarms, and horns to safety-warning purposes.

- Equip all construction equipment with noise-reduction devices such as mufflers to minimize construction noise and operate all internal combustion engines with exhaust and intake silencers, ducts, engine enclosures, acoustically attenuating shields, or shrouds.

- To the extent feasible, limit the simultaneous operation of multiple construction equipment within 100 feet of residences.

- Locate fixed construction equipment (e.g., compressors and generators), construction staging and stockpiling areas, and construction vehicle routes as far as practicable from noise-sensitive receptors.

- Use hydraulically or electrically powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) for project construction wherever practicable to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where the 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 practicable, and this should achieve a reduction of 5 dBA. Quieter procedures such as drilling rather than impact equipment shall be used whenever applicable and feasible.

- Locate stationary construction noise sources 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.

- Use noise-attenuating buffers such as structures, truck trailers, or soil piles between noise generation sources and sensitive receptors, where practicable and particularly in locations subject to prolonged construction.

- Designate a disturbance coordinator and conspicuously post this person's phone number around the project sites, in adjacent public spaces, and in construction notifications. The disturbance coordinator shall be responsible for responding to any complaints. The disturbance coordinator shall receive all public complaints about construction disturbances and be responsible for determining the cause of the complaint and implementing feasible measures to alleviate the problem.

- Post the name and phone number of the designated project liaison 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.

Implementing Mitigation Measure NOI-1 would reduce the potentially significant impact associated with project-related construction noise at noise-sensitive uses to less-than–significant levels. Mufflers would lower noise levels from the exhaust by up to about 10 dBA. External jackets on tools would achieve a 5-dBA reduction. If needed, a temporary sound wall would reduce noise by up to 10 dBA, and the other measures described above would reduce noise by at least another 5–10 dBA. Also, the liaison would immediately take steps to resolve any complaints received, including modifying construction practices (i.e., use quieter procedures such as drilling rather than impact equipment whenever applicable and feasible as necessary) to address the noise complaint.

Interior Noise Levels

Less-than-Significant Impact. With respect to interior noise levels, the existing interior noise threshold of 45 dBA was assumed for residential uses (*Pleasanton General Plan 2025–2025* Noise Element Policy 3 and Program 3.4). The estimated project-related construction noise would be 81 dBA L_{eq} at residences closest to the project area (Table 3.12-7). A typical building can reduce noise levels by 25 dBA with the windows closed (EPA 1974). Therefore, project-related construction noise levels with doors and windows closed would be 56 dBA L_{eq} at residences closest to the project area. This level of interior noise at the closest residences would exceed the

applicable threshold of 45 dBA for interior uses. However, because project construction would occur only during daytime hours, further analysis shows that construction noise would not exceed noise levels that interfere with conversation. Face-to-face conversation usually can proceed without interruption against a background noise level of up to 66 dBA, group conversations up to 50 or 60 dBA, and public meetings up to 45 or 55 dBA (City of Pleasanton 2009). Because construction would occur only during the day and windows could be opened during the evenings and night, an exterior noise level of 80–85 dBA (L_{eq}) at receptors would maintain an interior noise environment of 55–60 dBA with windows closed during the day, which is considered acceptable on a short-term basis. Furthermore, these results overstate actual noise exposure because they do not consider noise attenuation associated with intervening buildings or atmospheric absorption. Actual construction noise levels could be less. Therefore, project-related construction noise would not cause speech interference at interior noise-sensitive uses in the project vicinity. Therefore, this impact would be less than significant.

CONSTRUCTION WORKER NOISE EXPOSURE

Less-than-Significant Impact. Project construction workers would be exposed to typical noise levels from heavy construction equipment during their daily activities. Workers would be expected to use hearing protection while working around heavy equipment. Also, using electrically powered equipment instead of internal combustion equipment where applicable; equipping all construction equipment with noise-reduction devices such as mufflers; and implementing typical on-site construction noise safety measures would reduce construction workers' exposure to noise from equipment operations. Therefore, this impact would be less than significant.

Construction Traffic

Less-than-Significant Impact. As described in Section 2, "Project Description," project construction would result in approximately 20 worker trips per peak hour and one to two truck trips per hour. Noise-sensitive land uses, including residential properties, are located within 50 feet from the centerline of the roads in the project area. As shown in Table 3.12-8, the unmitigated noise level produced by project construction traffic would be approximately 50 dBA L_{eq} along the collector and residential streets like First Street (assuming speed of 35 mph), 58 dBA L_{eq} along arterials like Bernal Avenue (assuming speed of 45 mph), and 53 dBA L_{eq} along freeways like Interstate 680 (assuming speed of 55 mph) at the nearest noise-sensitive uses. These results represent the worst-case, conservative noise exposure because they do not consider noise attenuation associated with ground and atmospheric absorption. Therefore, actual construction traffic noise levels could be less.

The increase in traffic noise levels above the existing traffic noise level as a result of project construction traffic would be 0 dB (Table 3.12-8). Because project-related construction traffic would not cause any increases in existing traffic noise levels in the project area, this impact would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is located approximately 3.3 miles southwest of the Livermore Municipal Airport, outside of the airport's areas of influence. Also, the project would not require the use of helicopters or any other equipment. Project activities would be located outside of the areas of influence of Livermore Municipal Airport, the project does not propose the addition of any noise-sensitive receivers, and it would not expose people on- or off-site to excessive aircraft noise levels. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. No private airstrips are located in the vicinity of the project site, and the project would not affect any airstrip operations. Therefore, the project would not expose people on- or off-site to excessive noise levels. No impact would occur.

3.13 POPULATION AND HOUSING

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

3.13.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for population and housing are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.13.2 ENVIRONMENTAL SETTING

POPULATION

Pleasanton is located in northeastern Alameda County. The city's total estimated population increased from 63,654 in 2000 to an estimated 70,711 in 2010, an 11% increase over the 10-year period (City of Pleasanton 2014:14).

The California Department of Finance (DOF) estimates that the City of Pleasanton's total population was 73,067 as of January 1, 2014 (DOF 2014). The city's population is expected to increase to 76,800 by 2020 (City of Pleasanton 2014:15). This represents an increase of approximately 8% over the estimated population for 2010.

HOUSING

The total number of housing units in Pleasanton increased from 23,964 in 2000 to 26,053 in 2010, a 9% increase over the 10-year period (City of Pleasanton 2014:21).

As of January 1, 2014, the number of housing units in the city was 26,305, which represents an increase of 252 homes between 2010 and 2014 (DOF 2014). Most new housing units constructed between 2010 and 2014 were attached and detached single-family homes.

The closest residences to Lions Wayside and Delucchi Parks are located east of First Street.

3.13.3 DISCUSSION

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the parks' recreational value and addressing safety concerns by replacing the Kottinger Creek drainage ditch in Lions Wayside Park with a culvert.

Construction would begin in spring 2016 and would require a total of approximately 6 months to complete. The source of the construction labor force is unknown at this time, but workers would likely come from the local and regional labor pool. No additional City staff would be required for maintenance the completed improvements. Therefore, the project would not directly or indirectly induce substantial population growth.

The project purpose is to implement the *Master Plan for Lions Wayside and Delucchi Parks*, enhance the use of the parks, upgrade an important downtown recreational amenity, and improve the parks' appearance and value for existing and future residents. The project would not involve constructing new homes or businesses or extending roadways or other infrastructure that would directly or indirectly induce population growth. Consequently, the project would not affect current and/or planned population growth patterns in the City of Pleasanton. Therefore, no impact would occur.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

No Impact. The park upgrades would be constructed within Lions Wayside and Delucchi Parks. Therefore, the project would not displace existing housing or necessitate the construction of replacement housing elsewhere. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The park upgrades would be constructed within the existing parks where there are no residences. Therefore, the project would not displace a substantial number of people or necessitate the construction of replacement housing elsewhere. No impact would occur.

3.14 PUBLIC SERVICES

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

3.14.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for public services are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.14.2 ENVIRONMENTAL SETTING

The project would not affect schools or other public services. Therefore, the following discussion focuses on the fire and police protection providers that would serve the project area and Lions Wayside and Delucchi Parks, and parks generally.

FIRE PROTECTION SERVICES

The Livermore-Pleasanton Fire Department (LPFD) provides fire protection and emergency response services to the cities of Livermore and Pleasanton, the unincorporated areas of Happy Valley and Castlewood, and the Veterans Administration Hospital. LPFD consists of 121 personnel who provide fire and emergency medical services, specialized rescue, hazardous-materials mitigation, development and code enforcement services, and public education from 10 fire stations. (LPFD 2014.)

First-response service to the project site is provided by Fire Station #1, which is located at 3560 Nevada Street, approximately 2 miles to the northeast.

POLICE PROTECTION SERVICES

The Pleasanton Police Department provides police protection services in the City of Pleasanton. The department is staffed with 62 sworn officers and provides patrol services, traffic control, K-9 units, bicycle patrol, Special Weapons and Tactics units, crisis negotiators, tactical dispatchers, and animal control. The Pleasanton Police Department also provides police protection services during special events, including fairs, concerts, and other

downtown events that occur at Lions Wayside and Delucchi Parks. (City of Pleasanton 2015.) The Pleasanton Police Department is located at 4833 Bernal Avenue, approximately 0.5 mile southwest of the project site.

PARKS

The parks are located on First Street and separated by Neal Street, and are centrally located near established residential areas and are frequently used for informal gatherings and for performances at the Chan Henderson Bicentennial Bandstand. Lions Wayside Park features the new Firehouse Arts Center, which offers regular musical, dramatic, and other performances. Both parks support fairs and other downtown events, and are used heavily.

3.14.3 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

FIRE PROTECTION?

Less-than-Significant Impact. Fire protection and emergency response services are provided for both parks by LPFD. The project may generate additional park users due to improvements to the parks' amenities, but is not expected to cause an increase in calls for service. The project would not increase the population in the project vicinity as a result of new housing or employment opportunities. Therefore, the project would not increase demand for LPFD fire protection services and facilities such that the construction of new or expansion of existing fire protection services and facilities would be required to maintain service ratios in the city.

Ongoing construction could result in temporary lane closures, increased construction truck traffic, and other roadway effects that could slow or interfere with emergency vehicles, temporarily increasing response times and impeding existing services. As described in Section 3.8, "Hazards and Hazardous Materials," the City's Planning Division would coordinate with the City's Traffic Engineering Division to plan and prepare for construction activities that may affect road rights-of-way, and to facilitate travel by emergency vehicles on affected roadways. As determined by the City Traffic Engineering Division, measures that may be implemented include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to the existing surrounding land uses would be maintained at all times, with detours used as necessary during road closures. Therefore, construction would not substantially interfere with emergency vehicle access. No long-term impacts on emergency access or response times would occur and the project would enhance safety by providing pathway lighting within the parks and new access ways for emergency vehicles. This impact would be less than significant.

POLICE PROTECTION?

No Impact. Police protection services are provided to both parks by the Pleasanton Police Department. The department ensures that adequate staff is available during special events, including those events that occur at Lions Wayside and Delucchi Parks, by requiring event organizers to submit a special-events application. The park upgrades may generate additional park users, but would not substantially increase the size or frequency of special events. Moreover, the project would not increase the population in the project vicinity as a result of new housing or employment opportunities or introduce new land uses that would increase demand for protection services and

facilities. Therefore, the project would not require the construction of new facilities or expansion of existing police protection services and facilities to maintain service ratios in the city. No impact would occur.

SCHOOLS?

No Impact. The project would not provide any new housing that would generate new students or increase the demand for school services and facilities. No impact would occur.

PARKS?

Less-than-Significant Impact. The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the recreational value of Lions Wayside and Delucchi Parks for existing and future residents. The project would not increase the population in the project vicinity as a result of new housing or employment opportunities. Therefore, the project would not result in the need for new parks. Construction of the parks would result in less-than-significant impacts on parks.

OTHER PUBLIC FACILITIES?

No Impact. No other public facilities exist in the project area that would be affected by the project. No impact would occur.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.15.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for recreation are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.15.2 ENVIRONMENTAL SETTING

Lions Wayside and Delucchi Parks are located in Pleasanton's historic downtown business district and have a combined area of approximately 3 acres, including lawn areas and walkways. The parks are centrally located near established residential areas and are frequently used for informal gatherings and for performances at the Chan Henderson Bicentennial Bandstand. Lions Wayside Park features the new Firehouse Arts Center, which hosts regular musical, dramatic, and other performances, and the Ice House. Delucchi Park contains restroom facilities on the south end and a large lawn area. Both parks support fairs and other downtown events, and are used heavily.

There are no officially designated bicycle facilities adjacent to the parks along West Angela Street, Neal Street, or First Street; however, these streets are often used by bicyclists. Designated Class II (on-street) bicycle facilities (i.e., lanes within a street or roadway designed for the one-way use of bicycles) are located along First Street approximately 0.3 mile north of Neal Street and along Bernal Avenue approximately 0.3 mile south of Neal Street (City of Pleasanton 2010).

DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-than-Significant Impact. The project would not increase the population in the project vicinity as a result of new housing or employment opportunities that would cause the deterioration of existing neighborhood or regional parks or other recreational facilities. The project would renovate park components to improve the parks' landscaping, paths, and amenities. Installation of the culvert and backfill, as part of the project, would expand the capacity of park users that can experience events at the bandstand. These improvements may generate additional park users compared with existing conditions. However, the parks are designed with a combination of hardscape and landscape, and related durable features to accommodate a large number of park users. Moreover, the City's

standard maintenance procedures will facilitate regular upkeep of the park. As a result, operation of the project is not anticipated to result in levels of use that would substantially deteriorate the parks.

In Lions Wayside Park, site preparation and the excavation, undergrounding of the Kottinger Creek drainage ditch, culvert installation, and backfill required to replace the drainage ditch would require approximately 3 months and occur during summer 2016. Removal of the existing bandstand and foundation would proceed concurrently, and construction of the new bandstand and plazas would be completed during late summer 2016. Construction of the pedestrian bridge, plazas, and walkways in Delucchi Park would require approximately 4 months and would also occur in 2016.

All or portions of the parks could be closed during construction. In addition, the potential exists for park upgrades to occur simultaneously, resulting in the closure of both parks during the same time frame. In instances where only portions of the parks were closed, the quality of recreational experiences would likely be somewhat reduced temporarily as a result of noise, dust, and visual disturbance. Recreationalists may use nearby recreational facilities that provide similar amenities, such as Kottinger Village Park, located approximately 0.5 mile northeast of the project site, or McKinley Park, located approximately 0.5 mile east of the site.

Existing bicycle facilities may be affected by haul trucks traveling along identified haul routes. In these areas, the construction contractor would be required to deploy flaggers to intermittently hold public traffic, thereby allowing bicyclists continued access to the bike trails. Nonetheless, bicyclists may use other bicycle facilities in the project area to avoid construction traffic.

Construction impacts would be temporary and short-term, and the degradation of the quality of recreational experiences would last for approximately 6 months. Any temporary shift in the use of bicycle or recreational facilities resulting from project construction would not be expected to accelerate the physical deterioration of any existing facility. Therefore, this impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-Significant Impact. The project would not increase the population in the project vicinity as a result of new housing or employment opportunities that would result in construction of new recreational facilities.

The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the recreational value of Lions Wayside and Delucchi Parks for existing and future residents. Construction of park upgrades would result in potentially significant environmental impacts, which are addressed in this IS/MND. The identified mitigation measures would reduce these impacts to less than significant.

3.16 TRANSPORTATION/TRAFFIC

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

3.16.1 THRESHOLDS OF SIGNIFICANCE

The thresholds of significance for transportation/traffic are the same as those presented above in the checklist from Appendix G of the State CEQA Guidelines.

3.16.2 ENVIRONMENTAL SETTING

ROADWAYS

Project construction traffic would access the project site from I-680 and existing local roadways. Main access to the project site would be from First Street, east of the project site (see Exhibit 2-2 in Chapter 2, "Project Description"). The project would involve hauling approximately 3,000 cubic yards of soil off-site for use at the project site during construction, as explained in Chapter 2.

BICYCLE AND PEDESTRIAN FACILITIES

Bikeways are classified as Class I (bike path or multiuse path), Class II (bike lane), and Class III (bike route). According to the *City of Pleasanton Pedestrian and Bicycle Master Plan* (City of Pleasanton 2010), bikeways are

planned in the project vicinity along all major arterials and collectors surrounding the project site, including First Street.

- **Class I (bike trail or bike path):** Provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Bike paths are for nonmotorized use only.

- **Class II (bike lane):** Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally at least 5 feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted. Class II lanes are preferred to Class I paths on roadways with multiple sections and/or driveways.

- **Class III (bike route):** Provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

Bicycle and pedestrian trails exist adjacent to the portions of the potential haul route between the project site and I-680. Class II bike lanes and Class III bike routes are present on portions of local roadways connecting to I-680 along the potential haul routes.

AIRPORTS

The project site is located approximately 3.3 miles southwest of Livermore Municipal Airport. However, as noted in Section 3.12, "Noise," the project site is located outside of the airport's area of influence.

TRANSIT

Public transportation in the project vicinity offers a combination of advance-reservation and scheduled bus services from selected cities and communities to the Pleasanton urban area. The closest bus routes to the project area are Routes 8, 10, 53, 54, and 602 (Livermore Amador Valley Transit Authority 2013). The primary parking for events at the parks is the large parking lot north of Lions Wayside Park.

RAILROADS

The Altamont Corridor Express operates a rail line located approximately 1,650 feet west of the project site (ACE Rail 2015).

REGULATORY SETTING

Subregional Planning 2025

Pleasanton is part of the nine-county San Francisco Bay Area region and the seven-jurisdiction Tri-Valley (Pleasanton, Livermore, Dublin, Danville, San Ramon, and Alameda and Contra Costa Counties). As such, the City of Pleasanton plays an integral part in the functioning of both the region and the subregion. Changes in the physical environment, economy, and infrastructure of the region and subregion affect Pleasanton and vice versa (City of Pleasanton 2009a). The Subregional Planning Element of the *Pleasanton General Plan 2005–2025* (2009) is the federally mandated long-range planning document for identifying and programming roadway improvements throughout the region, including Pleasanton.

Two interstate freeways and one state route serve the Tri-Valley. I-580 is an eight-lane freeway that runs east-west from the Altamont Pass through Livermore, between the cities of Pleasanton and Dublin, and through the

western ridge of the Tri-Valley. I-680 runs north-south just east of the western Tri-Valley area through Pleasanton, Dublin, San Ramon, and Danville. State Route 84 runs north-south near the eastern edge of the Pleasanton planning area west of the Chain of Lakes and then east-west through Pleasanton's southeast hills until it crosses I-680 and continues west through Niles Canyon. Seven of Pleasanton's 21 arterials provide freeway access to the subregion and beyond (City of Pleasanton 2009a).

A 2006 Metropolitan Transportation Commission study of the Bay Area found that I-580 ranks as the second most congested route in the morning peak hour and as the most congested route in the evening. In the future, traffic volumes along I-580 and I-680 will increase substantially from a combination of development in the Tri-Valley and an increase in traffic from outlying areas. Because of freeway congestion, motorists search for faster bypass routes, and thus regional traffic system congestion results in circulation impacts on local roadways in the Tri-Valley (City of Pleasanton 2009a).

