FIRSTCARBONSOLUTIONS™

Addendum to the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Supplemental Environmental Impact Report for the Irby Ranch Project (PUD 110) City of Pleasanton, Alameda County, California

State Clearinghouse Number 2011052002

Prepared for:
City of Pleasanton
Community Development
200 Old Bernal Road
Pleasanton, CA 94566
925.931.5607

Contact: Jennifer Hagen, Associate Planner

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
Janna Waligorski, Project Manager

Date: July 29, 2016

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

List of Appendices

List of Tables

List of Exhibits

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 1: INTRODUCTION

1.1 - Project Details

1. Project Title and Number

Irby Ranch Project (PUD-110)

2. Lead Agency Name and Address

City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

3. Contact Person and Phone Number

Jennifer Hagen, Associate Planner
925.931.5607

4. Project Location and Assessor's Parcel Number (APN)

3988 First Street, APN: 946-1680-4-4
3878 Stanley Boulevard, APN: 946-1680-3-2
3780 Stanley Boulevard, APN: 946-1680-2-3

5. Project Sponsor's Name & Address

Irby Ranch LLC
Mike Serpa
475 Washington Boulevard
Marina Del Rey, CA 92092
825.588.1001

6. General Plan Designation

Existing: Retail/Highway/Service Commercial, Business and Professional Offices, Public Health and Safety with Wildland Overlay (Arroyo del Valle)

Proposed: High Density Residential and Public Health and Safety with Wildland Overlay (Arroyo del Valle)

7. Downtown Specific Plan Designation

Existing: Downtown Commercial and Open Space

Proposed: High Density Residential and Open Space

8. Zoning

Existing: Agriculture (A) and Service Commercial (CS)
Proposed: Planned Unit Development—High Density Residential and Open Space (PUD-HDR/OS)

9. Description of Project

The project consists of the potential relocation of a historic home on-site, demolition of the remaining on-site existing buildings and development of 93 single-family homes and related infrastructure on 15.06 acres. Future plans dedicate an approximately 1.35-acre portion of the project site to an affordable single-family residential community for individuals with special needs that could be developed with a congregate care facility of up to 30 beds and 5,000 square feet of community space. In addition, the project would include various open spaces, including a Historical Park, Tree Park, and community garden.

10. Requested Permits/Approvals

a) General Plan Amendment (P15-0245)
b) Specific Plan Amendment (P15-0405)
c) Rezoning (P15-0246)
d) Planned Unit Development Plan (PUD-110)
e) Tentative Tract Map (Tract 8245)
f) Development Agreement
g) Affordable Housing Agreement
h) Growth Management Agreement (P15-0406)
i) Grading Permit
j) Building Permit
k) Heritage Tree Removal Permit

1.2 - Background

On July 21, 2009, the City of Pleasanton adopted the Pleasanton General Plan Update 2005–2025, after certification of the Pleasanton General Plan Update 2005–2025 Environmental Impact Report (EIR) (State Clearinghouse Number 205122139). However, as a result of two lawsuits (*Urban Habitat Program v. City of Pleasanton*, and *State of California v. City of Pleasanton*) and a subsequent Settlement Agreement and Covenant Not to Sue, dated August 2010, the City was obligated to update its Housing Element to meet regional housing needs (including eliminating the housing cap) and adopt a Climate Action Plan, both of which are subject to the provisions of the California Environmental Quality Act (CEQA).

On January 4, 2012, under Resolution No. 12-493 (Appendix A), the City of Pleasanton certified the Supplemental Environmental Impact Report (Supplemental EIR) for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002), hereinafter referred to as the Supplemental EIR. The document provided supplemental information about the City of Pleasanton General Plan Program EIR (State

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

The project site was included as a potential site for rezoning in the Supplemental EIR as site number 6. Within the Supplemental EIR (Table 3-3 of the Supplemental Draft EIR), 14.8 acres of the site were considered for potential rezoning to Planned Unit Development-Mixed Use, with a density of up to 30 units per acre or 180 units. Any future development on the project site would be required to adhere by all applicable mitigation included in the Supplemental EIR. As noted in the Supplemental EIR, the rezoning would not alter the Wildland Overlay or the Public Health and Safety land use designations of the project site.