City of Pleasanton Circulation Element

The City of Pleasanton embraces the concept of sustainable development and planning. A sustainable city draws from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Relating the sustainability concept to circulation, the Circulation Element encourages alternatives to fossil-fuel consumption, encourages walking and bicycling as well as high-occupancy vehicle use, and provides public facilities and programs in ways that reduce motor vehicle-trips and energy usage. Thus schools, libraries, parks and recreational facilities, community facilities, cultural arts, human services, businesses, and jobs should be readily accessed by walking, bicycle riding, transit, carpools, or linked automobile trips. Overall, the Circulation Element includes goals, policies, and programs that seek to improve the links between jobs, housing, and community services and amenities, and to increase the functionality of the circulation system for all users (City of Pleasanton 2009b).

The City identifies estimated future travel demand and presents goals, policies, and implementation programs for transportation systems and facilities within Pleasanton's city limits and sphere of influence. The focus of these goals and policies is long-term development and design of transportation facilities, improvements to existing roadways, interagency coordination, and encouragement of alternative transportation (City of Pleasanton 2009b). However, most of the thresholds in the Circulation Element are not applicable to the project because the project would generate daily traffic only during the construction period and construction-related trips would be dispersed throughout the roadways in the project area. Only the following policies would apply to the project:

- **Policy 3:** Facilitate the free flow of vehicular traffic on major arterials.
- **Policy 8:** Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.
- **Policy 11:** Manage arterial and collector traffic to minimize adverse impacts on neighborhoods.
- **Policy 12:** Discourage encroachment of nonresidential parking in existing neighborhoods.
- **Policy 15:** Reduce the total number of average daily traffic trips throughout the city.
- **Policy 16:** Reduce the percentage of average daily traffic trips taken during peak hours.
- **Policy 22:** Create and maintain a safe, convenient, and effective bicycle system which encourages increased bicycle use.

- **Policy 23:** Create and maintain a safe and convenient pedestrian system which encourages walking as an alternative to driving.

3.16.3 DISCUSSION

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less-than-Significant Impact. Project construction would require hauling of equipment/materials and worker commute trips to and from the project area along local surface streets. Subsequent uses of the parks would not change substantially compared to existing conditions and would be concentrated around specific events. Therefore, project-related traffic impacts were not analyzed using level of service (LOS) because LOS is used primarily to analyze the long-term effects of projects on traffic flow. This analysis used the recommended screening criterion from the Institute of Transportation Engineers (ITE) (1988) for assessing the effects of construction projects that temporarily increase traffic levels. To account for the large percentage of heavy trucks associated with typical construction projects, ITE recommends a threshold level of 50 (100, assuming a passenger-car-equivalent value of 2.0) or more new peak-direction (one-way) trips during the peak hour. Therefore, the project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, and result in a significant impact related to traffic, if it would result in 50 or more new truck trips during the a.m. or p.m. peak hour. This is considered an "industry standard" and is the most current guidance.

The project would require approximately 3,000 cubic yards of material to be transported to and from the project site within a 3- to 6-month period. Assuming a capacity of 10 cubic yards per load, approximately 300 round-trip truck trips to and from the site would be needed. In addition, construction workers would contribute commute trips to the local roadways. The project would require a maximum of only about 20 construction workers at any given time.

Daily truck volumes were estimated using the maximum number of haul trucks (300 one-way or 600 round-trip) over a 3-month period[3] for the project. Truck trip estimates were based on the amount of material requiring removal and disposal, and the amount of new material that would be imported. This analysis assumes that construction would occur during a 10-hour work window each day and that construction trucks would operate throughout the day. Therefore, hourly numbers of haul trucks were estimated based on an even distribution of truck trips throughout the 10-hour construction work window. Construction worker commute trips were applied only to peak hours in the morning and in the afternoon, assuming that worker trips would occur once in the morning to get to the project site and once in the afternoon to leave the project site.

Truck trips associated with import or removal of the required materials during project construction would result in a total of up to approximately eight truck trips per day (one truck trip per hour) in each direction (i.e., 16 trips per day [two trips per hour], assuming a passenger-car-equivalent value of 2.0). Additionally, commuting by construction workers would generate approximately 20 additional total daily trips in each direction (i.e., 40 trips per day) on the area roadways. Therefore, activities associated with the project may add as many as 56 (16 + 40)

[3] As described in Chapter 2, "Project Description," construction would be completed over a period of approximately 6 months. This analysis conservatively assumed a 3-month construction period because truck trips may not occur on every single day over the 6-month period.

total daily trips to project-area roadways. However, as stated above, construction worker commute trips would apply only to peak hours in the morning and in the afternoon. Therefore, with 20 workers and one truck trip (two trips per hour, assuming a passenger-car-equivalent value of 2.0) per peak hour, the project may add as many as 22 (20 + 2) total peak-hour trips along roadways in the project area.

Because the project would not result in more than 100 (assuming a passenger-car-equivalent value of 2.0) new trips during the a.m. or p.m. peak hours during construction, the project would not result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the area's streets. Operation of the project is not anticipated to affect the performance of the circulation system compared with existing conditions. Therefore, the project would not result in substantial trip-generated traffic congestion. Also, construction-generated traffic would be temporary and therefore would not result in any long-term degradation in performance of any of the roadways in the project vicinity. Therefore, the project would not conflict with adopted applicable policies or plans related to the performance of the circulation system.

Similarly, the proposed project would not conflict with the City's plans for parking. Portions of the City's Master Plan for the Downtown Parks and Trails System have already been implemented, including adding parking in the Southern Pacific Railroad Corridor north of Lions Wayside Park. The proposed project includes added parking north of Delucchi Park near the pedestrian crossing bridge. Although the existing unpaved parking north of Delucchi Park would be unavailable at times during construction, the City expects the majority of parking for activities at Lions Wayside and Delucchi Parks would be the large parking lot north of Delucchi Park.

Overall, the proposed project would improve the walkways within the parks, and would provide crosswalk enhancements and bicycle parking areas. Consistent with the Master Plan goals, the parks, walkways, crosswalk enhancements, and parking would provide a link to the Regional Trail, and the Neal Street bollards, reduced roadway width, mid-block crossings and other measures would provide traffic calming on Neal Street, West Angela Street, and Railroad Avenue. Therefore, the proposed project would not conflict with the City of Pleasanton's plans to improve area pedestrian, bicycle, and automobile circulation, traffic calming, or plans for parking for events at Lions Wayside and Delucchi Parks, and this impact would be less than significant. Nevertheless, the City of Pleasanton would implement the following measure requiring preparation of a construction traffic management plan to minimize impacts on circulation and parking.

Mitigation Measure TRA-1: Construction Traffic Management Plan

The City of Pleasanton shall prepare a Construction Traffic Management Plan which requires its construction contractor to identify the project construction staging area, construction office trailer location, and truck travel routes for transport of excavated material and import of backfill. The plan shall also include a traffic control plan to minimize traffic and on-street parking impacts for streets affected by project construction, and impacts on pedestrians and bicyclists. Furthermore, the City of Pleasanton may require that the following elements be included in the plan:

- Circulation and detour plans to minimize impacts on local street circulation; flaggers and/or signage to guide vehicles.
- Truck route plans for hauling excavated material and backfill that minimize truck traffic on local roadways and residential streets to the extent practicable.
- Along major arterials, plans to schedule truck trips outside of the peak morning and evening commute hours to the extent practicable.

- Plans to maintain pedestrian and bicycle access and circulation to the extent practicable and safe.
- Equipment and materials storage plans to avoid traffic impacts.
- Construction worker parking plans.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less-than-Significant Impact. Park uses would not substantially change from existing conditions, and thus, would not result in conflicts with policies or programs supporting alternative transportation. No impact from project operation would occur. Furthermore, the increased traffic resulting from project construction would be short-term and temporary. Given the truck and worker traffic volumes described above under item a), the project-related increase in traffic volumes along the affected roadways would be approximately four vehicles (two haul trucks and two worker vehicles) per hour. This level of traffic activity would not degrade traffic operations along the roadways used by haul trucks and would be below the applicable threshold. Therefore, this impact would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is located approximately 3.3 miles southwest of Livermore Municipal Airport. As noted in Section 3.12, "Noise," the project site is located outside of the airport's areas of influence. Also, the project would not require the use of helicopters or any other equipment that would result in substantial safety risks by increasing air traffic levels or changing the location of air traffic. Therefore, no impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact with Mitigation Incorporated. The proposed project would include several circulation improvements including crosswalk improvements and mid-block crossings. However, these measures would not result in hazards but rather would contribute to traffic calming and reduced roadway hazards on the streets around the parks, including Neal Street, West Angela Street, and Railroad Avenue.

Trucks delivering materials and removing material and debris, as well as project-related construction worker commute traffic, would enter the project site periodically and use local roadways. Slow-moving trucks entering and exiting the project site could pose hazards to vehicles, pedestrians, and bicyclists on immediately adjacent roadways. Signage and flaggers would be deployed at this location to reduce the potential hazard posed to other drivers, pedestrians, and bicyclists. However, the presence of heavy-duty trucks during construction could accelerate wear and tear on local roadways along the haul routes. In addition to shortening the life of pavement sections, heavy-duty truck traffic could cause more immediate road damage, such as cracks and potholes. Potential damage to pavement would increase traffic hazards on local roadways. Therefore, this impact would be potentially significant.

Mitigation Measure TRA-2: Repair Damaged Roadways and Bike Trails After Construction.

The City of Pleasanton shall conduct a pre-construction condition assessment of sidewalks, pathways, roadways, and other facilities. After the completion of construction during each step of the project, the City, its engineering

design consultants, or its construction contractors shall assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were used during construction, including all project-related potholes, fractures, or other damages.

Implementing Mitigation Measure TRA-2 would reduce the potentially significant impact associated with increased hazards due to a design feature or incompatible uses to less than significant because project-related damage to roadways and paved bicycle/pedestrian paths would be repaired after construction.

e) Result in inadequate emergency access?

Less-than-Significant Impact. Activities associated with the project could reduce emergency access to roadways in the project area. Slow-moving trucks entering and existing from the project site along the surrounding roadways could delay the movement of emergency vehicles along those roadways. However, flaggers would be deployed in this area. Because flaggers would be present to control truck traffic in the event of an emergency to allow unimpeded movement of emergency vehicles, this impact would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less-than-Significant Impact. Park use would not substantially change from existing conditions, and thus, would not result in conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and would not decrease the performance or safety of such facilities. However, some portions of the bike paths in the project area would be affected during construction. To protect the public during the off-haul and construction deliveries, the contractor would be required to place warning signage and deploy flaggers to intermittently hold public traffic while trucks are traversing the joint-use portion of the bike trails/paths. Because connectivity of the bike trail would be maintained and the safety of the public would be protected at all the crossing and joint-use portion of the bike trails during construction, this impact would be less than significant.

3.17 UTILITIES AND SERVICE SYSTEMS

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

3.17.1 ENVIRONMENTAL SETTING

WATER SUPPLY

Water supply is provided to Pleasanton by Zone 7 of the Alameda County Flood Control and Water Conservation District. Acting as a water wholesaler, Zone 7 sells treated water to the City, which in turn operates and maintains the water pumping and distribution systems necessary to deliver water to homes and businesses.

The City of Pleasanton's Water Conservation Division has implemented education programs to promote efficient water use, achieving a 27.8 percent reduction in water use in 2014 (compared with 2013). Pleasanton has continued mandatory water reductions and is promoting leak repair, limiting outdoor watering and timing, use of car washes that recycle, and a variety of in-home conservation measures (City of Pleasanton 2015).

WASTEWATER COLLECTION, CONVEYANCE, AND TREATMENT FACILITIES

The City of Pleasanton owns, operates, and maintains its own wastewater collection system. The sewer system consists of about 255 miles of gravity sewers, approximately 25,192 feet of force main, and 10 pump stations. The sewers range in size from 4 inches to 36 inches in diameter. The Dublin San Ramon Services District provides both primary and secondary wastewater treatment and disposal services for the City. (City of Pleasanton 2014a.)

A public restroom building is located in Delucchi Park, near West Angela Street and adjacent to Kottinger Creek. The public restrooms are served by the City's wastewater collection and conveyance system.

STORMWATER DRAINAGE FACILITIES

The City of Pleasanton's stormwater drainage system is composed mostly of curb inlets, underground pipes, local channels, and natural ditches. These facilities carry water runoff within the drainage basin to the flood control channels, known locally as "arroyos" (see Section 3.9, "Hydrology and Water Quality," for further discussion of surface water drainage). As described in the Project Description, Kottinger Creek drainage ditch crosses both parks.

SOLID WASTE

Solid waste in Pleasanton is disposed of at the Vasco Road Landfill in Livermore. The facility is permitted to accept municipal solid waste, construction and demolition debris, green waste and food waste, and contaminated soils. According to the California Department of Resources Recycling and Recovery, the Vasco Road Landfill has a maximum permitted throughput of 2,250 tons per day, a total maximum permitted capacity of 32.9 million cubic yards, a remaining capacity of approximately 8.0 million cubic yards, and an anticipated closure date of December 31, 2022 (CalRecycle 2015).

3.17.2 DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The public restroom building located in Delucchi Park is served by the City's wastewater system. The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the park's recreational value. These park upgrades would not substantially increase the recreational use of Lions Wayside Park or Delucchi Park or increase the size or frequency of special events. Therefore, the number of people using the restroom facilities would be similar to existing conditions. In addition, no new restroom facilities would be constructed and the project would not include any new development that would require wastewater treatment. Therefore, the project would not result in wastewater discharges that would exceed the San Francisco Bay Regional Water Quality Control Board's requirements. No impact would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. As discussed under item a) above, the project would not require additional wastewater service. As discussed further below under item d), the project would not result in the need for new water supplies that would require water treatment. Therefore, expansion of existing or construction of new water or wastewater facilities would not be required. No impact would occur.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-than-Significant Impact. The project would replace the Kottinger Creek drainage ditch in Lions Wayside Park with a culvert. Construction crews would excavate a trench in the existing ditch, install a box culvert, cover

the culvert with soil, and backfill with soil to the same elevation as the surrounding parkland. The project would channel the seasonal flows in this ephemeral drainage ditch through a new box culvert for the length of the park.

The environmental impacts of construction and operation of the culvert in Lions Wayside Park are addressed throughout this IS in connection with discussions of the impacts of overall site development. Mitigation measures are identified to address potentially significant impacts identified in this IS to ensure that those impacts are reduced to less-than-significant levels.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less-than-Significant Impact . Water supply is provided to Pleasanton by Zone 7 of the Alameda County Flood Control and Water Conservation District. The project includes two new drinking fountains in Delucchi Park, one on each side of Neal Street. These drinking fountains would not substantially increase Pleasanton's water demands.

The project would include new irrigated lawn areas over the culvert that will replace Kottinger Creek. However, the new lawn areas would be offset by the new plazas in both parks that would not require irrigation. In addition, the City would also plant new landscaping consisting of drought-tolerant native plants to minimize watering requirements. As stated in the *Master Plan for Lions Wayside Park and Delucchi Park*, planting of new landscaping could be postponed or minimal plantings could occur during drought conditions. Minimal planting may include installation of only trees, with mulch in non-lawn areas, and native grasses in lawn areas (City of Pleasanton 2014b:24). In addition, irrigation of all new landscaping, including each tree, would consist of a permanent automatic, water-conserving irrigation system that may be converted to a nonpotable system in the future (City of Pleasanton 2014b:25). Therefore, no new or expanded water supply entitlements would be needed and the potential impact of the project would be less than significant.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

No Impact. As discussed under items a) and b) above, the project would not generate any additional wastewater. Therefore, the project would not exceed a wastewater treatment provider's capacity. No impact would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less-than-Significant Impact. Solid waste in Pleasanton is disposed of at the Vasco Road Landfill, which is permitted to accept municipal solid waste, construction and demolition debris, and green waste. The Vasco Road Landfill has a permitted throughput of 2,250 tons per day, a remaining capacity of approximately 8.0 million cubic yards, and an expected closure date of 2022. Therefore, given the projected construction schedule, this facility could accommodate the solid waste that could be generated by the project.

The project would generate debris and waste during construction. Project construction would remove the existing bandstand, concrete rubble from the Kottinger Creek drainage ditch, and some existing trees and landscaping. In addition, construction would generate various construction wastes, including scrap lumber, scrap finishing materials, and other recyclable and nonrecyclable construction-related wastes. This impact would be temporary and short term.

The 2013 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 50% and requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled. Therefore, adopting the 2013 CALGreen Code would reduce the amount of construction-related waste disposed of at the Vasco Road Landfill.

The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the park's recreational value. However, these park upgrades would not substantially increase the recreational use of Lions Wayside Park or Delucchi Park or increase the size or frequency of special events. Therefore, the project would not substantially increase generation of solid waste. This impact would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. As discussed under item f) above, any solid waste generated by the project would be disposed in the Vasco Road Landfill. Transportation and disposal would be in accordance with all applicable federal, state, and local statutes and regulations. No impact would occur.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

3.18.1 IMPACTS AND MITIGATION MEASURES

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. As described in detail in Section 3.4, "Biological Resources," the project would affect wetlands, open water, and trees and would have the potential to affect nesting birds and trees. Further, as described in Section 3.5, "Cultural Resources," the project would have the potential to affect as-yet-undiscovered cultural and paleontological resources should they be uncovered during project excavation. However, the mitigation measures identified in this IS would be implemented to reduce impacts on these sensitive resources to less-than-significant levels.

Moreover, the project site is located within two small urban parks that have already been disturbed by construction of streets, pathways, concrete channels, and park amenities and do not support native wildlife habitat or special-status fish or wildlife. The project would affect several structures; however, these structures were built less than 45 years ago and are not examples of the major periods of California history or prehistory. Therefore, with the mitigation measures described in this IS, the project would not have the potential to degrade the quality of the environment. This impact would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Less-than-Significant Impact. All of the potentially significant impacts identified in this IS have been mitigated to less-than-significant levels and the project would not result in impacts that would be individually limited but cumulatively considerable. The potential for cumulative impacts would be inherently limited because the project site is limited to portions of two small, existing urban parks and the project has the general objective of upgrading the parks' appearance, safety, and value to the community. There are no concurrent projects in the immediate area that would overlap in terms of community impacts such as aesthetics or noise, and there would be no impacts on several CEQA resources (agriculture and forestry resources, land use, minerals, and population and housing). Impacts on natural resources such as air quality, biological resources, and soil would be addressed by standard regulatory requirements or mitigation measures. Therefore, based on the small area affected by the project and its isolation within two existing urban parks, the project's impacts would be temporary and short term and less than cumulatively considerable. This impact would be less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. Potential impacts identified in this IS would be less than significant or reduced to less-than-significant levels with the incorporation of mitigation measures discussed in each applicable section. Implementation of the mitigation measures would ensure that substantial adverse effects on humans, either directly or indirectly, would be less than significant. This impact would be less than significant.

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SECTION 3.1, "AESTHETICS"

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No references cited.

CHAPTER 4, "LIST OF PREPARERS"

No references cited.

APPENDIX A

Air Emissions Calculations

Lions Wayside Park - Construction

San Francisco Bay Area Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2016
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - based on PD and conservative assumptions (overlapping phases)

Off-road Equipment - PD

Off-road Equipment - PD

Off-road Equipment - PD

Off-road Equipment - PD

Off-road Equipment - PD

Off-road Equipment - PD

Trips and VMT - On-road modeled off-model

Grading - PD

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	78.00
tblConstructionPhase	NumDays	0.00	52.00
tblConstructionPhase	NumDays	0.00	26.00
tblConstructionPhase	NumDays	0.00	12.00
tblConstructionPhase	NumDays	0.00	52.00
tblConstructionPhase	NumDays	0.00	12.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	9/13/2016	9/12/2016
tblConstructionPhase	PhaseEndDate	10/12/2016	9/27/2016
tblConstructionPhase	PhaseEndDate	9/15/2016	7/14/2016
tblConstructionPhase	PhaseStartDate	4/17/2016	4/18/2016
tblConstructionPhase	PhaseStartDate	9/13/2016	8/29/2016
tblConstructionPhase	PhaseStartDate	7/17/2016	5/16/2016
tblGrading	AcresOfGrading	13.00	3.00
tblOffRoadEquipment	HorsePower	226.00	208.00
tblOffRoadEquipment	HorsePower	226.00	208.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00

tblOffRoadEquipment	HorsePower	162.00	157.00
tblOffRoadEquipment	HorsePower	162.00	157.00
tblOffRoadEquipment	HorsePower	174.00	162.00
tblOffRoadEquipment	LoadFactor	0.73	0.49
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2016

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.1618	1.5644	0.9744	1.3800e-003	0.0278	0.1020	0.1298	0.0121	0.0949	0.1070	0.0000	127.9836	127.9836	0.0343	0.0000	128.7038
Total	**0.1618**	**1.5644**	**0.9744**	**1.3800e-003**	**0.0278**	**0.1020**	**0.1298**	**0.0121**	**0.0949**	**0.1070**	**0.0000**	**127.9836**	**127.9836**	**0.0343**	**0.0000**	**128.7038**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.1618	1.5644	0.9744	1.3800e-003	0.0278	0.1020	0.1298	0.0121	0.0949	0.1070	0.0000	127.9834	127.9834	0.0343	0.0000	128.7037
Total	**0.1618**	**1.5644**	**0.9744**	**1.3800e-003**	**0.0278**	**0.1020**	**0.1298**	**0.0121**	**0.0949**	**0.1070**	**0.0000**	**127.9834**	**127.9834**	**0.0343**	**0.0000**	**128.7037**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/4/2016	4/16/2016	6	12	
2	Culvert Installation	Building Construction	4/18/2016	7/16/2016	6	78	
3	Bandstand Construction	Grading	5/16/2016	7/14/2016	6	52	
4	Creek Improvements	Building Construction	7/15/2016	9/12/2016	6	52	
5	Park Improvements	Building Construction	8/29/2016	9/27/2016	6	26	
6	Site Restoration	Building Construction	9/28/2016	10/11/2016	6	12	

Acres of Grading (Site Preparation Phase): 6

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	75	0.37
Culvert Installation	Cranes	1	4.00	208	0.29
Culvert Installation	Excavators	1	4.00	157	0.38
Culvert Installation	Forklifts	2	6.00	89	0.20
Culvert Installation	Tractors/Loaders/Backhoes	2	6.00	75	0.37
Bandstand Construction	Concrete/Industrial Saws	1	8.00	81	0.73
Bandstand Construction	Excavators	1	4.00	157	0.38
Bandstand Construction	Graders	1	4.00	162	0.41
Bandstand Construction	Rubber Tired Dozers	1	1.00	255	0.40
Bandstand Construction	Tractors/Loaders/Backhoes	2	6.00	75	0.37
Creek Improvements	Cranes	1	4.00	208	0.29
Creek Improvements	Forklifts	2	6.00	89	0.20
Creek Improvements	Tractors/Loaders/Backhoes	2	6.00	75	0.37
Park Improvements	Concrete/Industrial Saws	2	6.00	81	0.49
Park Improvements	Cranes	1	4.00	226	0.29
Park Improvements	Forklifts	2	6.00	89	0.20
Park Improvements	Tractors/Loaders/Backhoes	2	6.00	75	0.37
Site Restoration	Cranes	1	4.00	226	0.29
Site Restoration	Forklifts	2	6.00	89	0.20
Site Restoration	Tractors/Loaders/Backhoes	1	6.00	75	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00		0.00	12.40	7.30				
Culvert Installation	6	0.00		0.00	12.40	7.30				
Bandstand Construction	6	15.00		0.00	12.40	7.30				
Creek Improvements	5	0.00		0.00	12.40	7.30				
Park Improvements	7	0.00		0.00	12.40	7.30				
Site Restoration	4	0.00		0.00	12.40	7.30				

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1800e-003	0.0000	3.1800e-003	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2700e-003	0.0925	0.0520	7.0000e-005		5.8200e-003	5.8200e-003		5.3600e-003	5.3600e-003	0.0000	6.2592	6.2592	1.8900e-003	0.0000	6.2989
Total	**9.2700e-003**	**0.0925**	**0.0520**	**7.0000e-005**	**3.1800e-003**	**5.8200e-003**	**9.0000e-003**	**3.4000e-004**	**5.3600e-003**	**5.7000e-003**	**0.0000**	**6.2592**	**6.2592**	**1.8900e-003**	**0.0000**	**6.2989**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.8000e-004	0.0000	3.8000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.8000e-004**	**0.0000**	**3.8000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1800e-003	0.0000	3.1800e-003	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2700e-003	0.0925	0.0520	7.0000e-005		5.8200e-003	5.8200e-003		5.3600e-003	5.3600e-003	0.0000	6.2592	6.2592	1.8900e-003	0.0000	6.2989
Total	**9.2700e-003**	**0.0925**	**0.0520**	**7.0000e-005**	**3.1800e-003**	**5.8200e-003**	**9.0000e-003**	**3.4000e-004**	**5.3600e-003**	**5.7000e-003**	**0.0000**	**6.2592**	**6.2592**	**1.8900e-003**	**0.0000**	**6.2989**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.8000e-004	0.0000	3.8000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.8000e-004**	**0.0000**	**3.8000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Culvert Installation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0489	0.4984	0.3014	4.3000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	40.6776	40.6776	0.0123	0.0000	40.9352
Total	**0.0489**	**0.4984**	**0.3014**	**4.3000e-004**		**0.0320**	**0.0320**		**0.0294**	**0.0294**	**0.0000**	**40.6776**	**40.6776**	**0.0123**	**0.0000**	**40.9352**

3.3 Culvert Installation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0489	0.4984	0.3014	4.3000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	40.6775	40.6775	0.0123	0.0000	40.9352
Total	**0.0489**	**0.4984**	**0.3014**	**4.3000e-004**		**0.0320**	**0.0320**		**0.0294**	**0.0294**	**0.0000**	**40.6775**	**40.6775**	**0.0123**	**0.0000**	**40.9352**

3.3 Culvert Installation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Bandstand Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0212	0.0000	0.0212	0.0109	0.0000	0.0109	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4449	0.3078	4.3000e-004		0.0285	0.0285		0.0269	0.0269	0.0000	38.9719	38.9719	8.8900e-003	0.0000	39.1586
Total	**0.0483**	**0.4449**	**0.3078**	**4.3000e-004**	**0.0212**	**0.0285**	**0.0497**	**0.0109**	**0.0269**	**0.0379**	**0.0000**	**38.9719**	**38.9719**	**8.8900e-003**	**0.0000**	**39.1586**

3.4 Bandstand Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.0600e-003	0.0000	3.0600e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.0600e-003**	**0.0000**	**3.0600e-003**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0212	0.0000	0.0212	0.0109	0.0000	0.0109	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4449	0.3078	4.3000e-004		0.0285	0.0285		0.0269	0.0269	0.0000	38.9719	38.9719	8.8900e-003	0.0000	39.1586
Total	**0.0483**	**0.4449**	**0.3078**	**4.3000e-004**	**0.0212**	**0.0285**	**0.0497**	**0.0109**	**0.0269**	**0.0379**	**0.0000**	**38.9719**	**38.9719**	**8.8900e-003**	**0.0000**	**39.1586**

3.4 Bandstand Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.0600e-003	0.0000	3.0600e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.0600e-003**	**0.0000**	**3.0600e-003**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Creek Improvements - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2711	0.1547	2.2000e-004		0.0182	0.0182		0.0168	0.0168	0.0000	20.4325	20.4325	6.1600e-003	0.0000	20.5619
Total	**0.0272**	**0.2711**	**0.1547**	**2.2000e-004**		**0.0182**	**0.0182**		**0.0168**	**0.0168**	**0.0000**	**20.4325**	**20.4325**	**6.1600e-003**	**0.0000**	**20.5619**

3.5 Creek Improvements - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2711	0.1547	2.2000e-004		0.0182	0.0182		0.0168	0.0168	0.0000	20.4325	20.4325	6.1600e-003	0.0000	20.5619
Total	**0.0272**	**0.2711**	**0.1547**	**2.2000e-004**		**0.0182**	**0.0182**		**0.0168**	**0.0168**	**0.0000**	**20.4325**	**20.4325**	**6.1600e-003**	**0.0000**	**20.5619**

3.5 Creek Improvements - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Park Improvements - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2031	0.1298	2.0000e-004		0.0140	0.0140		0.0133	0.0133	0.0000	17.7293	17.7293	3.9100e-003	0.0000	17.8113
Total	**0.0227**	**0.2031**	**0.1298**	**2.0000e-004**		**0.0140**	**0.0140**		**0.0133**	**0.0133**	**0.0000**	**17.7293**	**17.7293**	**3.9100e-003**	**0.0000**	**17.8113**

3.6 Park Improvements - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2031	0.1298	2.0000e-004		0.0140	0.0140		0.0133	0.0133	0.0000	17.7293	17.7293	3.9100e-003	0.0000	17.8113
Total	**0.0227**	**0.2031**	**0.1298**	**2.0000e-004**		**0.0140**	**0.0140**		**0.0133**	**0.0133**	**0.0000**	**17.7293**	**17.7293**	**3.9100e-003**	**0.0000**	**17.8113**

3.6 Park Improvements - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Site Restoration - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3900e-003	0.0545	0.0287	4.0000e-005		3.5000e-003	3.5000e-003		3.2200e-003	3.2200e-003	0.0000	3.9131	3.9131	1.1800e-003	0.0000	3.9378
Total	**5.3900e-003**	**0.0545**	**0.0287**	**4.0000e-005**		**3.5000e-003**	**3.5000e-003**		**3.2200e-003**	**3.2200e-003**	**0.0000**	**3.9131**	**3.9131**	**1.1800e-003**	**0.0000**	**3.9378**

3.7 Site Restoration - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3900e-003	0.0545	0.0287	4.0000e-005		3.5000e-003	3.5000e-003		3.2200e-003	3.2200e-003	0.0000	3.9130	3.9130	1.1800e-003	0.0000	3.9378
Total	**5.3900e-003**	**0.0545**	**0.0287**	**4.0000e-005**		**3.5000e-003**	**3.5000e-003**		**3.2200e-003**	**3.2200e-003**	**0.0000**	**3.9130**	**3.9130**	**1.1800e-003**	**0.0000**	**3.9378**

3.7 Site Restoration - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Total					

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546434	0.062864	0.174629	0.123506	0.034170	0.004889	0.015456	0.023695	0.002073	0.003288	0.006839	0.000690	0.001668

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Lions Wayside Park
Construction Emissions Summary

	Emissions (tons)				Metric Tons
Construction Source	**ROG**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**CO_2e**
Construction Equipment	0.16	1.56	0.13	0.11	129
Haul Trucks	0.00	0.17	0.00	0.00	33
Construction Workers	0.01	0.08	0.01	0.01	74
Total Emissions	0.18	1.81	0.14	0.12	236
Average Daily (lbs/day)	2.25	23.24	1.84	1.49	

Lions Wayside Park
On-Road Construction Assumptions

					Emissions (tons)				Metric Tons
Construction Phase/Source	**Work Days**	**Total Trips (one-way)**	**Trip Distance (mi/trip)**	**Total VMT**	**ROG**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**CO_2e**
Haul Trucks	78								
Culvert Installation		304	30	9,120	0.00	0.08	0.00	0.00	17
Bandstand Construction		240	30	7,200	0.00	0.07	0.00	0.00	13
Misc		56	30	1,680	0.00	0.02	0.00	0.00	3
Construction Workers	156	6240	30	187,200	0.01	0.08	0.01	0.01	74

Emission Factors (SFBAAB 2016; grams/mile)

Vehicle Type	ROG	NO_X	PM_{10}	$PM_{2.5}$	CO_2e
Construction Worker	0.050	0.402	0.065	0.037	375.627
Haul Trucks	0.165	8.345	0.170	0.102	1747.029

/day	Trips (trips/day)	ROG_RUNEX (gms/mile)	NOX_RUNEX (gms/mile)	CO2_RUNEX (gms/mile)	PM10	PM10_RUNEX (gms/mile)
487	17972714	0.030974491	0.109519736	339.3514016	0.046583	0.001833126
31.1	80192.75	0.037117582	0.542360567	351.1690193	0.071604	0.02685417
612	1981073	0.082619413	0.303932494	390.8752293	0.04882	0.004070529
1.63	2518.657	0.065137431	0.639307679	357.697871	0.098681	0.053931625
690	5396340	0.037027612	0.194732767	461.4686066	0.046588	0.001837977
1.96	2504.037	0.044307625	0.621571347	353.1992717	0.079792	0.035042376
384	0	0.165414851	8.34489035	1747.028766	0.169558	0.071818673

APPENDIX B

Cultural Resources Technical Report

DRAFT CULTURAL RESOURCES INVENTORY AND EVALUATION REPORT

FOR THE

LIONS WAYSIDE AND DELUCCHI PARKS MASTER PLAN PROJECT

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA

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October 2015

MANAGEMENT SUMMARY

The City of Pleasanton (City) proposes to upgrade and improve its park and recreational facilities at Lions Wayside and Delucchi Parks. This project, the Lions Wayside and Delucchi Parks Master Plan Project, would enhance public access and park use, safety, and aesthetics and is part of the City's revitalization of the historic downtown area, including its parks and trails.

AECOM has prepared this report on behalf of the City to evaluate the potential impacts of the project on cultural resources and to comply with the requirements of Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. The initial study/proposed mitigated negative declaration prepared for this project summarizes the cultural resources described in this report.

This report documents the presence of prehistoric and historic-era cultural resources that are or may be present in the project's area of potential effect (APE). This report is also designed to assess the eligibility of these resources for inclusion in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The cultural resources investigation undertaken by AECOM included consultation with appropriate Native American individuals and organizations identified by the Native American Heritage Commission, and with other interested parties. Background research conducted during the investigation included a records search undertaken at the Northwest Information Center in Rohnert Park, California; reviews of existing project-related material; and supplemental research into the area's history. AECOM personnel also conducted a field survey of the APE.

A single archaeological resource, a wooden feature, was identified on the project site during this investigation. This structure was evaluated for NRHP/CRHR eligibility and was determined to not meet the eligibility criteria. Five historic-era (more than 45 years old) built-environment resources, two parks (considered one resource), an ice house, and three culverts are located on the project site and were inventoried and evaluated for NRHP/CRHR significance. None of the five resources appears to meet NRHP/CRHR eligibility criteria.

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INTRODUCTION

This report documents an inventory and evaluation of cultural resources located in the area of potential effects (APE) for the Lions Wayside and Delucchi Parks Master Plan Project (project). The City of Pleasanton (City) proposes to upgrade and improve the park and recreational facilities at the two parks as part of its revitalization efforts for the historic downtown area. The City Council approved the *Master Plan for Lions Wayside and Delucchi Parks* in 2014. The project is located in the city of Pleasanton, in Alameda County, California. Exhibits 1 and 2 show the project location and vicinity and Exhibit 3 depicts the APE.

This report has been prepared on behalf of the City to evaluate the potential impacts of the project on cultural resources in compliance with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). The initial study/mitigated negative declaration prepared for this project includes a summary of the cultural resources described in this report and assesses potential impacts on cultural resources.

PROJECT DESCRIPTION

The project site is located in Alameda County, west of the intersection of First and Neal Streets in Pleasanton's historic downtown business district. The parks are separated by Neal Street, with Lions Wayside Park to the north and Delucchi Park to the south. They are located within the *Downtown Specific Plan* area and are designated for Parks and Recreation land uses. Adjacent lands are designated for Public, Downtown Commercial, and Medium Density Residential uses.

PROJECT OVERVIEW

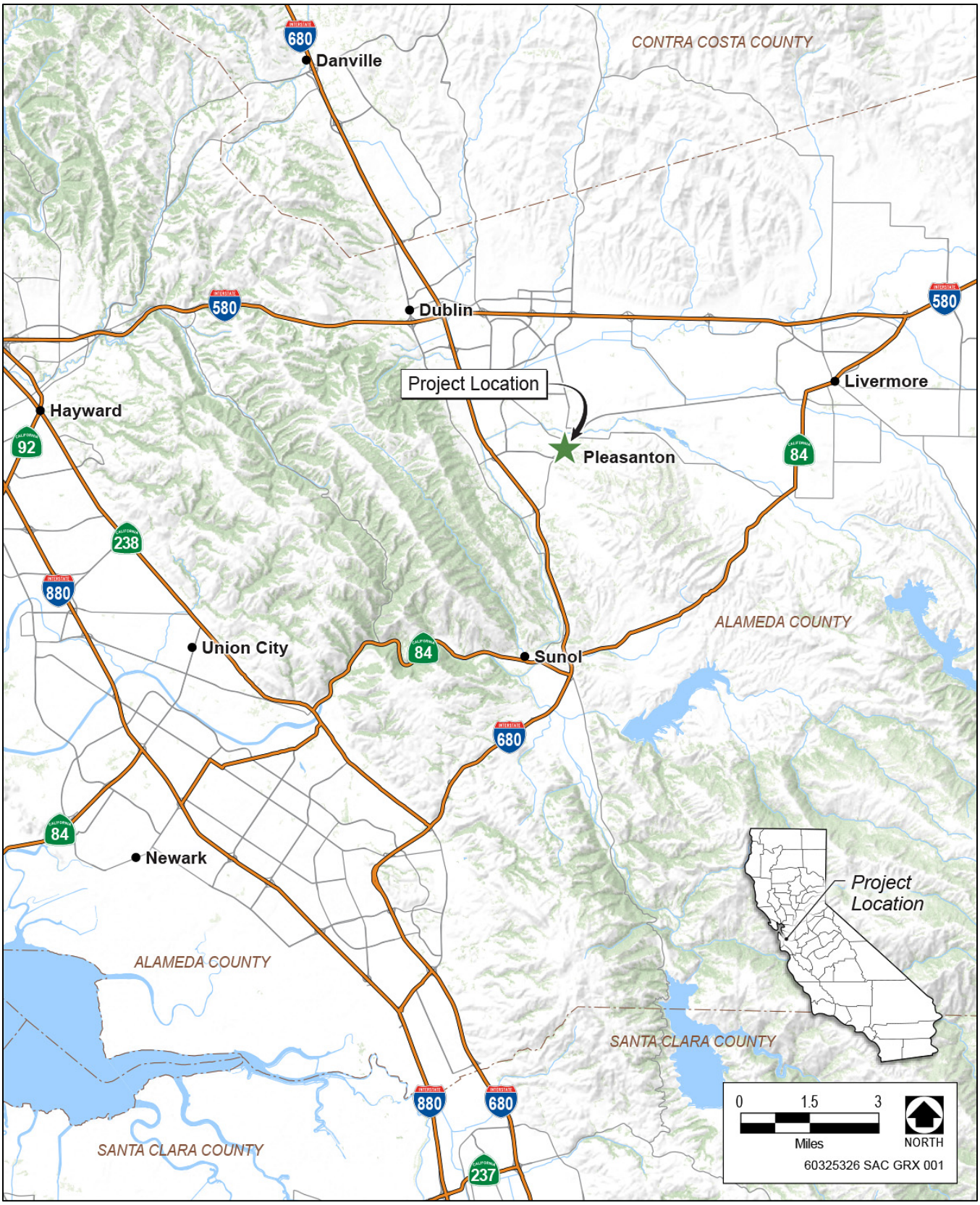
The project would involve constructing a new bandstand, new plazas, and other improvements to upgrade the recreational value of Lions Wayside and Delucchi Parks. The project description provided below describes the existing facilities, the project features, and their construction.