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

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

This document analyzes the conclusions of the Supplemental EIR to confirm whether the current project would result in any new significant environmental effect or increase the severity of any previously identified environmental effect, such that preparation of a subsequent EIR or Mitigated Negative Declaration would be necessary pursuant to CEQA Guidelines Section 15162. If a subsequent EIR or Mitigated Negative Declaration is not necessary, the City may rely on this Addendum to the Supplemental EIR to approve the project. The 2009 City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) and 2011 City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezoning's Supplemental Environmental Impact Report (EIR) (State Clearinghouse Number 2011052002) are incorporated by reference into this document.

Note that specific parameters of the project may change based on input from the Planning Commission and/or City Council during the project approval process. However, this analysis

conservatively evaluates a likely development scenario that encompasses potential minor changes (reduction) to unit count, site layout, design, or other project features.

1.3 - Project Site

The project site consists of 15.06 acres located at 3988 First Street, 3878 Stanley Boulevard, and 3780 Stanley Boulevard in the City of Pleasanton, California (Exhibit 1). The project site is roughly triangular, bounded by First Street and Stanley Boulevard to the north, a storage facility to the east, Arroyo del Valle and residential land uses to the south, and First Street and Arroyo del Valle to the west (Exhibit 2). The project site contains three different parcels (Exhibit 3). The first parcel at 3988 First Street, APN 946-1680-4-4, is known as the Zia parcel. The second parcel at 3878 Stanley Boulevard, APN 946-1680-3-2, is known as the Kaplan parcel. The third parcel at 3780 Stanley Boulevard, APN 946-1680-2-3, is known as the Irby parcel.

Table 1 provides a summary of the project site.

Table 1: Project Site Summary

Parcel Name	Address	APN	Approximate Square Feet	Approximate Acreage
Zia	3988 First Street	APN 946-1680-4-4	184,721	4.24
Kaplan	3878 Stanley Boulevard	APN 946-1680-3-2	67,384	1.55
Irby	3780 Stanley Boulevard	APN 946-1680-2-3	403,801	9.27
		Total	**655,906**	**15.06**
Source: City of Pleasanton 2016				

The majority of the project site is a flat, open field with residences and associated structures. Arroyo del Valle runs along the southern portion of the project site. The Zia parcel contains seven buildings and structures, including a residence, a tank house, two garages, a barn, and two sheds. The Kaplan parcel contains a single residence and several ancillary buildings, including several portable metal storage containers and wooden storage sheds. The Irby parcel contains a residence, ancillary buildings that include a woodshed, a refrigeration shed, dairy buildings, and a temporary storage structure. The open field areas of the project site are routinely disked to control the threat of fire; therefore, this part of the project site does not contain any native habitats and is dominated by disturbed, non-native ruderal vegetation. Arroyo del Valle makes up the southern border of the project site and supports riparian vegetation. There are approximately 24 different species of trees on the project site.

1.4 - Project Description

The applicant is proposing to develop 93 single-family detached homes and up to 30 affordable residential community units, referred to as Sunflower Hill, for individuals with special needs located

on 15.06 acres (Exhibit 4). Arroyo del Valle would remain in its existing state. Table 2 provides a summary of the project land use. Table 3 provides a summary of the project components.

Table 2: Project Land Use Summary

Component	Acreage
Single-Family Homes	10.91
Sunflower Hill	1.35
Arroyo del Valle	2.79
Total Acreage	15.06

Table 3: Project Summary

Component	Total
Single-Family Homes	
Total Residences	93
Gross Developable Area	10.91 acres
Gross Density	8.5 du/ac
Common Space	75,681 sq ft
Parking Spaces	88
Sunflower Hill	
Congregate Care Facility	30 beds
Manager's Office	700 square feet
Gross Developable Area	1.35
Gross Density	22.2 du/ac[1]
Common Space	5,000 square feet
Parking Spaces	20

Notes:
sq ft= square feet
du/ac = dwelling units per acre
[1] For conservative purposes, the gross density of the Sunflower Hill facility is based on a total of 30 apartment type residential units.
Source: Irby Ranch LLC, 2016

1.4.1 - Single Family Homes

The 93 single-family homes would consist of two- and three-story units and a gross density of approximately 8.5 dwelling unit/acre.

There are four proposed home model types: 2 two-story models and 2 three-story models; front elevations are shown in Exhibit 5. The two-story models would range in size from 2,248 square feet to 2,500 square feet and are approximately 27 feet in height at the highest ridge; refer to Exhibit 5. The three-story models would range in size from 1,875 square feet to 2,336 square feet and are approximately 35 feet in height at the highest ridge; refer to Exhibit 5. Homes have all been designed with a traditional architectural style. Each home is proposed to include a two-car garage.