Lions Wayside Park features the Firehouse Arts Center, the Ice House, and the Chan Henderson Bicentennial Bandstand. The existing bandstand consists of a wooden deck and trellised roof, and it needs building code compliance upgrades and Americans with Disabilities Act–required upgrades and safety improvements. Delucchi Park provides public restrooms and both parks provide lawn areas. However, most of these facilities need upgrades, repairs, and improvements. The parks have a combined area of approximately 3 acres, including lawn areas and walkways.

PARK UPGRADES

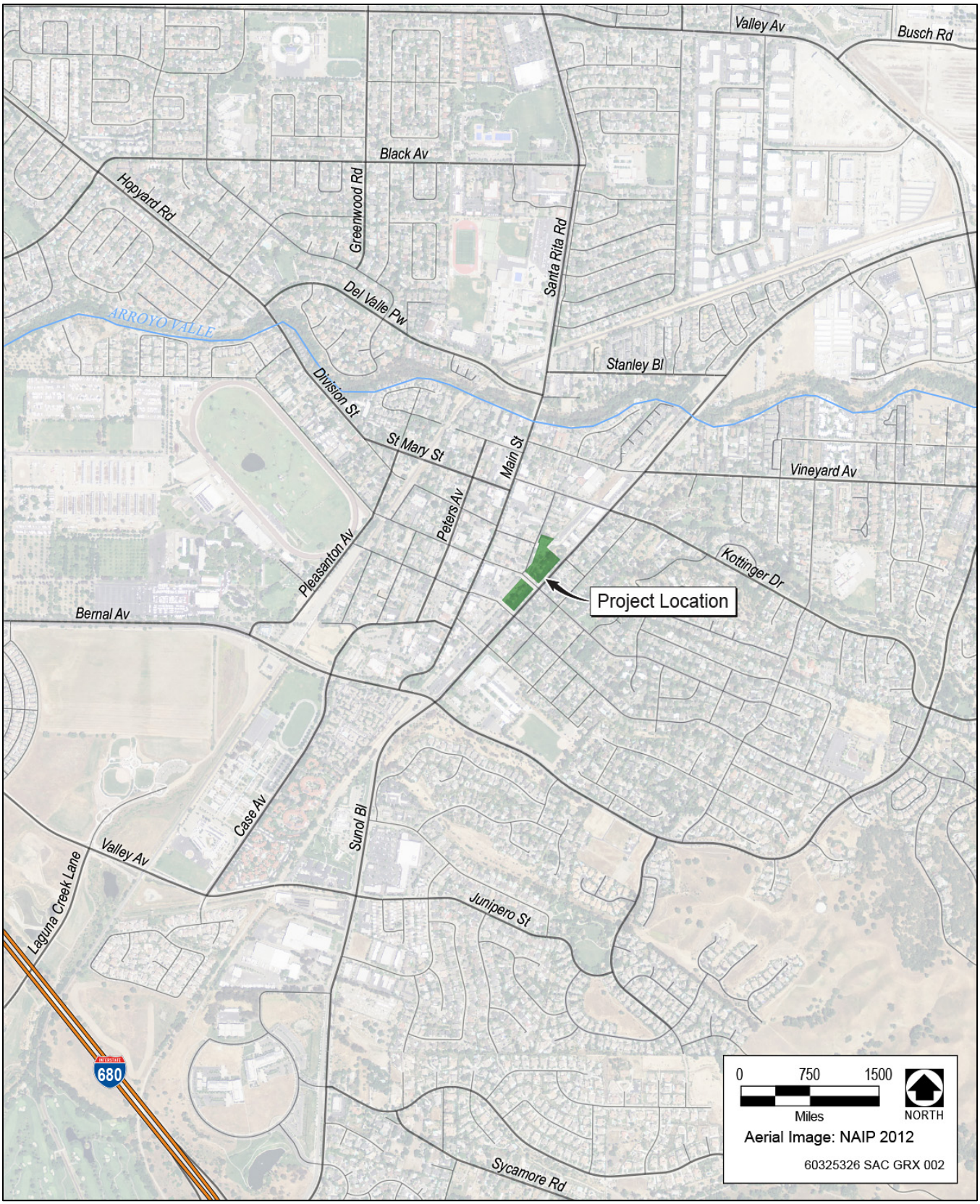
The subsections below describe the planned features, construction methods, measures the City would use to minimize construction effects, and the required permits and approvals.

Bandstand and Great Lawn—The project includes a new, larger bandstand for performances and gatherings. The existing bandstand would be removed and the new Chan Henderson Bicentennial Bandstand would be constructed adjacent to Railroad Avenue and the Firehouse Arts Center's south plaza (and away from First Street). The Ice House, an existing ice vending operation, currently sited at this location, would be relocated. The



Source: Data compiled by AECOM in 2015

Exhibit 1. Regional Location Map



Source: Data compiled by AECOM in 2015

Exhibit 2. Project Vicinity Map

existing deep drainage ditch and approximately 19 nonnative trees would be removed to create an expanded audience viewing area. The new bandstand would have a larger stage area, a weather-protective roof, and improved acoustics and lighting. The design would include back walls that could be opened to face Railroad Avenue. The bandstand area would also include seating, Americans with Disabilities Act–compliant access, drought-tolerant landscaping, and shade trees. The audience area would be excavated and regraded to create a sloped, amphitheater-like audience seating area.

Plazas—The project would include new plazas on each side of Neal Street that would provide access to the lawn areas of each park. The project design would include removable bollards that could be used to close Neal Street and connect the plazas during special events. The plazas also would include decorative paving, benches, signage, shade trees, lighting, flagpoles, and salvaged on-site granite blocks for seating, a drinking fountain, and two bus shelters (one on each side of Neal Street). All lighting would be selected for energy efficiency and would be directed downward to protect views of the night sky and to minimize glare on nearby residential areas.

Market Pavilion—The project would convert the existing lawn area at the southeast corner of Delucchi Park to a new Market Pavilion that would support special events, such as the farmers' market. Like the plazas described above, this area would include decorative paving, seatwalls, shade trees, and lighting.

Pedestrian Bridge—The project would include a new pedestrian bridge over Kottinger Creek in Delucchi Park to connect adjacent sidewalks and new parking areas with the new plazas and walkways. The bridge would be wide enough to accommodate two-way bicycle/pedestrian traffic, with lighting for safety and security.

New Walkways, Lighting, Expanded Lawns, Parking Spaces, and Bike Racks—The project would include new walkways, lighting, and expanded lawns with irrigation. However, the City also would plant new landscaping consisting of drought-tolerant native plants to minimize watering requirements. Automobile, pedestrian, and bicycle circulation would be improved by providing new parking spaces and two new bike rack areas on West Angela Street. Neal Street would be contiguous with the new plazas and removable bollards would be installed at each end of Neal Street so the street could be closed for special events. Safety would be enhanced by providing new emergency vehicle access ways, lighting, and increased visibility and sight lines into the parks.

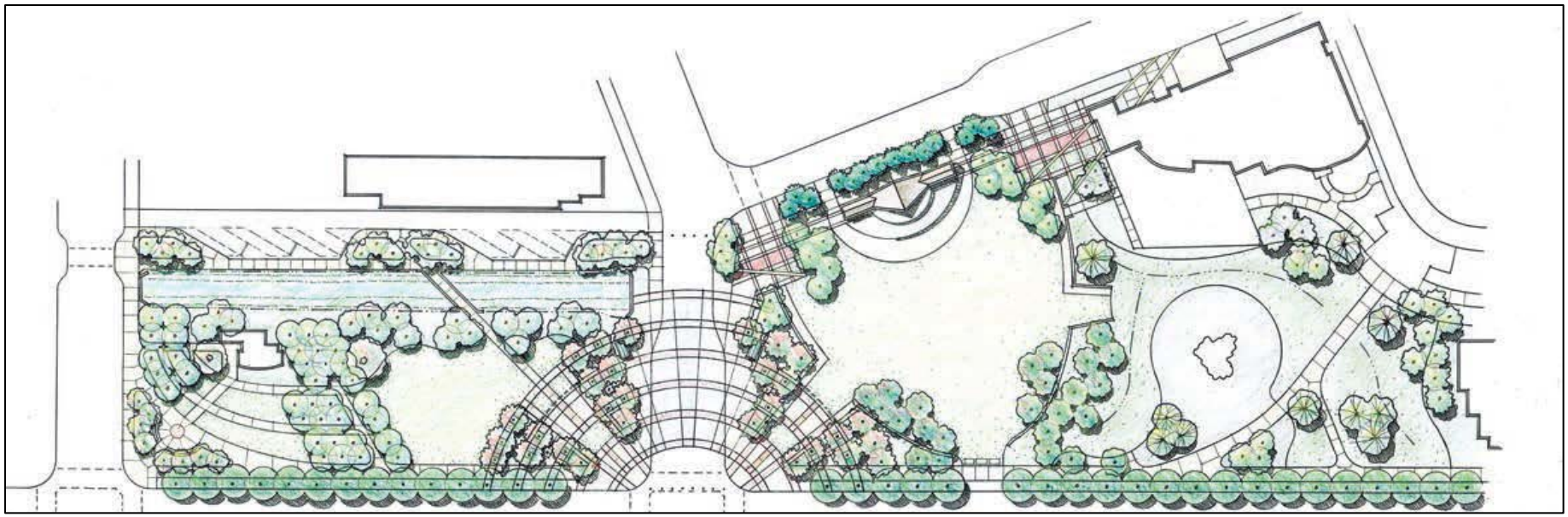
PROJECT CONSTRUCTION

Construction would be completed in the following steps as described in greater detail below:

- Site preparation
- Culvert installation (Lions Wayside Park)
- Bandstand construction (Lions Wayside Park)
- Kottinger Creek improvements (Delucchi Park)
- Park improvements
- Site restoration

SITE PREPARATION

Before construction, the site would be fenced for safety and security, and construction crews would establish a staging area for storage of equipment and construction materials. Selected trees would be removed to make room as needed for construction of the bandstand and plazas.



Source: City of Pleasanton Master Plan for Lions Wayside and Delucchi Parks

Exhibit 3. Project Site Layout

CULVERT INSTALLATION

The Kottinger Creek drainage ditch in Lions Wayside Park would be replaced with a 528-foot-long culvert. Construction crews would subexcavate a trench in the existing ditch, install a box culvert, cover the culvert with soil, backfill with soil to the same elevation as the surrounding parkland, and then plant grass. The project would channel the seasonal flows in this drainage ditch through a new box culvert for the length of the park. The ditch currently conveys stormwater during large storms or extended rainfall; however, the work would be conducted during dry summer conditions, and therefore, would not require flow diversion.

After removing concrete debris, the contractor would use tracked excavators (e.g., backhoes) to excavate a flat trench at the base of the ditch from First Street to Neal Street and would place approximately 320 cubic yards of structural foundation (gravel) obtained from a commercial quarry (approximately 30 truckloads). A crane would then be used to lower 8-foot by 5-foot, precast concrete box culvert sections over the 535-foot length of the ditch. The box culvert sections would be delivered on flatbed trucks. Alternatively, construction crews would assemble forms and construct the culvert in place ("cast-in-place") using concrete delivered by Redi-mix trucks. Iron-bar grill screens would be installed at the culvert entrances as a safety measure to discourage access. The ditch area would then be filled to grade with imported soil (approximately 1,200 cubic yards) transported to the site by dump trucks (approximately 60 truckloads). Small, hand-operated compactors would be used to compact the soil to minimize future settlement. Grass would be planted in the area previously occupied by the ditch, and in areas disturbed during construction.

BANDSTAND CONSTRUCTION

The new bandstand would be located in Lions Wayside Park on Railroad Avenue and would face the expanded lawn area at the center of the park. The existing Ice House that currently occupies the site would be temporarily moved within the park until a permanent location is identified. Construction crews would then install the new bandstand, roof, stage, seating, and opening to Railroad Avenue.

To enhance audience views of the bandstand, the lawn area directly in front of the bandstand in Lions Wayside Park would be graded to slope toward the bandstand's deck. Grading would require excavation of approximately 1,200 cubic yards of soil that would be transported off-site using dump trucks for disposal (approximately 60 truckloads). Surface soils would be preserved and reused on-site.

KOTTINGER CREEK IMPROVEMENTS (DELUCCHI PARK)

In Delucchi Park, construction crews would install a pedestrian bridge to connect the parking area and plaza and a decorative guardrail/fence at the top of both banks to address safety concerns. After a general cleanup, crews would remove debris and nonnative invasive plants and would plant and establish new, drought-tolerant, native riparian vegetation adjacent to the creek.

PARK IMPROVEMENTS

Throughout both parks, construction crews would install plazas, walkways, lighting, new trees, new grassy areas, and landscaping. Salvaged granite blocks from the drainage ditch would be used as decorative elements in the parks. The new walkways would be designed to connect to a regional trail.

REGULATORY CONTEXT

This section summarizes key federal and state regulations and policies applicable to the project that are related to archaeological, Native American, and architectural resources, including human remains.

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

The project would seek permitting through the U.S. Army Corps of Engineers (USACE); thus, it is subject to the requirements of Section 106 of the NHPA and its implementing regulations (Title 36 Code of Federal Regulations [CFR], Part 800 [36 CFR 800], as amended). USACE is the lead federal agency for the project. Section 106 requires federal agencies to consider the effects of their undertakings, or those they fund or permit, on properties that may be eligible for listing or are listed in the National Register of Historic Places (NRHP). The 36 CFR 60.4 regulations describe the criteria for evaluating cultural resources for inclusion in the NRHP. Cultural resources can be significant on the federal, state, or local level. Such resources are required to retain integrity and must exhibit an association with broad patterns of our history, be associated with an important person, embody a distinctive characteristic, or yield information important to prehistory or history.

The NRHP is a register maintained by the Secretary of the Interior of districts, sites, buildings, structures, and objects of significance in American history, architecture, archaeology, engineering, and culture. A property may be listed in the NRHP if it meets criteria for evaluation defined in 36 CFR 60.4:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:
>
> (A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (B) That are associated with the lives of persons significant in our past; or
>
> (C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (D) That have yielded, or may be likely to yield, information important in prehistory or history.

The 36 CFR 800 regulations, implementing Section 106, call for considerable consultation with the State Historic Preservation Officer, Indian tribes, and interested members of the public throughout the process. The four principal steps are as follows:

(1) Initiate the Section 106 process (36 CFR 800.3).

(2) Identify historic properties, resources eligible for inclusion in the NRHP (36 CFR 800.4).

(3) Assess the effects of the undertaking on historic properties in the APE (36 CFR 800.5).

(4) Resolve adverse effects (36 CFR Part 800.6).

Adverse effects on historic properties often are resolved through preparation of a memorandum of agreement or programmatic agreement developed in consultation with the lead federal agency, the State Historic Preservation Officer, Indian tribes, and interested members of the public. The Advisory Council on Historic Preservation is also invited to participate.

For the purposes of Section 106, the archaeological APE has been defined as all areas of ground disturbance for direct impacts, including vertical disturbance caused during subsurface excavation activities. The depth of required ground disturbance is anticipated to be between 2 and 4 feet. The indirect APE includes all areas where the undertaking would take place.

CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTE AND GUIDELINES

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include remains of prehistoric habitation and activities, historic sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, any trace of human activity over 50 years in age is required to be treated as a potential cultural resource.

According to the State CEQA Guidelines (Section 15064.5[a][3]), a resource is generally considered historically significant if it meets the criteria for listing in the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1; California Code of Regulations, Title 14, Section 4852). An historical resource is defined as any site that:

- is listed in or determined to be eligible by the State Historical Resources Commission for listing in the CRHR, or is determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and
- is eligible for listing in the CRHR (criteria noted below); or
- is included in a local register of historical resources, as defined by PRC Section 5020.1(k), or is identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.l(g).

The CRHR includes resources that are listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local inventory of historical resources may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1; California Code of Regulations, Title 14, Section 4850). The eligibility criteria for listing in the CRHR are similar to those for NRHP listing but focus on the importance of the resources to California history and heritage. A cultural resource may be eligible for listing in the CRHR if:

1. it is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. it is associated with the lives of persons important to local, California, or national history; or

3. it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

4. it has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The CRHR definition of integrity and its special considerations for certain properties are slightly different from those for the NRHP. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The CRHR further states that eligible resources must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance," and lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria. The CRHR's special considerations for certain property types are limited to moved buildings, structures, or objects; historical resources achieving significance within the past 50 years; and reconstructed buildings.

The State CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). PRC Section 21083.2(g) includes the following definition:

> As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:
>
> (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
>
> (2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or
>
> (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

METHODS

This study included pre-field tasks consisting of primary research and a records search, Native American consultation and consultation with other interested parties, and a pedestrian survey.

PREFIELD RESEARCH

AECOM cultural resources staff conducted research at local repositories including the California State Library, Sacramento; the Museum on Main Street research library in Pleasanton; the Pleasanton Public Library's local history collection; the City of Pleasanton Community Development Department; and the AECOM cultural library.

RECORDS SEARCH

A qualified AECOM archaeologist conducted a records search for the project site at the Northwest Information Center (NWIC) of the California Historical Resources Information System on March 26, 2015. The purpose of the records search was to determine whether known cultural resources have been recorded on or adjacent to the

project site; assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of previously recorded resources in the vicinity; and develop a context for the identification and preliminary evaluation of cultural resources. The records search consisted of an examination of the following documents:

- **NWIC base maps**: U.S. Geological Survey (USGS) Livermore 7.5-minute topographic maps, to identify recorded archaeological sites and studies and as historic-period resources of the built environment (buildings, structures, and objects) within a 0.5-mile radius of the project site
- **Resource Inventories**: *California Inventory of Historical Resources, California Historical Landmarks, Historic Properties Directory Listing by City*
- **Prehistoric Archaeology**: *California Archaeology* (Moratto 1984)
- **Ethnographic Sources**: *Handbook of North American Indians, Volume 8, California* (Heizer 1978)

NATIVE AMERICAN CONSULTATION

A request for a search of Native American Heritage Commission (NAHC) sacred lands file was sent on March 30, 2015. A follow-up email was sent to the NAHC on April 14, 2015. On April 20, 2015, NAHC responded stating the search of the sacred lands database failed to identify the presence of Native American cultural resources in the project site. NAHC also included a list of individuals who may have information regarding the presence of Native American cultural resources in the general area. Informative letters were sent to those individuals, and the delivery of the informative letters was confirmed. As of September 10, 2015, there has been no response from any of the individuals listed by the NAHC. Attachment A contains details on the attempts to contact the NAHC.

ADDITIONAL CONSULTATION

AECOM also sent project notification letters to the Alameda County Historical Society and the Amador-Livermore Valley Historical Society/Museum on Main on April 10, 2015, requesting information regarding cultural resources that may be located in the project site. The Museum on Main responded on April 20, 2015, reporting that the sites of the two parks have historically been vacant land, devoid of buildings. The museum further stated that it has no objections to the planned improvements.

FIELD SURVEY

ARCHAEOLOGICAL SURVEY

On April 2, 2015, an AECOM archaeologist conducted a survey of the APE. The project site is composed primarily of manicured lawn and urban streetscaping. Although the entire project APE was surveyed using transects spaced no more than 20 meters apart, the survey focused primarily on less-developed portions. Particular attention was paid to the erosion areas in and around the creek walls. Rodent burrows and spoils were few but were examined when present.

BUILT-ENVIRONMENT SURVEY

On April 2, 2015, an AECOM architectural historian conducted a survey of the APE and recorded existing buildings and structures through digital photography and handwritten notes. Three historic-era resources were inventoried: an ice house and two bridges. The resources were recorded on the appropriate California Department of Parks and Recreation Series 523 forms, which are included in Attachment B of this report.

ENVIRONMENTAL AND CULTURAL CONTEXT

ENVIRONMENTAL CONTEXT

The city of Pleasanton is located in eastern Alameda County, California, in the San Francisco Bay Area, an area that is marked by northwest-trending mountain ranges. The ranges bounding the region are the North Coast Ranges to the north, the Diablo Range to the east, and the Santa Cruz Mountains to the southwest (Meyer and Rosenthal 2007). The region contains numerous east/west-trending valleys, including the Amador Valley, where the project site is located (Meyer and Rosenthal 2007). Pleasanton is bounded by the Diablo Range foothills to the north and south, the Livermore Valley to the east, and the coastal Pleasanton Ridge on the west (Architectural Resources Group 2012). Multiple major water sources can be found in the project vicinity, along with smaller seasonal drainages, the closest of which to the APE is Arroyo del Valle (0.3 mile north of Lions Wayside Park), a tributary of the larger Alameda Creek (Architectural Resources Group 2012).

The natural setting of the project vicinity would have provided a favorable environment for prehistoric populations because of the abundant flora, fauna, and artesian water supplies. The region would have been characterized by perennial grasses and scattered oak woodlands, with riparian corridors distributed throughout. Thus, typical fauna would have consisted of species such as black-tailed jack rabbit (*Lepus californicus*), coyote (*Canis latrans*), gray fox (*Urocyon cinereogenteus*), gray squirrel (*Sciurus griseus*), and rabbit (*Sylvagus* sp.). Large mammals also would also have been present and would have included black-tailed deer (*Odocoileus hemionus columbianus*) and mountain lion (*Felis concolor*). Bird species represented were golden eagles (*Aquila chrysaetos*), horned larks (*Eremophila alpestris*), meadowlarks (S*turnella* sp.), red-tailed hawks (*Buteo jamaicensis*), turkey vultures (*Cathartes aura*), and western bluebirds (*Sialia mexicana*), among others (East Bay Regional Park District 2012). Reptiles such as alligator lizards (*Elgaria multicarinata*), gopher snakes (*Pituophis catenifer catenifer*), king snakes (*Lampropeltis californiae*), and rattlesnakes (*Crotalus oreganus oreganus*) were also present (East Bay Regional Park District 2012).

ARCHAEOLOGICAL CONTEXT

Although the vicinity northeast of the Amador-Livermore Valley has exhibited evidence of the longest human occupation sequence in the San Francisco Bay Area (dating between 9,900 and 700 years old) (Meyer and Rosenthal 2007), there have been no such sites dating between 9,900 and 700 years old identified in the project site.

The Amador-Livermore Valley has been occupied by people for several thousand years, but until recently there have been few efforts to create a local cultural sequence. The first cultural sequence developed for Central California was formulated in the Sacramento–San Joaquin Delta area in the 1930s (Heizer and Fenega 1939). The focus was on large cemetery mounds, which led to a three-part scheme—Early, Middle, and Late Horizons—

based on changes in the kinds and quantities of grave-associated artifacts and burial positions. The scheme was augmented by Beardsley to include the San Francisco Bay Area coast, resulting in the Central California Taxonomic System (Beardsley 1948, 1954). Fredrickson (1973, 1974) revised the Central California Taxonomic System, proposing the "pattern," a more flexible system that looked at behavior and day-to-day subsistence activities, in addition to ceremonial practices (Fredrickson 1973). The system, which focused on the North and East Bay, identified three periods—Paleoindian, Archaic, and Emergent—that together encompass the entire time span of human occupation of the region.

The Paleoindian period (circa 13,000–8,000 years Before Present [B.P.]) was a time of major environmental change and rapidly rising sea levels. Few archaeological remains from this period have been identified in Northern California. These people probably subsisted on big game and minimally processed plant foods, and had no or few trade networks. Paleoindian site types are primarily burial locations, butchering sites, occupation sites, workshops, or isolated finds (Chartkoff and Chartkoff 1984),

The Archaic period (8,000–1,500 B.P.) is characterized by the increased use of plant foods, elaboration of burial and grave goods, and increasingly complex trade networks (Bennyhoff and Fredrickson 1994; Moratto 1984). Artifacts typical of this period include milling slabs and handstones, wide-stem projectile points, and cobble core tools. The significant increase in the number of known archaeological sites dating to the Middle Archaic period (5,000–2,500 B.P.) may be attributable to a more sedentary population.

The Emergent Period (A.D. 500–1,800) is marked by the introduction of the bow and arrow, the ascendance of wealth-linked social status, and the elaboration and expansion of trade networks, signified in part by the appearance of clam disc money (Moratto 1984).

ETHNOGRAPHIC PERIOD

The project site is positioned in what was once the Chochenyo territory of the Ohlone, a group that included approximately 50 distinct and politically autonomous tribelets (Kroeber 1925; Heizer 1978). Natural landscapes and physiographic features served as tribelet delineators, with each autonomous unit containing as few as 50 people or as many as 500. Tribelet populations, however, usually averaged around 200 individuals (Levy 1978).

Penutian peoples migrated into central California around 4,500 years ago and were firmly settled around San Francisco Bay by 1,500 years ago. The descendants of the native groups who lived between the Carquinez Strait and the Monterey area are known as the Ohlone, although they are often referred to by the name of their linguistic group, Costanoan. This group is part of the Utian language family and comprises eight distinct dialects thought to represent separate ethnic groups. Approximately 40 Ohlone tribelets were documented ethnographically (Levy 1978:485–495).

An Ohlone household was made up of about 15 individuals. Households grouped together to form villages, which in turn combined to form tribelets. A tribelet is a politically independent landholding group that exercised control of its resources. Most California tribelets consisted of approximately 200 people (Levy 1978). Tribelets cooperated in ceremonial activities, resource procurement, and conflict resolution.

At the time of contact, the Ohlone had a seasonal hunting and collecting economy, often husbanding plant and animal resources for a better harvest. They used numerous vegetal materials, including acorns, a variety of seeds and bulbs, and tule reeds from which skirts and boats were constructed. Deer, elk, rabbits, quail, and other game

were hunted. A variety of shellfish, including mussel, abalone, and clam, were harvested in addition to several species of fish, sea lion, sea otter, and harbor seal (Levy 1978). The Ohlone traded with neighboring groups, importing pinyon nuts while exporting Olivella and Haliotis shells, hematite (cinnabar), and salt (Levy 1978).

Intensive European exploration and settlement of the Bay Area began in the late 18th century, and disruption of indigenous lifeways by nonnative groups began with the establishment of two missions in the South Bay starting in the late 1770s. Missionization not only decimated local populations through disease, but also relocated native peoples from throughout the San Francisco Bay Area. Mission San Francisco was founded in 1776 and drew Ohlone from the entire Bay Area; Mission Santa Clara, just outside of San Jose, was founded in 1777, and also drew Ohlone from the Bay Area. Although the population of the Ohlone at the time of contact cannot be determined because of the impacts from the earliest contact with European explorers, it has been estimated to have ranged from 7,000 to 10,000 people (Kroeber 1925; Levy 1978). By 1832, this number had dropped to only 2,000 as a result of disease and other effects of missionization. After the disbanding of the missions in 1834, native people in the Bay Area moved to ranchos, where they worked as manual laborers (Levy 1978:462–470).

Missionization relocated native peoples from throughout north-central California into the San Jose area. Despite the decline in the Ohlone population and other adverse effects of missionization, Native Ohlone people are still a strong presence throughout Alameda County. The Ohlone people are represented by a variety of organizations: the Muwekma Ohlone Tribe, the Amah-Mutsen Band of Ohlone/Costanoan Indians, the Ohlone/Costanoan Esselen Nation, Costanoan Band of Carmel Mission Indians, the Costanoan Ohlone Rumsen-Mutsen Tribe, the Costanoan-Rumsen Carmel Tribe, and the Indian Canyon Band of Costanoan, Mutsen Indians. These organizations regularly concern themselves with the preservation of cultural information and traditions, the depletion of archaeological sites that reflect their heritage, and the protection of sacred lands.

HISTORIC PERIOD

ALAMEDA COUNTY

State officials formed Alameda County in 1853 by incorporating the western and southern sections of Contra Costa County and a portion of Santa Clara County. The county seat was the town of Alvarado until officials relocated it to San Leandro in 1856; in 1873 the county seat was moved to Oakland, where it has remained (Hoover et al. 1990:1).

As early as 1769, the Spanish explorer José Francisco Ortega led an expedition through present-day Alameda County. Seven years later, Juan Bautista de Anza and Pedro Font traveled through the region. In the early 1800s, Spain established the Misión del Gloriosísimo Patriarca Señor San José, currently referred to as Mission San Jose, 15 miles northeast of the present-day city of San Jose. Under the direction of Father Fermín Lasuen, Mission San Jose prospered as an agricultural and educational center for the surrounding rural area (Hoover et al. 1990:1–2).

In 1822, Mexico gained independence from Spain and began allowing its citizens land grants throughout Alta California. In 1848, the United States defeated Mexico in the Mexican-American War, and Mexico surrendered Alta California through the Treaty of Guadalupe Hidalgo. In the same year, the Gold Rush brought hundreds of immigrants to Alameda County on their way to the gold fields of California. Attracted by the fertile land and mild climate of the East Bay, many chose to stay to start a new life. The area quickly became one of the leading agricultural hubs of California, with agriculture, dairy farming, and livestock grazing serving as the principal industries of the period.

PLEASANTON

The area that became Pleasanton was originally part of a land grant associated with Augustine Bernal, who arrived in the region in 1850. Bernal's land grant, known as *Rancho el Valle de San Jose*, stretched for several hundred thousand acres, while rancho headquarters were located in an area known as Alisal. Alisal was a stopping point along one of the many routes to the gold fields during the Gold Rush years. During the rancho period, the region around Pleasanton was used primarily for cattle grazing. After a crippling drought in the 1860s that killed off a high percentage of cattle, agriculture became the mainstay of the region, with hay, barley, and grain doing particularly well. Settlers also became involved in sheep ranching during this time (Wainwright and the Museum on Main 2007:7; Davis 1976:10).

In the 1860s, two son-in-laws of the Bernal family, John W. Kottinger and Joshua Neal donated portions of their land located near the village of Alisal to establish the community of Pleasanton. Kottinger, originally from Austria, arrived in Alameda County after a brief stay in San Francisco. After marrying into the prominent Bernal family, he served as justice of the peace for Alameda County for several years. Neal was a native of New England and came to California in 1847 (Davis 1976:10).

Pleasanton was named after Civil War army cavalry Major General Alfred Pleasonton. Early on, the U.S. Post Office changed the spelling to "Pleasanton" in error. In 1869, Kottinger and Neal donated additional land to lay tracks for the Transcontinental Railroad nearby. Pleasanton's population of 500 grew quickly after the railroad tracks came through town, providing the promise of new transport and trade opportunities. The establishment of the railroad assured the movement of goods to markets and established the community as a major center of business and agriculture (Davis 1976:10).

The favorable climate and abundant water attracted settlers to the region. The new arrivals bought up subdivided land tracts for farming and ranching. Crops included various fruits, nuts, grapes, and grains. In addition, thoroughbred horses and horseracing became popular and remained a major attraction into the early 20th century. The city of Pleasanton incorporated in 1894, and by the turn of the 20th century, the community was thriving and included several businesses including banks, hotels, and liveries as well as warehouse, churches, and a community center (Wainwright and the Museum on Main 2007: 33).

Agriculture remained a driving force in the region's economy into the 20th century. The new century saw the introduction of the hops industry, which remained successful until the coming of Prohibition in the 1920s, when sugar beets and dairy and chicken farming replaced hops. In 1930, Jackson and Perkins Rose Company established its headquarters in the area as part of the growing rose hybridization industry (Davis 1976:22–24, 109).

The turn of the 20th century also saw the local agricultural industry become more tied to the larger economies of Oakland and San Francisco, resulting in relatively stagnant growth until the post–World War I years. During the Great Depression of the 1930s, Henry J. Kaiser started the gravel industry, which remained profitable and provided new employment opportunities to the community for decades. By the latter years of the 20th century, Pleasanton was thriving.

During World War II, Pleasanton was a center for training and deployment of troops overseas. The military established Camp Parks (part of the Naval Construction Battalion Center/SeaBees), Camp Shoemaker, and an associated naval hospital near Pleasanton, which generated an influx of people and construction activity in the

community. Following the war, many residents stayed on as Pleasanton became a fledgling Cold War research and development center. By this time the population was roughly 3,500.

By the late 20th century, agricultural land gradually gave way to growing suburbs and business and industrial parks. The development of Interstates 580 and 680 and later the Bay Area Rapid Transit connection to Pleasanton resulted in tremendous growth in the region and established Pleasanton as a bedroom community of the greater metropolises of Oakland and San Francisco. The population of Pleasanton is approximately 70,000. (Davis 1976:76, 78, 109; Wainwright and the Museum on Main 2007: 8).

DEVELOPMENT OF RECREATIONAL PARKS

In the late 19th century, Frederick Law Olmsted and his colleagues began to design municipal parks in the United States based on the principles of the European pastoral picturesque movement in landscape design. These early municipal parks, including Central Park in New York and Golden Gate Park in San Francisco, were meant to serve as pleasure grounds and provide a country escape from the "evils" of the city for the elite. The location of pleasure grounds at the outskirts of cities often made them accessible only to the upper classes, who could afford transportation outside the city.

Pleasure grounds, also called ornamental parks, were often donated by prominent citizens and designed to create an ideal picture of nature and to facilitate activity. These parks included walking paths, water features, ball fields, and other landscape design features to promote outdoor recreation. Early pleasure grounds often included menageries and animal paddocks to provide amusement and education about animals. Architecture in the parks was discouraged during this period because buildings were seen as intrusions into the scenic landscape that parks were intended to create. Buildings were accommodated only where necessary and were sited to avoid interfering with the appearance of landscape design features. Pleasure grounds flourished in America from about 1850 to 1900 and laid the foundation for many of our country's most beloved parks (Page & Turnbull 2009: 19).

Beginning around 1900 and continuing through the 1930s, the reform movement began to influence the design of municipal parks. During this period, the concept of leisure time was introduced as industry became subject to tighter regulation, working hours decreased, and vacations became available to the working class. These "reform parks" were meant to provide organized activities for children and the working class and were managed by professionals such as social workers. Parks developed during this period were created for the middle class and often were located closer to the city or incorporated public-transportation access.

The playground movement also flourished during this period as play began to be seen as an activity that molded children into good citizens. Playgrounds were so popular during the period that often they were inserted into existing parks. A wide range of activities was promoted in reform parks and included facilities for physical, social, aesthetic, and civic enjoyment. Athletics were a primary focus of these activities, and parks accommodated sports such as tennis and baseball. During the reform era, buildings became necessary to provide facilities for activities. Building types such as the fieldhouse, an ancillary athletic facility that usually housed locker rooms and was associated with a stadium or playing field, began to evolve at this time (Page & Turnbull 2009:19).

The evolution of parks as recreational facilities evolved from 1930 to around 1965. With the abandonment of reform concepts after the Great Depression, parks were no longer seen as idealistic vehicles to social reform, but as necessary components of the urban landscape. Park facilities no longer needed a greater social justification and recreation was accepted as a crucial part of life and the demand for park facilities grew along with the population.

Parks also became bureaucratic institutions during this time, and the first park master plans were created to organize park development. Parks were seen as places to promote the public good, as evidenced by the many Works Progress Administration projects carried out in parks in the late 1930s and the use of parks to sell war bonds and house other home-front wartime efforts during World War II. As a result, parks became the foreground of community activity during this period. After World War II, the focus in park design was on repairing existing parks that had deteriorated during the Depression and war, and on constructing new parks in the early 1950s in response to the postwar baby boom. In the latter portion of this period, parks were seen as highly functional institutions and the form of these parks was very different from their early picturesque pleasure-ground prototypes. Late-recreation-era parks were devoid of plantings in favor of hard surfaces, which were easier to maintain, and park infrastructure and site furnishings became a standardized kit of parts. As parks became more function driven, the creativity of their design was often lost, as seen in the abundance of multifunctional buildings and parking lots constructed during this period (Page & Turnbull 2009:19–20).

During and after the late 1960s, parks became more specialized and were seen as important vehicles for local tourism. The open space system evolved as competition for urban land precluded traditional park models and parks were seen as a means of providing much-needed areas of open space for the urban population. As the middle class moved from the cities to the suburbs, new parks were created to cure urban blight, as vacant lots and were converted into pocket parks. This period also saw changes in the form and definition of urban parks, which now included bicycle lanes, urban waterfronts, plazas and pedestrian walkways. By the end of the 20th century, park design had come full circle, as park planners sought to reclaim some of the urban open space they had first recognized during the early 20th century as necessary to the experience of American cities (Page & Turnbull 2009: 20).

DEVELOPMENT OF PARKS IN PLEASANTON

Pleasanton's first park, Kottinger Park, was named for John W. Kottinger, who named the city of Pleasanton (City of Pleasanton Chamber of Commerce 2015). Kottinger Park was Pleasanton's only park until the late 1950s. In 1957, the Lions Club in Pleasanton reached an agreement with the Southern Pacific Railroad to allow a portion of the railroad right-of-way to be developed two parks. The park on the west side of Neal Street was named Delucchi Park after the former police chief, and it was dedicated by the Local Police Association and the Lions Club in 1957. The park on the east side of Neal Street was Wayside Park. Both parks became part of the municipal park system in the early 1960s. In 1976, the Lions Club built a bandstand in Wayside Park; in 2000, the City of Pleasanton renamed that park Lions Wayside Park while the park on the west side of Neal Street remained Delucchi Park (*Valley Times* 1976; *The Independent* 2004). Today there are 45 parks in Pleasanton that range from providing passive recreational services like Delucchi and Lions Wayside Parks to soccer and baseball fields, skateboarding, trails/open space, dog parks, and picnic grounds (City of Pleasanton 2015).