The project includes common open space throughout the site, totaling 75,681 square feet and consisting of a historic park, tot lot, tree park, and central green (Exhibit 6). The historic park consisting of the Irby home and green space is proposed on the south side of Nevada Street along Arroyo del Valle.

Homes in the central portion of project site are oriented around several open spaces, including a tot lot, a tree park (preserving existing trees), and a central green (with gathering areas, fire pit/ fireplace, and multipurpose field).

1.4.2 - Sunflower Hill

A Sunflower Hill facility is proposed to be located on the southeastern corner of the project site, (Exhibit 7). The 1.35-acre site would include four buildings: 2 two-story buildings consisting of a congregate care facility of up to 30 beds, a 5,000-square-foot recreation/community room, and an office mangers unit. A central common space would be located on the west side of the Sunflower Hill site. Additional amenities such as a swimming pool, sports court, fitness center, outdoor patio with seating, picnic area with BBQ, and outdoor living area would also be provided.

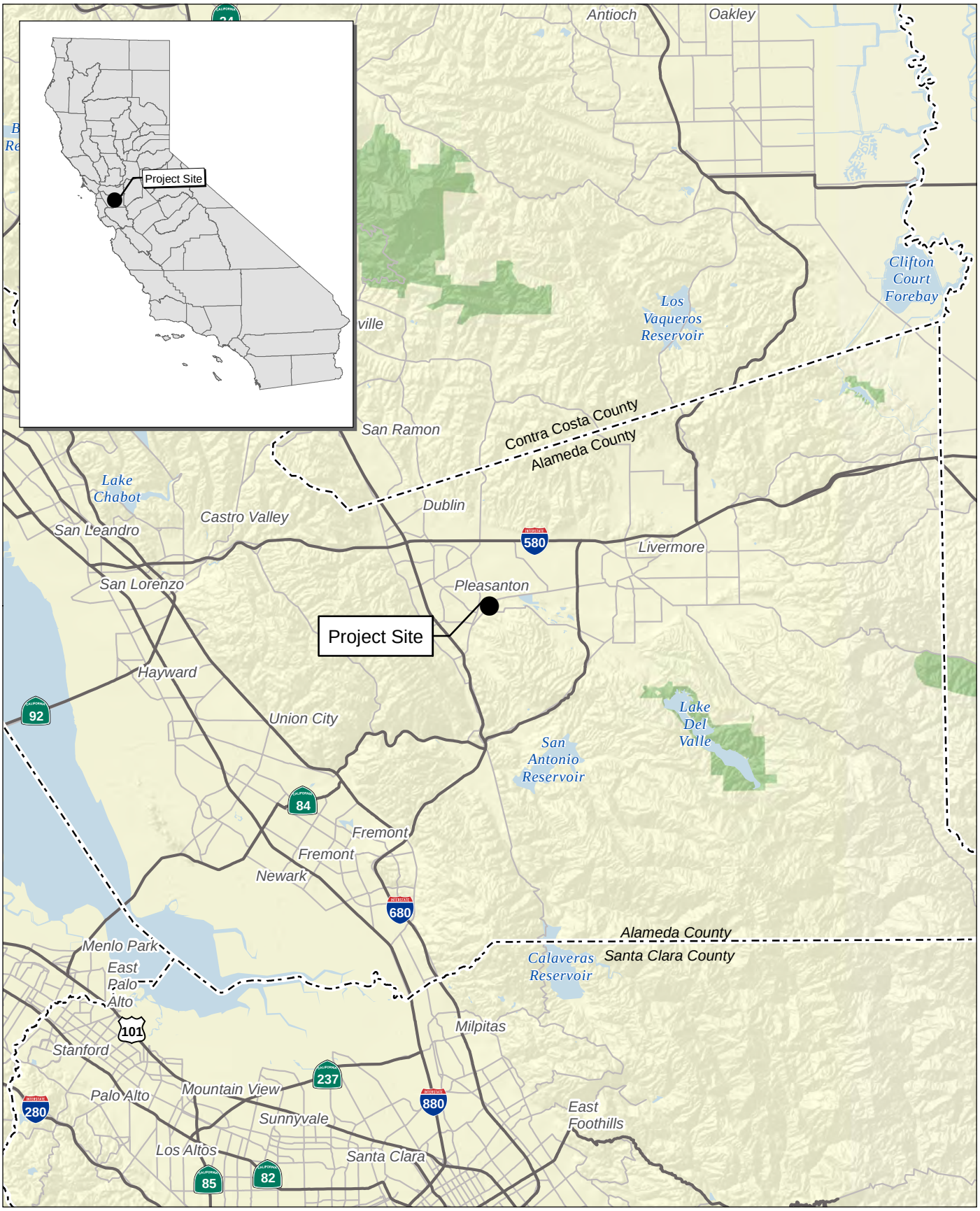
1.4.3 - Site Access and Parking

Vehicular access to the single-family homes as well as Sunflower Hill would be provided from two driveways off Stanley Boulevard. The southern access point to the project site would coincide with the intersection of Stanley Boulevard and First Street. This access point would be constructed as Nevada Street, a two-lane road, that would extend southeast from the Stanley Boulevard/First Street intersection, east along Arroyo del Valle and continue east off the project site to the existing terminus of Nevada Street, west of California Avenue. It is expected that the entire alignment of Nevada Street, including the off-site portion, would be constructed with the project.

As part of the project, access to the first project roadways from Nevada Street would be restricted to right-in/right-out access through the construction of a median island or other acceptable means to reduce queuing conflicts at the Stanley Boulevard/First Street/Nevada Street intersection.

The northern access point would coincide with the intersection of Reflections Drive and Stanley Boulevard and would be unsignalized with left-in/right-in/right-out access only.

Internal streets and pedestrian access would provide circulation throughout the site. Sunflower Hill would be accessed via Nevada Street or B Street, which would connect to the northern access point.



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

FirstCarbon SOLUTIONS

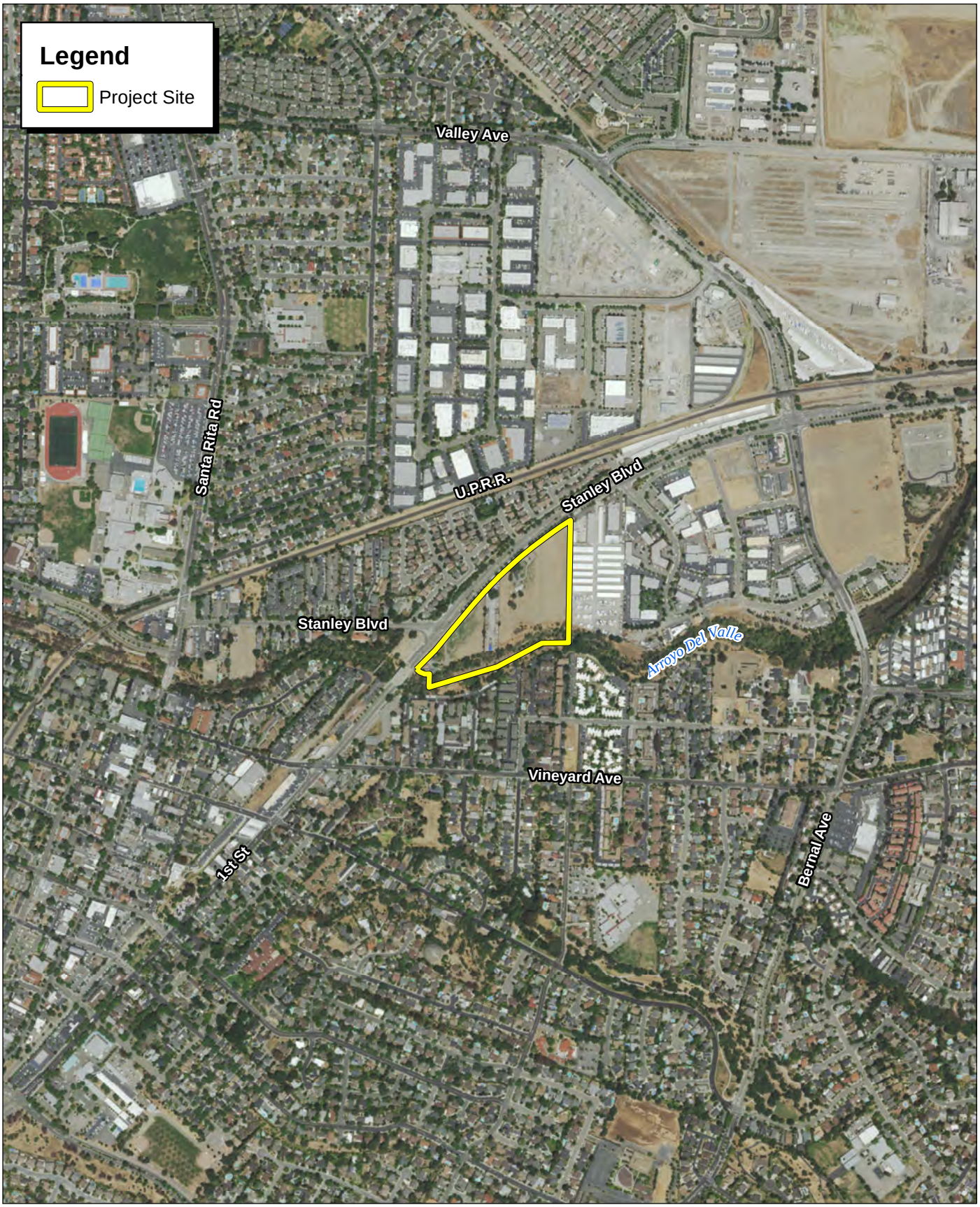
5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