RESULTS AND FINDINGS

RECORDS SEARCH RESULTS

A records search was conducted within the APE, defined as the parcels containing the project components. This search did not identify any previously conducted cultural resources studies in the APE, but two (S-25378 and S-40906) were previously conducted in the surrounding 0.5-mile study area. No previously identified cultural resources were recorded in the APE or the 0.5-mile study area.

Table 1. Previous Investigations within One-Half Mile of the Project Site			
NCIC Report #	Title	Year	Author(s)
S-25378	*Architectural/Historical Analysis for Cingulair Site No. PL-932-01: Santa Rita Office Negative Results*	2002	Losee, Carolyn, Archaeological Resources Technology
S-40906	*An Architectural Survey for the Kottinger Senior Housing Project Pleasanton, Alameda County, California*	2013	Beard, Vicki, Tom Origer and Associates
Source: Data compiled by AECOM in 2015			

SURVEY RESULTS

A single milled-lumber wooden feature was identified within the northwestern creek wall at Lions Wayside Park and beneath the existing stone-lined retaining feature of Kottinger Creek. A historic railroad spur ran adjacent to this area, but it is not related to this wooden feature because of the feature's position on the creekside and beneath the existing but degraded retaining wall. It more likely served as a foundation for the creek's retaining wall, which, although unconfirmed, may date to the 1957 construction of Lions Wayside Park. No other cultural materials or features were identified in either Lions Wayside Park or Delucchi Park.

ARCHAEOLOGICAL RESOURCES

A single wooden platform feature was identified in the creek wall at Lions Wayside Park. As described above, it was determined to not be associated with the railroad and likely dates to the 1957 construction of the park. The resource is evaluated below.

EVALUATION

The wooden feature does not appear to be associated with significant events or trends in history that would qualify it under NRHP/CRHR Criterion A/1. It is a wooden base upon which retaining wall stones were laid. Such a feature is not associated with persons who played an important role in the history of Pleasanton or the larger region, overall. Therefore, the feature does not appear to meet NRHP/CRHR Criterion B/2. The feature does not represent the work of a master architect or possess high artistic values. For these reasons, the wooden feature beneath the retaining wall does appear to meet NRHP/CRHR Criterion C/3. Under NHRP/CRHR Criterion D/4, the feature does not appear likely to be the source of important information and does not appear to meet this criterion.

In summary, the wooden feature does not appear NRHP/CRHR eligible and is therefore not considered a historic property under Section 106 of the NHPA or a historical resource for the purposes of CEQA, and no subsequent archaeological measures are required. No additional archaeological features, sites, or artifacts were identified during the archaeological survey.

BUILT-ENVIRONMENT RESOURCES

Five historic-era resources—two parks (considered one resource), an ice house, and three culverts—are located in the project site. Below is a description and evaluation of each resource. See Attachment C for more detailed information on the three properties.

LIONS WAYSIDE AND DELUCCHI PARKS

Description

Lions Wayside and Delucchi Parks are considered one resource because they were developed at the same time (in 1957) and are managed by the City as one park. Delucchi Park is situated between Angela and Neal Streets and fronts First Street. It features a manicured lawn, mature trees, shrubs, gravel pathways, some benches, and a modern restroom facility constructed in 2005. Across Neal Street is Lions Wayside Park. This park is similar to Delucchi Park but also has picnic tables, BBQ pits, and the Chan Henderson Bicentennial Bandstand (built in 1976). Kottinger Creek flows behind both parks.

Evaluation

Lions Wayside and Delucchi Parks do not appear to meet the criteria for the NRHP or the CRHR. The parks were developed in 1957 using former railroad right-of-way land and were dedicated by the Local Police Association and Pleasanton's Lions Club. Before this, the City had only one park, Kottinger Park. The two parks became part of the City's municipal park system in the early 1960s. Lions Wayside and Delucchi Parks do not appear to be associated with significant events in area history and do not appear important within the context of park development regionally or within Pleasanton. Therefore, the parks do not appear to meet NRHP/CRHR Criterion A/1. The parks have no known associations with persons significant in our past. Although Delucchi Park is named for John Delucchi, a former Pleasanton chief of police, the park is not the best place to represent any possible significance associated with Delucchi, who was the city's chief of police for 22 years. Therefore, the parks do not appear to meet NRHP/CRHR Criterion B/2. As a landscape feature, the two parks are not architecturally significant. Rather, they are modest examples of municipal parks and lack distinctive characteristics and do not possess high artistic qualities. Lions Wayside and Delucchi Parks include design features and amenities typically found in parks dating to the mid-20th century, and thus, do not appear to meet NRHP/CRHR Criterion C/3. Lastly, the parks do not appear to be the source of important information and do not appear to meet NRHP/CRHR Criterion D/4.

The parks do retain integrity, but they lack historical and architectural significance. In summary, Lions Wayside and Delucchi Parks do not appear eligible for the NRHP or the CRHR and therefore are not considered historical resources for the purposes of CEQA.

PLEASANTON ICE HOUSE

Description

The Pleasanton Ice House is a single-story, wood-frame building that rests on a raised foundation. It has a side-gable roof clad in rolled composition shingles. Beneath the gables is a rectangular louvered vent and the gables are sheathed in vertical wood siding. The remaining part of the building is sheathed in replacement T-111 siding. A shed roof extends beneath the south gable. A payment machine is attached to the south elevation of the building

and there are two small rectangular openings. The main entrance is on the east elevation and is set with a metal sliding door. This elevation also includes an attached wood platform that is accessed by an open wood staircase. The platform is surrounded by two metal chains supported by metal posts. The north elevation features a small box attached to the wall.

Evaluation

The Pleasanton Ice House does not appear to meet the criteria for the NRHP or the CRHR. The exact date of construction is unknown, but based on map research, the Ice House was likely constructed circa 1943. It appears on a 1943 map produced by the Sanborn Map Company at the northwest corner of Angela Street and First Street. That map depicts the building with an eastern orientation. Nearby were steel oil tanks on concrete bases and a railroad switch. Opposite the switch was a coal shed (Sanborn Map Company 1943:11). The 1907 map shows this site as being the H. Arendt & Company, and several lumber sheds were located there at the time (Sanborn Map Company 1907:11), but in 1903 the company had a large warehouse in this location. The building was moved to its present location in Lions Wayside Park (established in 1957) at an unknown date, but after 1966 according to historic aerials (Historic Aerials 2015). The building continues to serve as a commercial ice house.

The building does not appear to be associated with significant events or trends in history that would qualify it under NRHP/CRHR Criterion A/1. Ice houses were a common feature in towns across California in the 20th century. Research does not support that this particular building played an important role in the commercial development of Pleasanton, and thus, it does not appear to meet NRHP/CRHR Criterion A/1. Research also did not reveal that the building is associated with persons who played an important role in the history of Pleasanton or the larger region, overall. Therefore, the building does not appear to meet NRHP/CRHR Criterion B/2. Architecturally, the building does not display distinctive characteristics for its type, period, or method of construction. It is a ubiquitous style for a wood-frame ice house and does not represent the work of a master architect or possess high artistic values. For these reasons, the Ice House building does not appear to meet NRHP/CRHR Criterion C/3. Under NHRP/CRHR Criterion D/4, the building does not appear likely to be the source of important information and does not appear to meet this criterion.

The Pleasanton Ice House was also considered under NRHP Criterion Consideration B and CRHR special consideration for moved buildings. The property does not appear architecturally significant, nor does it appear to be associated with a historic event or person. Therefore, it does not appear to meet NRHP Criterion Consideration B. Under the CRHR special consideration, the building is not eligible for the CRHR and it is no longer in a location compatible with its original character. The building now sits in a municipal park, where previously it was situated near a railroad spur with other industrial structures. Furthermore, its orientation has changed: it now faces a westerly direction, while at its original location, it faced east.

In addition to lacking historical and architectural significance, the Ice House building lacks integrity. It lost integrity of location, setting, feeling, and association when it was moved from a more industrial area to a city park. It also has lost integrity of materials because it has replacement siding, a chain-link railing, and a payment station that was added at a later date.

In summary, the Pleasanton Ice House does not appear NRHP/CRHR eligible and is therefore not considered a historic property under Section 106 of the NHPA or a historical resource for the purposes of CEQA.

CULVERT NO. 1

Description

This is a concrete box culvert that carries Kottinger Creek beneath Angela Street. It is approximately 12 feet wide. On either side of the culvert are stone walls that are part of retaining wall that runs along a portion of the creek.

Evaluation

This culvert does not appear to meet the criteria for the NRHP or the CRHR. The exact construction date of the culvert is unknown, although it likely was built at the same time as the nearby Neal Street culvert (1937). The culvert serves an important function as a water feature in the park; however, it is not known to have any direct association with significant events in the City or the region, overall. Under Criterion B/1, the culvert is not known to be directly associated with persons important to the history of the region. As an engineering feature, this type of culvert, concrete box, is commonly found throughout the area. Furthermore, the resource does not represent the work of a master engineer. Therefore, it does not appear to meet NRHP/CRHR Criterion C/3. The culvert does not appear likely to be the source of important information and does not appear to meet NRHP/CRHR Criterion D/4.

Although the culvert appears to retain integrity, it lacks historical and architectural significance and does not appear NRHP/CRHR eligible and therefore is not considered a historic property under Section 106 of the NHPA or a historical resource for the purposes of CEQA.

CULVERT NO. 2

Description

This concrete box culvert carries Kottinger Creek beneath Neal Street. The west side of the culvert was largely obscured by vegetation at the time of the survey. The east side had a date stamp of 1937 and some stone on either side. The culvert is approximately 12 feet wide.

Evaluation

This culvert does not appear to meet the criteria for the NRHP or the CRHR. The culvert likely dates to 1937, based on the date stamp. Research did not reveal any direct associations with significant events in history or ties to important persons in area history, and therefore the culvert does not appear to meet NRHP/CRHR Criteria A/1 and B/2. As an engineering feature, this type of culvert, concrete box, is ubiquitous and typically found throughout the region. It does not represent the work of a master engineer and thus does not appear to meet NRHP/CRHR Criterion C/3. The culvert does not appear likely to be the source of important information and does not appear to meet NRHP/CRHR Criterion D/4.

The culvert appears to retain integrity, but it lacks historical and architectural significance and does not appear NRHP/CRHR eligible. Therefore, it is not considered a historic property under Section 106 of the NHPA or a historical resource for the purposes of CEQA.

CULVERT NO. 3

Description

This concrete box culvert is approximately 12 feet wide. Very little stone or concrete is situated on either side of the culvert. It carries Kottinger Creek under First Street.

Evaluation

This culvert does not appear to meet the criteria for the NRHP or the CRHR. Research did not reveal the exact construction date for this culvert, but it likely dates to the late 1930s when similar culverts were constructed at Angela and Neal Streets. Research did not reveal any direct associations with significant events in the history of Pleasanton or ties to important persons in the region; therefore, this culvert does not appear to meet NRHP/CRHR Criteria A/1 and B/2. As an engineering feature, this type of culvert, concrete box, is ubiquitous and typically found throughout the region. The culvert also does not represent the work of a master engineer and therefore does not appear to meet NRHP/CRHR Criterion C/3. The culvert does not appear likely to be the source of important information and does not appear to meet NRHP/CRHR Criterion D/4.

The culvert appears to retain integrity, but it lacks historical and architectural significance and does not appear NRHP/CRHR eligible. Therefore, it is not considered a historic property under Section 106 of the NHPA or a historical resource for the purposes of CEQA.

CONCLUSION AND RECOMMENDATIONS

ARCHAEOLOGICAL RESOURCES

The records search conducted at the NWIC failed to indicate the presence of previously recorded archaeological resources within the project APE or the study area radius. At Lions Wayside Park, a single wooden feature was identified in the creek wall beneath a stone retaining wall. Although it appears to date to the park's construction in 1957, it fails to meet the NRHP or CRHR eligibility criteria and lacks archaeological or historical significance. This wooden feature is not considered an historic resource for the purposes of CEQA.

Because a response from the NAHC has not yet been received, known locations of Native American sacred sites cannot be included in this report. There are no previously recorded archaeological resources in the project APE or the study area radius. Although the park locations are positioned on a flat area above a small creek, which could suggest an elevated potential to contain buried archaeological resources, the presence of intact subsurface deposits is unlikely because of the degree of previous development such as park construction, railroad activities, road construction and maintenance, and erosion control efforts.

Because the project site already is almost entirely developed, it is unlikely that previously undocumented archaeological resources are still present on the site. If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted within 24 hours to assess the significance of the find in accordance with the City's direction.

BUILT-ENVIRONMENT RESOURCES

Five historic-era built-environment resources are located in the project APE. The resources—two parks (Lions Wayside and Delucchi and Parks), the Pleasanton Ice House, and three culverts—do not appear to meet the criteria for listing in the NRHP and/or the CRHR because of a lack of historical significance. They are also not considered historical resources for the purposes of CEQA.

REFERENCES

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ATTACHMENT A

Native American Consultation

TRANSMISSION VERIFICATION REPORT

TIME : 03/30/2015 02:56
NAME :
FAX :
TEL :
SER.# : BROL3J942313

DATE,TIME	03/30 02:55
FAX NO./NAME	919163735471
DURATION	00:00:58
PAGE(S)	04
RESULT	OK
MODE	STANDARD ECM

AECOM
300 California, Suite 400
San Francisco, CA 94104
www.aecom.com

415 955 2800 tel
415 796 8200 fax

Facsimile

To	**NATIVE AMERICAN HERITAGE COMMISSION**	Pages	3
Fax	(916) 373-5471 – Fax		
Subject	Sacred Lands File Request		
From	Kerry Boutte		
Date			

Please see attached pages for a sacred land files request.
Thank you,
Kerry Boutte

AECOM
300 California Street
Suite 400
San Francisco, CA 94104
www.aecom.com

415 796 8100 tel
415 796 8200 fax

March 30, 2015

Debbie Pilas-Treadway
California Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691

Subject: Lions Wayside and Delucchi Parks, Pleasanton, California

Dear Ms. Pilas-Treadway:

AECOM is conducting a Cultural Resources Constraints Report for the above-referenced project. The project area is located in Alameda County in Township 3S, Range 1E of the Livermore and Dublin, CA 7.5' USGS topographic quadrangle maps and is delineated on the enclosed map.

The City of Pleasanton (City) is planning to upgrade and improve its park and recreational facilities at Lions Wayside and Delucchi Parks. The project would enhance public access and park use, safety, and aesthetics. The proposed project's goals and proposed features include a new, expanded bandstand and open plazas and walkways that would create a gateway to Pleasanton's historic downtown.

As part of this endeavor we would appreciate any information you can provide regarding prehistoric, historic, or ethnographic Native American values that may be present near or within this project area. We would appreciate your checking the Sacred Lands Files to see if there are any culturally sensitive areas within the project vicinity. If you have any concerns regarding Native American issues related to the overall project, please contact me at (415) 955-2892 or by mail at your earliest convenience. You may also contact me at kerry.boutte@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Respectfully yours,

Kerry L. Boutte

Sacred Lands File Request

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715 - Direct Line
(916) 373-3710 - Main Line
(916) 373-5471 – FAX
nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: Pleasanton Lions Wayside and Delucchi Parks

County Alameda

USGS Quadrangle Livermore and Dublin 7.5 Minute Series

Name

Township 3S Range 1E Section(s)

Company/Firm/Agency:
AECOM

Contact Person: Kerry Boutte

Street Address: 2020 L Street Suite 400

City: Sacramento Zip: 95811

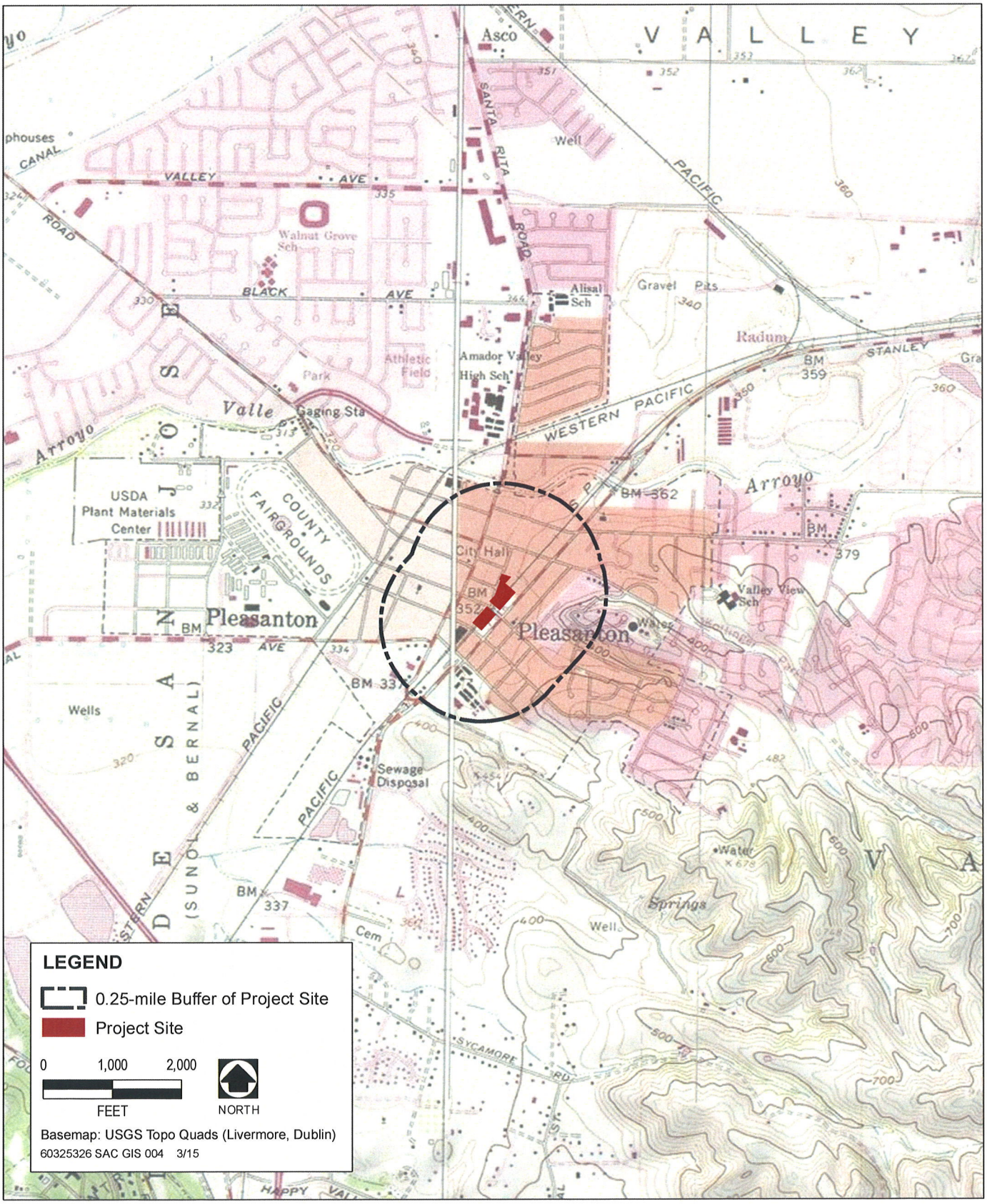
Phone: 415-955-2892

Fax: 415-788-4875

Email: kerry.boutte@aecom.com

Project Description:

The City of Pleasanton (City) is planning to upgrade and improve its park and recreational facilities at Lions Wayside and Delucchi Parks. The project would enhance public access and park use, safety, and aesthetics. The proposed project's goals and proposed features include a new, expanded bandstand and open plazas and walkways that would create a gateway to Pleasanton's historic downtown.