21480014 • 05/2016 | 1_regional.mxd

CITY OF PLEASANTON • IRBY RANCH PROJECT
ADDENDUM TO THE HOUSING ELEMENT AND CAP GENERAL PLAN
AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

THIS PAGE INTENTIONALLY LEFT BLANK



Source: ESRI Imagery, 2015

FirstCarbon SOLUTIONS

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

THIS PAGE INTENTIONALLY LEFT BLANK

Source: ESRI Imagery, 2015

FirstCarbon SOLUTIONS

200 100 0 200 Feet

Exhibit 3
Project Site Parcels

THIS PAGE INTENTIONALLY LEFT BLANK

Source: Gates & Associates, 2016

FirstCarbon® SOLUTIONS

Exhibit 4
Site Plan

THIS PAGE INTENTIONALLY LEFT BLANK

Two Story Elevations

Three Story Elevations

Source: Van Tilburg, Banvard, & Soderbergh, AIS 2016

FirstCarbon® SOLUTIONS

Exhibit 5
Project Elevations

THIS PAGE INTENTIONALLY LEFT BLANK

SUMMARY:

IRBY PROPERTY: 403,801 SF. +\-
KAPLAN PROPERTY: 67,384 SF. +\-
ZIA PROPERTY: 184,721 SF. +\-
TOTAL GROSS ACREAGE: 15.06 AC. +\-

LAND TO BE DEDICATED TO SUNFLOWER HILL: 59,142 SF. +\-
REMAINING GROSS LAND (GROSS - SUNFLOWER): 596,765 SF. +\-
ARROYO AREA: 121,450 SF. +\-

IRBY RANCH NET AREA
(GROSS TOTAL - SUNFLOWER- ARROYO): 475,315 SF. +\-

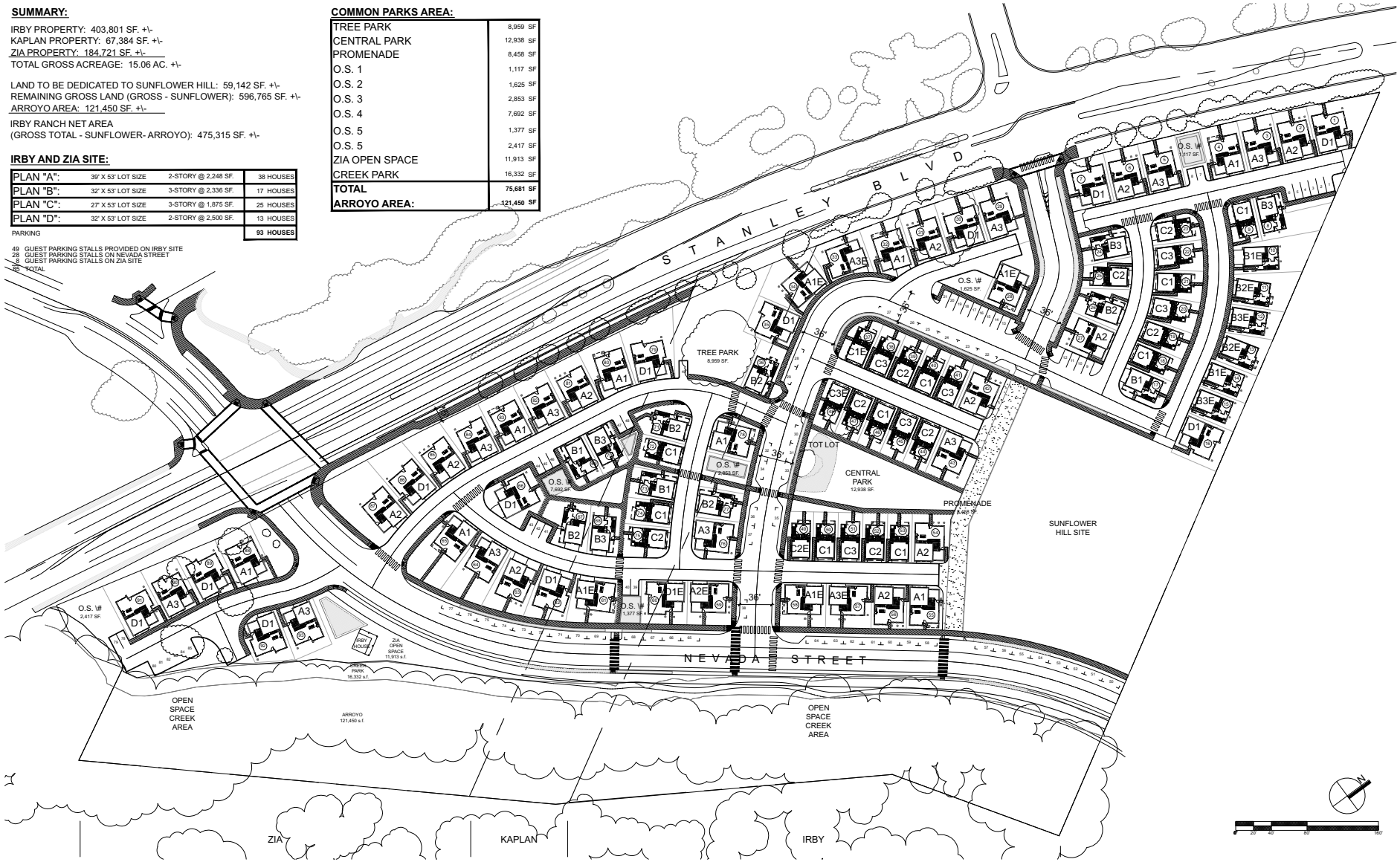
IRBY AND ZIA SITE:

PLAN "A":	39' X 53' LOT SIZE	2-STORY @ 2,248 SF.	38 HOUSES
PLAN "B":	32' X 53' LOT SIZE	3-STORY @ 2,336 SF.	17 HOUSES
PLAN "C":	27' X 53' LOT SIZE	3-STORY @ 1,875 SF.	25 HOUSES
PLAN "D":	32' X 53' LOT SIZE	2-STORY @ 2,500 SF.	13 HOUSES
PARKING			**93 HOUSES**

49 GUEST PARKING STALLS PROVIDED ON IRBY SITE
28 GUEST PARKING STALLS ON NEVADA STREET
8 GUEST PARKING STALLS ON ZIA SITE
85 TOTAL

COMMON PARKS AREA:

TREE PARK	8,959 SF
CENTRAL PARK	12,938 SF
PROMENADE	8,458 SF
O.S. 1	1,117 SF
O.S. 2	1,625 SF
O.S. 3	2,853 SF
O.S. 4	7,692 SF
O.S. 5	1,377 SF
O.S. 5	2,417 SF
ZIA OPEN SPACE	11,913 SF
CREEK PARK	16,332 SF
TOTAL	**75,681 SF**
ARROYO AREA:	**121,450 SF**



Source: Gates & Associates, 2016

FirstCarbon® SOLUTIONS

Exhibit 6
Open Space and Pedestrian Circulation Plan

THIS PAGE INTENTIONALLY LEFT BLANK

Source: Dahlin Group, 2016

FirstCarbon® SOLUTIONS

Exhibit 7
Sunflower Hill

THIS PAGE INTENTIONALLY LEFT BLANK

Within the single-family residential area, parking would be provided via two garage parking spaces per home. In addition, 88 guest and on-street parking stalls would be located throughout the development. Sunflower Hill would include 20 parking stalls for residents and guests.

1.4.4 - Construction Schedule

For the purposes of this document, construction of the single-family homes is expected to start in late 2017 and end in late 2019. It is assumed that Sunflower Hill would be constructed starting in 2017 and would take approximately 14 months.