Cultural Records Search Map

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd.
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471

April 20, 2015

Kerry Boutte
AECOM
300 California Street, Ste 400
San Francisco, CA 94104

FAX: 415-796-8200

2 Pages

RE: Lions Wayside and Delucchi Parks project, Alameda County

Mr. Boutte;

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3713.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
Alameda County
April 15, 2015

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakkikehl@gmail.com
510-701-3975
Ohlone/Costanoan

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
240 E. 1st Street
Pomona , CA 91766
rumsen@aol.com
(909) 524-8041 Cell
(909) 629-6081
Ohlone/Costanoan

Katherine Erolinda Perez
P.O. Box 717
Linden , CA 95236
canutes@verizon.net
(209) 887-3415
Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister , CA 95024
ams@indiancanyon.org
(831) 637-4238
Ohlone/Costanoan

Linda G. Yamane
1585 Mira Mar Ave
Seaside , CA 93955
rumsien123@yahoo.com
(831) 394-5915
Ohlone/Costanaon

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas , CA 95036
muwekma@muwekma.org
(408) 205-9714
(510) 581-5194
Ohlone / Costanoan

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 400-4806 Cell

(650) 332-1526 Fax
Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152
Fremont , CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell

(510) 687-9393 Fax
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Amah MutsunTribal Band of Mission San Juan Bautista
Michelle Zimmer
789 Canada Road
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 851-7747 Home

(650) 332-1526 Fax
Ohlone/Costanoan

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City , CA 94587
soaprootmo@comcast.net
(510) 972-0645
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Lions Wayside and Delucchi Parks project, Alameda County

Boutte, Kerry

From: Boutte, Kerry
Sent: Tuesday, April 14, 2015 2:11 PM
To: 'nahc@pacbell.net'
Subject: Lions Wayside and Delucchi Parks Sacred Lands File Request
Attachments: 150330_NAHC request.pdf

Hello,

I faxed a Sacred Lands File and information request to your office on March 30, 2015. The project was for the Lions Wayside and Delucchi Parks project in Pleasanton, California. We have not yet received a response, and for your convenience I have attached a second copy of that request. Please let me know if there is any additional information that I can provide in order to facilitate a response.

Thank you,
Kerry L. Boutté, MA, RPA
AECOM | 300 California Street, Suite 400 | San Francisco, CA 94104
D 415.955.2892 M 225.301.1987
kerry.boutte@aecom.com

ATTACHMENT B

Additional Consultation

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

***Resource Name or #** (Assigned by recorder) Delucchi and Lions Wayside Parks

P1. Other Identifier: None

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Livermore **Date** 1961 (Revised 1980) **T** 3S; **R** 1E; ___ ¼ **of Sec** ____; _____ **B.M.**

c. Address 4501 and 4401 First Street City Pleasanton Zip 94566

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APNs: 94-102-6-2, 94-102-6-1, 94-103-11-3, 94-103-11-1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Delucchi and Lions Wayside parks are considered one resource because they were developed at the same time (in 1957) and are managed by the City as one park. Delucchi Park is situated between Angela and Neal streets and fronts First Street. It features a manicured lawn, mature trees, shrubs, gravel pathways, some benches, and a modern restroom facility constructed in 2005. Across Neal Street is Lions Wayside Park. This park is similar to Delucchi but also has picnic tables, BBQ pits, and the Chan Henderson Bandstand (built in 1976). Kottinger Creek flows behind both parks.

***P3b. Resource Attributes:** (List attributes and codes) HP31. Urban Open Space

***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, Delucchi Park, camera facing east, April 2, 2015

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1957 / Historic Photograph

***P7. Owner and Address:**
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

***P8. Recorded by:** (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
April 2, 2015

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. 2015. *Cultural Resources Inventory and Evaluation Report for the Lions Wayside and Delucchi Parks Project, City of Pleasanton, Alameda County, California*.

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Delucchi and Lions Wayside Parks

B1. Historic Name: Delucchi and Lions Wayside Parks
B2. Common Name: Delucchi and Lions Wayside Parks
B3. Original Use: Park B4. Present Use: Park
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) 1957 – built; 1976 – bandstand built in Lions Wayside Park; 2005 – restrooms built in Delucchi Park

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** None
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Park and Community Development **Area** Pleasanton/Alameda County
Period of Significance 1957 **Property Type** Municipal Park **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Delucchi and Lions Wayside parks do not appear to meet the criteria for the NRHP or the CRHR. The parks were developed in 1957 using former railroad ROW land and were dedicated by the Local Police Association and Pleasanton's Lions Club. Prior to this, the City only had one park, Kottinger Park, named for John W. Kottinger who named the City of Pleasanton (Pleasanton Chamber of Commerce 2015). The two parks became part of the City's municipal park system in the early 1960s (*Valley Times* 1976; *The Independent* 2004). Today there are 45 parks in Pleasanton that range from providing passive recreational services like Delucchi and Lions Wayside to soccer and baseball fields, skateboarding, trails/open space, dog parks and picnic grounds (City of Pleasanton 2015).

The Delucchi and Lions Wayside parks do not appear to be associated with significant events in area history and also do not appear important within the context of park development regionally or within Pleasanton. Therefore, the parks do not appear to meet NRHP/CRHR Criterion A/1. The parks have no known associations with persons significant in our past. Although Delucchi Park is named for John Delucchi, a former Pleasanton chief of police, the park is not the best place to represent any possible significance associated with Delucchi, who was chief of police in the City for 22 years. Therefore, the parks do not appear to meet NRHP/CRHR Criterion B/2. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

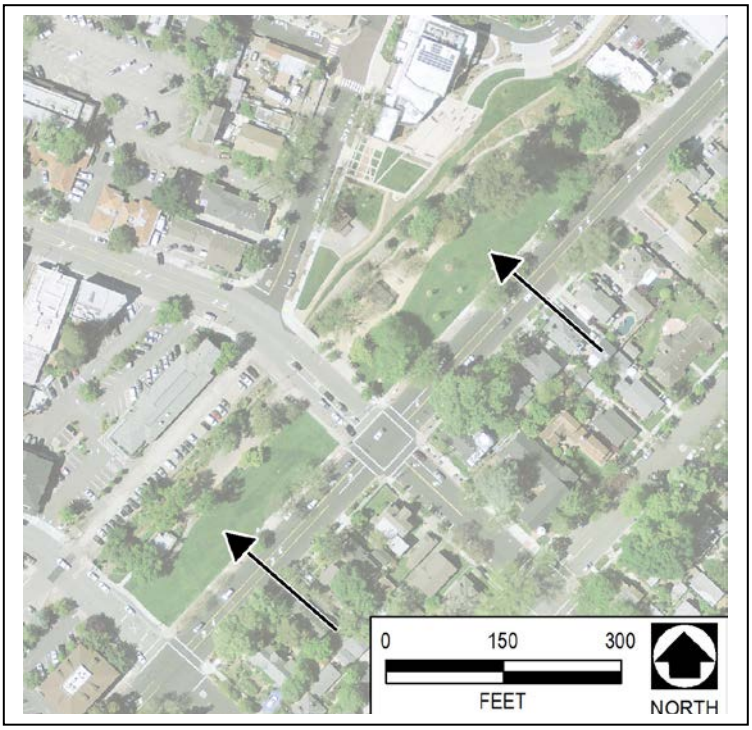
***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Patricia Ambacher

***Date of Evaluation:** April 2015

(This space reserved for official comments.)



Significance (cont)

As a landscape feature, the two parks are not architecturally significant. Rather they are modest examples of municipal parks and lack distinctive characteristics and do not possess high artistic qualities. They include design features and amenities typically found in parks dating to the mid-twentieth century, thus the two parks do not appear to meet NRHP/CRHR Criterion C/3. Lastly, the parks do not appear to be the source of important information and do not appear to meet NRHP/CRHR Criterion D/4.

The parks do retain integrity, but they lack historical and architectural significance. In summary, the parks do not appear eligible and therefore are not considered historical resources for the purposes of CEQA.

References (cont)

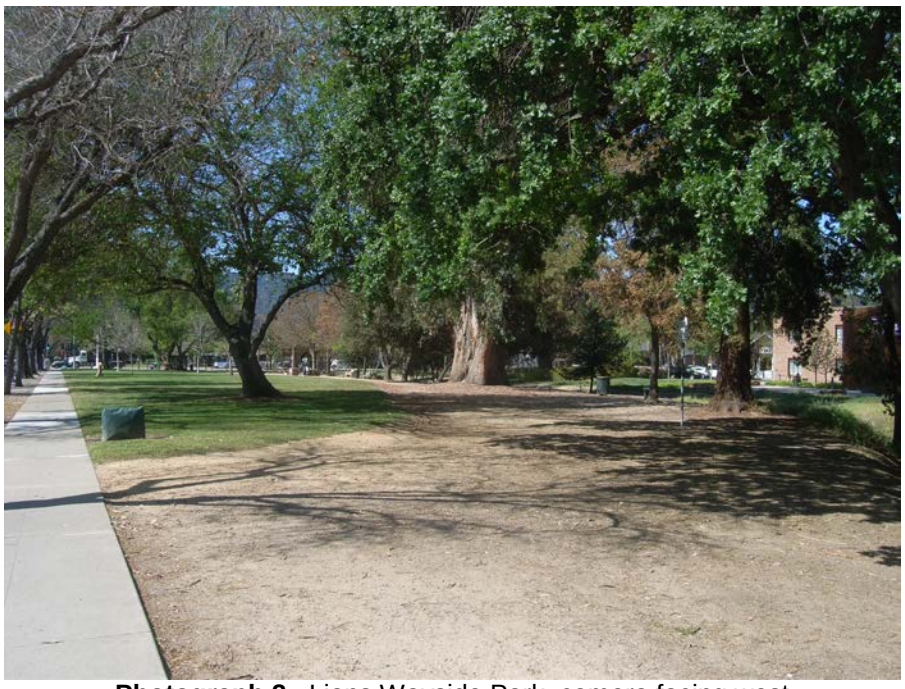
City of Pleasanton. 2015. "Community Services." Available at http://www.cityofpleasantonca.gov/gov/depts/cs/default.asp, accessed April 10.

City of Pleasanton Chamber of Commerce. 2015. "History of Pleasanton." Available at http://www.pleasanton.org/history-of-pleasanton.html, accessed April 10.

The Independent. 2004. "Lion's Wayside Park in Pleasanton Has History As A Community Gathering Place." January 8. On file at the Museum on Main, Pleasanton, California.

Valley Times. 1976. "SP Settlement Near Depot, 2 Blocks of Parks Face Uncertain Fate." March 25. On file at the Museum on Main, Pleasanton, California.

Photographs (cont)



Photograph 2. Lions Wayside Park, camera facing west

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Pleasanton Ice House

P1. Other Identifier: None

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Livermore **Date** 1961 (Revised 1980) **T** 3S; **R** 1E; __ ¼ **of Sec** ____; _____ **B.M.**

c. Address 57 W. Neal Street City Pleasanton Zip 94566

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APNs: 94-105-2-2 and 94-105-1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Pleasanton ice house is a single-story wood-frame building that rests on a raised foundation. It has a side-gable roof clad in rolled composition shingles. Beneath the gables is a rectangular louvered vent and the gables are sheathed in vertical wood siding. The remaining part of the building is sheathed in replacement T-111 siding. A shed roof extends beneath the south gable. There is a payment machine attached to the south elevation of the building and two small rectangular openings. The main entrance is on the east elevation and is set with a metal sliding door. This elevation also includes an attached wood platform that is accessed by an open wood staircase. The platform is surrounded by two metal chains supported by metal posts. The north elevation has a small box protruding from it.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, Pleasanton Ice House, camera facing north, April 2, 2015

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Ca. 1943/Sanborn Maps

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
April 2, 2015

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. 2015. *Cultural Resources Inventory and Evaluation Report for the Lions Wayside and Delucchi Parks Project, City of Pleasanton, Alameda County, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Pleasanton Ice House

B1. Historic Name: Unknown
B2. Common Name: Pleasanton Ice House
B3. Original Use: Ice House B4. Present Use: Ice House
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) ca. 1943 - built
***B7. Moved?** ☐ **No** ☒ **Yes** ☐ **Unknown** **Date:** estimated post-1966 **Original Location:** East of Angela Street and north of First Street (see Figure 1)
***B8. Related Features:** None
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Commercial Development **Area** Pleasanton/Alameda County
Period of Significance 1943 **Property Type** Ice House **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Pleasanton Ice House does not appear to meet the criteria for the NRHP or the CRHR. Its exact date of construction is unknown, but based on map research it was likely constructed in ca. 1943. It appears on a 1943 map produced by the Sanborn Map Company at northwest corner of Angela Street and First Street. That map depicts the building with an eastern orientation. Nearby were steel oil tanks on concrete bases and a railroad switch. Opposite the switch was a coal shed (Sanborn Map Company 1943:11). The 1907 map shows this site as being the H. Arendt & Company and there were several lumber sheds located there at the time (Sanborn Map Company 1907:11), but in 1903 the company had a large warehouse in this location. The building was moved to its present location in Lions Wayside Park (established in 1957) at an unknown date, but after 1966 according to historic aerials (Historic Aerials). The building continues to serve as a commercial ice house. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Patricia Ambacher

***Date of Evaluation:** April 2015

(This space reserved for official comments.)

Significance (cont)

The building does not appear to be associated with significant events or trends in history that would qualify it under NRHP/CRHR Criterion A/1. Ice houses were a common feature in towns across California in the twentieth century. Research does not support that this particular building played an important role in the commercial development of Pleasanton and thus it does not appear to meet NRHP/CRHR Criterion A/1. Research also did not reveal that the building is associated with persons who played an important role in the history of Pleasanton or the larger region, overall. Therefore, the building does not appear to meet NRHP/CRHR Criterion B/2. Architecturally the building does not display distinctive characteristics for its type, period, or method of construction. It is a ubiquitous style for a wood-frame ice house and does not represent the work of a master architect or possess high artistic values. For these reasons, the ice house building does not appear to meet NRHP/CRHR Criterion C/3. Under NHRP/CRHR Criterion D/4, the building does not appear likely to be the source of important information and does not appear to meet this criterion.

The Pleasanton ice house was also considered under NRHP Criterion Consideration B and CRHR special consideration for moved buildings. The property does not appear architecturally significant nor does it appear to be associated with a historic event or person. Therefore, it does not appear to meet NRHP Criterion Consideration B. Under the CRHR special consideration, the building is not eligible for the CRHR and it is no longer in a location compatible with its original character. The building now sits in a municipal park, where previously it was situated near a railroad spur with other industrial structures. Furthermore, its orientation has changed since it now faces a westerly direction when at its original location it faced east.

In addition to lacking historical and architectural significance, the building lacks integrity. It has lost integrity of location, setting, feeling and association when it was moved from a more industrial area to a city park. It has also lost integrity of materials because it has replacement siding, a chain-link railing, and a payment station was added at a later date.

In summary, the Pleasanton ice house does not appear NRHP/CRHR eligible and is therefore not considered a historical resource for the purposes of CEQA.

References (cont)

Historic Aerials. 2015. Pleasanton. Available at http://www.historicaerials.com/, accessed April.

Sanborn Map Company. 1907. *Pleasanton*. Sanborn Map Company, New York, NY.

_____. 1943. *Pleasanton*. Sanborn Map Company, New York, NY.

Photographs (cont)

Photograph 2. Pleasanton Ice House, camera facing west

Figure

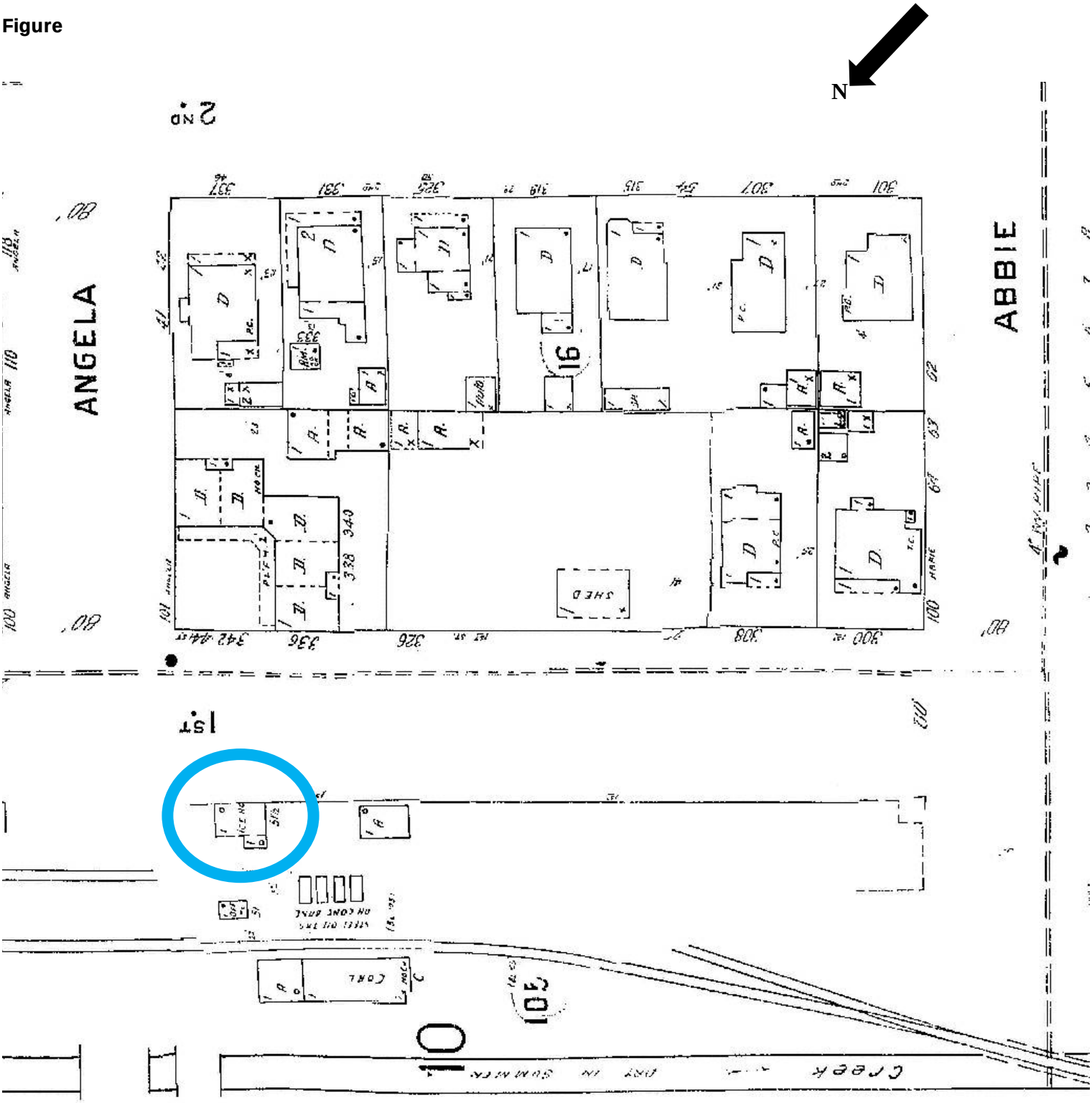


Figure 1. Ice House's original location
Source: 1907/1943 Sanborn Insurance Map, Pleasanton, California

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Culvert No. 1

P1. Other Identifier: None
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Livermore **Date** 1961 (Revised 1980) **T** 3S; **R** 1E; __ ¼ **of Sec** ____; _____ **B.M.**
c. Address _____ City Pleasanton Zip 94566
d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Located on the eastern side of Angela Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a concrete box culvert that carries Kottinger Creek beneath Angela Street. It is approximately 12 feet wide. On either side of the culvert are stone walls which are part of a retaining wall that runs along the creek.