1.4.5 - Historic American Building Survey (HABS)

The main residence located on the Irby portion of the project is considered a locally significant historical resource, and may be demolished as part of the project, as previously concluded in the Supplemental EIR. Therefore, consistent with Mitigation Measure 4.D-1b of the Supplemental EIR, if the structure is approved to be demolished, the structure will be documented according to Historic American Building Survey (HABS) standards. These standards include large format black and white photographs, a historical narrative describing the architectural and historical characteristics of the building, and measured drawings (or reproduced existing drawings if available). The HABS documentation will be archived at the City of Pleasanton Planning Department of the City of Pleasanton Public Library. Such documentation will occur prior to alteration and demolition of the structure.

1.4.6 - Noise-reducing Project Components

To ensure acceptable interior noise levels in residences located along Stanley Boulevard, the project would install upgraded sound transmission class (STC)-rated windows and doors as follows:

- At facades facing Stanley Boulevard, windows and exterior doors would be STC 38 at corner rooms and STC 34 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.

In addition, as required by the California Building Code (CBC), all rooms where windows need to be closed to reach interior noise goals would include ventilation or an air-conditioning unit.

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Determination

The Supplemental EIR analyzed the development of the project site, consisting of up to 180 residences on 14.8 acres. The project as currently envisioned includes 93 single-family homes and a congregate care facility of up to 30 beds, which are fewer than total on-site units previously analyzed.

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

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

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

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

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

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

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

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

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

Evaluation of Environmental Impacts

Discussion of Environmental Evaluation

The following analysis includes a discussion of each item identified in the current CEQA environmental checklist (CEQA Guideline's Appendix G). Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant. The 2009 Pleasanton General Plan Update EIR (State Clearinghouse Number 2005122139) and 2011 Housing Element and Climate Action Plan Supplemental EIR (State Clearinghouse Number 2011052002) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of these documents and all other documents referenced herein are available for review at the City Pleasanton Planning Division, 200 Old Bernal Avenue Pleasanton, California.

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

Environmental Setting

The majority of the project site is flat and open field with residences and associated structures. The Zia parcel of the project site contains seven buildings and structures, including a residence, a tank house, two garages, a barn, and two sheds. The Kaplan parcel of the project site contains a single residence and several ancillary buildings, including several portable metal storage containers and wooden storage sheds. The Irby parcel of the project site contains a residence and ancillary buildings that include a woodshed, a refrigeration shed, dairy buildings, and a temporary storage structure.

The properties adjacent to the project site include single-family homes to the north, across Stanley Boulevard; multi-family apartments and townhomes to the south, across the Arroyo del Valle; commercial development including a self-storage facility to the east, and a church to the west on First Street, across the bridge over the Arroyo del Valle (Exhibit 2). Downtown Pleasanton is located less than 0.5 mile from the project site.

Arroyo del Valle defines the southern project site boundary. Arroyo del Valle is a 36.4-mile-long riparian corridor, a tributary of Lake del Valle. This area supports riparian vegetation including valley oak, Fremont cottonwood, western sycamore, blue elderberry, and California black walnut with an understory dominated by western poison oak.

Findings

The Supplemental EIR concluded that residential development would have a less than significant impact related to each aesthetic checklist questions, and no mitigation specific to the project site

was required. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Scenic Vistas

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

Scenic resources include Mt. Diablo to the north, the Pleasanton Ridgeland's west of Interstate 680 (I-680), and hills to the west, southeast, and east. Views of these resources are mostly obstructed by mature trees and by surrounding urban development. Therefore, the project would not substantially alter these views and thus would not introduce any new impacts to scenic vistas. Impacts would continue to be less than significant and no mitigation is necessary.

b) State Scenic Highway

The project site is located approximately 2.5 miles east of I-680, which is designated as a State Scenic Highway. The project site is not visible from I-680 because of its distance and the intervening developed land uses, and would not introduce any new impacts to views from State Scenic Highways not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Visual Character

The Supplemental EIR concluded that potential adverse visual character effects of new development would be reduced through the Design Review process, as required by Chapter 18.20 of the Pleasanton Municipal Code. The project is consistent with the land use and intensity evaluated in the Supplemental EIR. The project is also subject to Design Review, which would ensure consistency with the architectural style, heights, and massing of the surrounding area. Therefore, visual character impacts due to new development would be less than significant and the project would not introduce any new impacts to visual character that were not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Light/Glare

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

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

Aerial photos of the project site from 1939 show evidence of a residence and one outbuilding assumed to be a chicken ranch with walnut orchards on the majority of the site. In 1965, aerial photos indicate the presence of additional buildings assumed to be part of the chicken ranch facilities. Between 1982 and 1993, the chicken ranch facilities appear to have been removed (with foundations remaining) and the orchards partially removed. By 1993, all chicken coups and orchards were removed from the site. However, the existing residence and outbuilding identified in the 1939 aerial photo are still present.