***P3b. Resource Attributes:** (List attributes and codes) HP 11. Engineering Feature
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Culvert, April 2, 2015, camera facing west

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
ca. 1937 / Visual Inspection

***P7. Owner and Address:**
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

***P8. Recorded by:** (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
April 2, 2015

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. 2015. *Cultural Resources Inventory and Evaluation Report for the Lions Wayside and Delucchi Parks Project, City of Pleasanton, Alameda County, California.*

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Culvert No. 1

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Culvert B4. Present Use: Culvert
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) ca. 1937
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** None
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Water Conveyance **Area** Pleasanton/Alameda County
Period of Significance 1937 **Property Type** Culvert **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This culvert does not appear to meet the criteria for the NRHP or the CRHR. The exact construction date of the culvert is unknown, although it likely was built at the same time as the nearby Neal Street culvert (1937). The culvert serves an important function as a water feature in the park; however, it is not known to have any direct association with significant events in the City or the region, overall. Under Criterion B/1, the culvert is not known to be directly associated with persons important to the history of the region. As an engineering feature, this type of culvert, concrete box, is commonly found throughout the area. Furthermore, the resource does not represent the work of a master engineer. Therefore, it does not appear to meet NRHP/CRHR Criterion C/3. Under NRHP/CRHR Criterion D/4, the culvert does not appear likely to be the source of important information and does not appear to meet this criterion.

Although the culvert appears to retain integrity, it lacks historical and architectural significance and does not appear NRHP/CRHR eligible and therefore is not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Patricia Ambacher

***Date of Evaluation:** April 2015

(This space reserved for official comments.)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Culvert No. 2

P1. Other Identifier: None
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Livermore **Date** 1961 (Revised 1980) **T** 3S; **R** 1E; __ ¼ **of Sec** ____; _____ **B.M.**
c. Address _____ City Pleasanton Zip 94566
d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Located on the east and west sides of Neal Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This concrete box culvert carries Kottinger Creek beneath Neal Street. The west side of the culvert was largely obscured by vegetation at the time of survey. The east side had a date stamp of 1937 and some stone on either. The culvert is approximately 12 feet wide.

***P3b. Resource Attributes:** (List attributes and codes) HP11. Engineering Structure
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Culvert on the west side of Neal Street, April 2, 2015, camera facing east

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
ca. 1937 / Date Stamp

***P7. Owner and Address:**
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

***P8. Recorded by:** (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
April 2, 2015

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. 2015. *Cultural Resources Inventory and Evaluation Report for the Lions Wayside and Delucchi Parks Project, City of Pleasanton, Alameda County, California*.

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Culvert No. 2

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Culvert B4. Present Use: Culvert
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) ca. 1937
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** None
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Water Conveyance **Area** Pleasanton/Alameda County
Period of Significance 1937 **Property Type** Culvert **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This culvert does not appear to meet the criteria for the NRHP or the CRHR. The culvert likely dates to 1937, based on the date stamp. Research did not reveal any direct associations with significant events in history or ties to important persons in area history and therefore it does not appear to meet NRHP/CRHR Criteria A/1 and B/2. As an engineering feature, this type of culvert, concrete box, is ubiquitous and found throughout the region. It does not represent the work of a master engineer and thus does not appear to meet NRHP/CRHR Criterion C/3. Under NRHP/CRHR Criterion D/4, the culvert does not appear likely to be the source of important information and does not appear to meet this criterion.

Although the culvert appears to retain integrity, it lacks historical and architectural significance and does not appear NRHP/CRHR eligible and is therefore not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

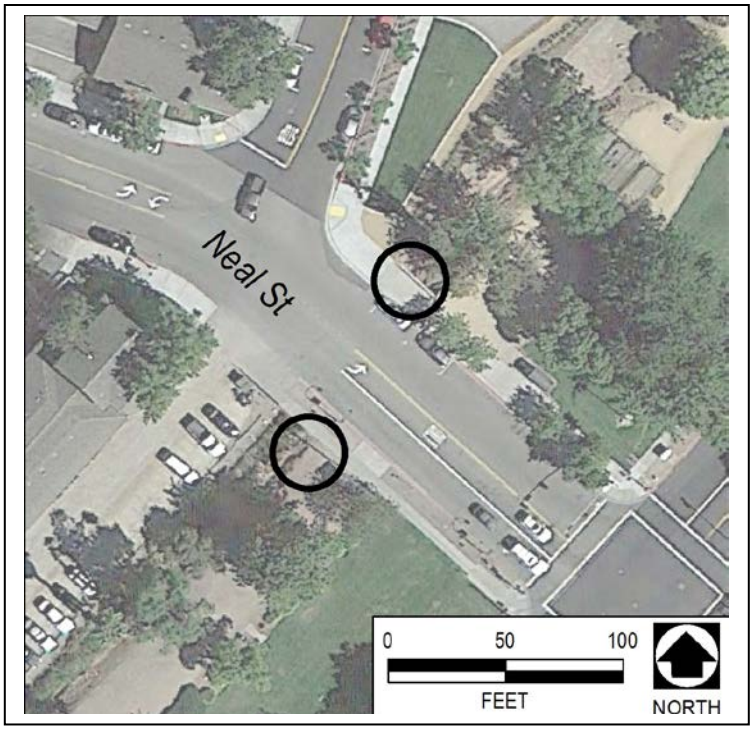
***B12. References:**

B13. Remarks:

***B14. Evaluator:** Patricia Ambacher

***Date of Evaluation:** April 2015

(This space reserved for official comments.)



Photographs (cont)

Photograph 2. Culvert No. 2 on the east side of Neal Street

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Culvert No. 3

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Livermore **Date** 1961 (Revised 1980) **T** 3S; **R** 1E; __ ¼ **of Sec** ____; _____ **B.M.**

c. Address _____ City Pleasanton Zip 94566

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Located on the north side of First Street at the southeast corner of Lions Wayside Park

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This concrete box culvert is approximately 12 feet wide. Very little stone or concrete are situated on either side of the culvert. It carries Kottinger Creek under First Street.

P3b. Resource Attributes: (List attributes and codes) HP 11. Engineering Feature
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Culvert, camera facing east, April 2, 2015

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
ca. 1937 / Visual Inspection

***P7. Owner and Address:**
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

***P8. Recorded by:** (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
April 2, 2015

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. 2015. *Cultural Resources Inventory and Evaluation Report for the Lions Wayside and Delucchi Parks Project, City of Pleasanton, Alameda County, California*.

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Culvert No. 3

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Culvert B4. Present Use: Culvert
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) ca. 1937
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** None
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Water Conveyance **Area** Pleasanton/Alameda County
Period of Significance 1937 **Property Type** Culvert **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This culvert does not appear to meet the criteria for the NRHP or the CRHR. Research did not reveal the exact construction date for this culvert, but it likely dates to the late 1930s when similar culverts were constructed at Angela and Neal Streets. Research did not reveal any direct associations with significant events in history of Pleasanton or ties to important persons in the region and therefore it does not appear to meet NRHP/CRHR Criteria A/1 and B/2. As an engineering feature, this type of culvert, concrete box, is ubiquitous and is typically found throughout the region. The culvert also does not represent the work of a master engineer and therefore does not appear to meet NRHP/CRHR Criterion C/3. Under NRHP/CRHR Criterion D/4, the culvert does not appear likely to be the source of important information and does not appear to meet this criterion.

Although the culvert appears to retain integrity, it lacks historical and architectural significance and does not appear NRHP/CRHR eligible and is therefore not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Patricia Ambacher

***Date of Evaluation:** April 2015

(This space reserved for official comments.)

ATTACHMENT C

California Department of Parks and Recreation DPR 523 Forms

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

April 10, 2015

Alameda County Historical Society
P. O. Box 13145
Oakland, CA 94661

Subject: Lions Wayside and Delucchi Parks Project

To Whom It May Concern:

The project site is located in Alameda County (see Enclosure) on First Street in Pleasanton's historic downtown business district at the intersection with Neal Street. The parks are separated by Neal Street with Lions Wayside Park to the north and Delucchi Park to the south. They are located within the Downtown Specific Plan area and are zoned for park land with adjacent lands zoned as Downtown Commercial and Medium Density Residential.

The proposed project would construct a new bandstand, new plazas, and other improvements to upgrade the park's recreational value and to address safety concerns regarding the steep banks adjacent to the existing drainage swale. Lions Wayside Park features the Firehouse Arts Center, the Ice House, and the Chan Henderson Bandstand. The existing Chan Henderson Bandstand consists of a wooden deck and trellised roof and needs building code compliance upgrades as well as Americans with Disabilities Act (ADA)-required upgrades and safety improvements. Delucchi Park provides public restrooms and both parks provide lawn areas. However, most of these facilities need upgrades, repairs, and improvements, and the existing bandstand is small and outdated. The parks have a combined area of approximately 3 acres including lawn areas and walkways.

As part of the environmental compliance for the project, AECOM is conducting a cultural resources study in the project area. All interested historical organizations are being consulted to determine if any historic or cultural resources may be affected by the proposed project. Your efforts in this process provide invaluable information for the proper identification and treatment of such resources.

If you have any questions or comments regarding resources in the proposed project area, please contact Patricia Ambacher at 916.414.5800 or patricia.ambacher@aecom.com. All comments and letters received from historical organizations will be included in the reports generated by this study.

Sincerely,

Patricia Ambacher
Architectural Historian

Enclosure

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

April 10, 2015

Amador-Livermore Valley Historical Society
Museum on Main
603 Main Street
Pleasanton, CA 94566

Subject: Lions Wayside and Delucchi Parks Project

To Whom It May Concern:

The project site is located in Alameda County (see Enclosure) on First Street in Pleasanton's historic downtown business district at the intersection with Neal Street. The parks are separated by Neal Street with Lions Wayside Park to the north and Delucchi Park to the south. They are located within the Downtown Specific Plan area and are zoned for park land with adjacent lands zoned as Downtown Commercial and Medium Density Residential.

The proposed project would construct a new bandstand, new plazas, and other improvements to upgrade the park's recreational value and to address safety concerns regarding the steep banks adjacent to the existing drainage swale. Lions Wayside Park features the Firehouse Arts Center, the Ice House, and the Chan Henderson Bandstand. The existing Chan Henderson Bandstand consists of a wooden deck and trellised roof and needs building code compliance upgrades as well as Americans with Disabilities Act (ADA)-required upgrades and safety improvements. Delucchi Park provides public restrooms and both parks provide lawn areas. However, most of these facilities need upgrades, repairs, and improvements, and the existing bandstand is small and outdated. The parks have a combined area of approximately 3 acres including lawn areas and walkways.

As part of the environmental compliance for the project, AECOM is conducting a cultural resources study in the project area. All interested historical organizations are being consulted to determine if any historic or cultural resources may be affected by the proposed project. Your efforts in this process provide invaluable information for the proper identification and treatment of such resources.

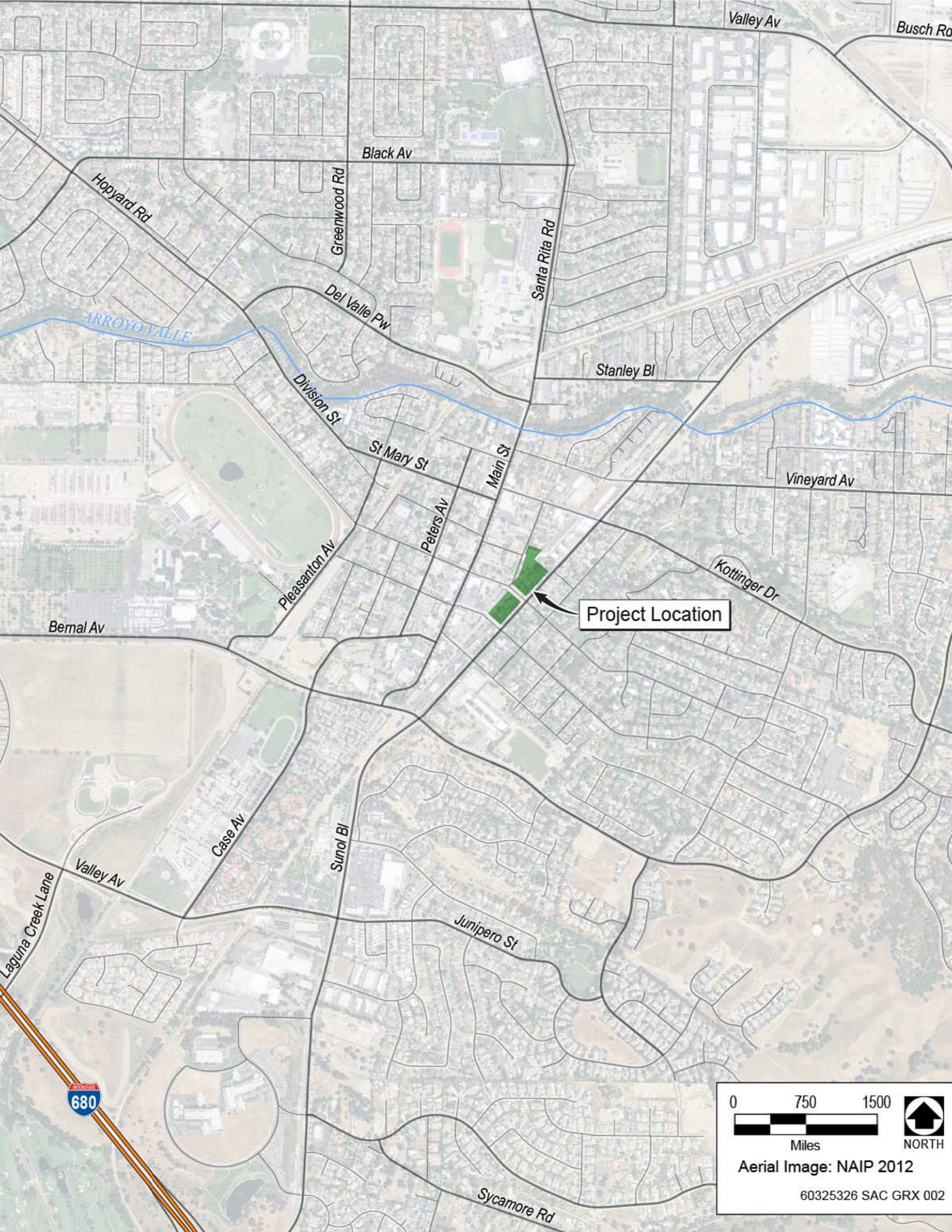
If you have any questions or comments regarding resources in the proposed project area, please contact Patricia Ambacher at 916.414.5800 or patricia.ambacher@aecom.com. All comments and letters received from historical organizations will be included in the reports generated by this study.

Sincerely,

Patricia Ambacher

Patricia Ambacher
Architectural Historian

Enclosure


Valley Av
Busch Ro
Black Av
Hopyard Rd
Greenwood Rd
Santa Rita Rd
Del Valle Pw
ARROYO VALLE
Stanley Bl
Division St
St Mary St
Main St
Vineyard Av
Peters Av
Pleasanton Av
Kottinger Dr
Project Location
Bernal Av
Case Av
Sunol Bl
Valley Av
Laguna Creek Lane
Junipero St
680
Sycamore Rd
0
750
1500
Miles
NORTH
Aerial Image: NAIP 2012
60325326 SAC GRX 002

APPENDIX C

Noise Calculations

AECOM

Project-Generated Construction Source Noise Prediction Model

Lions Wayside Park and Delucchi Park

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	100	75
	50	86
	100	80
	25	92

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Crane	85	0.16
Backhoe	80	0.4
Dump Truck	84	0.4
Grader	85	0.4

Ground Type	Hard
Ground Factor	0.00

Predicted Noise Level[2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Crane	77.0
Backhoe	76.0
Dump Truck	80.0
Grader	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, J

[2] Based on the following from the Federal Transit Noise and Vibra

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Traffic Noise Prediction Model, (FHWA RD-77-108)

Model Input Sheet

Project Name : Lions Wayside Park and Delucchi Park
Project Number : 60325326
Modeling Condition : Existing Peak
Ground Type : Hard
K Factor : NA
Metric (L_{eq}, L_{dn}, CNEL) : Leq
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment From	Segment To	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
1	First Street	First Street	First Street	2000	35	50	97	2	1	87	0	13	
2	Bernal Avenue	Bernal Avenue	Bernal Avenue	2100	45	50	97	2	1	87	0	13	
3	I-680	I-680	I-680	12700	65	50	97	2	1	87	0	13	

0

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels

Project Name : Lions Wayside Park and Delucchi Park
Project Number : 60325326
Modeling Condition : Existing Peak
Metric (Leq, Ldn, CNEL) : Leq

		Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
Segment	Roadway	From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	First Street	First Street	First Street	67.2	60.0	62.2	69.0	39	124	393	1244	3933
2	Bernal Avenue	Bernal Avenue	Bernal Avenue	70.5	61.9	63.4	71.8	75	238	751	2376	7513
3	I-680	I-680	I-680	82.9	72.2	72.7	83.7	1160	3668	11600	36682	115998

Traffic Noise Prediction Model, (FHWA RD-77-108)

Model Input Sheet

Project Name : Lions Wayside Park and Delucchi Park
Project Number : 60325326
Modeling Condition : Construction Traffic
Ground Type : Hard
K Factor : NA
Metric (L_{eq}, L_{dn}, CNEL) : Leq
Traffic Desc. (Peak or ADT) : Peak

		Segment			Speed	Distance						Offset
Segment	Roadway	From	To	Traffic Vol.	(Mph)	to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	(dB)
1	First Street	First Street	First Street	50	25	50	97	2	1	87	0	13	
2	Bernal Avenue	Bernal Avenue	Bernal Avenue	50	35	50	97	2	1	87	0	13	
3	I-680	I-680	I-680	50	55	50	97	2	1	87	0	13	

0

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels

Project Name : Lions Wayside Park and Delucchi Park
Project Number : 60325326
Modeling Condition : Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

		Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
Segment	Roadway	From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	First Street	First Street	First Street	46.9	41.7	46.3	50.3	1	2	5	17	54
2	Bernal Avenue	Bernal Avenue	Bernal Avenue	51.1	44.0	46.2	52.9	1	3	10	31	98
3	I-680	I-680	I-680	56.8	47.0	48.0	57.7	3	9	30	94	296