Currently, the project site is not used for agricultural or forest purposes, nor are there any agricultural or forest uses in the surrounding area. The project site is mainly open field with developed residences and associated structures. The area surrounding the project site is developed with land uses primarily composed of residences and commercial and industrial facilities. There are no Williamson Act lands within or near the project site.

Findings

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

a) Important Farmland

The Supplemental EIR concluded that the project would not result in conversion of farmland to non-agricultural use. No changes have occurred to the status of the project site's non-farmland designation as indicated by the most recent Alameda County Farmland Mapping and Monitoring Program (California Department of Conservation 2016). The Alameda County Farmland Mapping and Monitoring Program designates the project site as Rural Residential Land. Therefore, the project would not introduce any new agricultural land conversion impacts not previously disclosed and no impact would occur.

b) Agricultural Zoning or Williamson Act

The Supplemental EIR concluded that the project would not result in any impacts to lands zoned for agriculture or existing Williamson Act contracts. No changes have occurred to the status of the project site zoning and the project site continues to be unencumbered by a Williamson Act contract. While a portion of the project site is zoned for Agriculture, no agricultural activities occur on-site and rezoning of the land to residential uses has already been considered and planned for by the Supplemental EIR. Therefore, the project would not introduce any new agricultural zoning or Williamson Act impacts not previously disclosed. No impact would occur.

c) Forest Land or Timberland Zoning

The Supplemental EIR concluded that the project would not result in any impacts related to lands zoned for forest land or timberland. No changes have occurred to the project or project site that would alter this conclusion. The project site does not contain any forest land or timberland and there are no forests or timberlands in the surrounding area. Therefore, the project would not introduce any new forestland of timberland zoning impacts not previously disclosed. No impact would occur.

d) Conversion or Loss of Forest Land or Agricultural Land

The Supplemental EIR concluded that the project would not result in any impacts related to the conversion or loss of forest land or agricultural land. No changes have occurred to the project or project site that would alter this conclusion. The project site does not contain any forest land or agricultural land and there are no forest land or agricultural land in the surrounding area. Therefore, the project would not result in the conversion or loss of forest land or agricultural land, and no impacts would occur.

e) Other Changes

The project site does not contain any farmland or forestland uses. No impacts would occur.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project site is located in the Bay Area Air Quality Management District (BAAQMD). BAAQMD's 2010 CEQA Air Quality Guidelines (2010 Air Quality Guidelines) were used in the Supplemental EIR's analysis of potential sites for rezoning and residential development.

The original Air Quality Guidelines were published in 1999 and updated with minor edits in 2011; however, for purposes of clarity, the updated Air Quality Guidelines are referred to in this section by their 2010 adoption date (2010 Air Quality Guidelines). The Air Quality Guidelines were further updated in 2012, as described below.

The Air Quality Guidelines set forth a process of gathering project information and then comparing the project information against screening criteria or significance thresholds to determine whether additional analysis is warranted. If a project exceeds the screening criteria, the next step is to perform a more detailed and refined analysis and compare project impacts against a set of significance thresholds. If a project does not exceed the screening criteria or significance thresholds, then the project would be deemed to have a less than significant impact and no mitigation would be required. Conversely, a project that exceeds the significance thresholds would be required to implement feasible mitigation measures.

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

Following certification of the Supplemental EIR by the City of Pleasanton on January 4, 2012, the Alameda County Superior Court issued a judgment, which found that BAAQMD's adoption of new thresholds of significance within the 2010 Air Quality Guidelines did not comply with the informational requirements of CEQA. BAAQMD successfully appealed the trial court's ruling and the case was then reviewed by the California Supreme Court, which issued a decision in October 2015. This Supreme Court's review was limited to the question of under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact futures residents of a proposed project. This means that BAAQMD thresholds related to impacts of existing air quality impacts on the projects are not valid. However, the BAAQMD's other thresholds were not invalidated and can be considered for use by lead agencies.

The BAAQMD has not yet adopted revised guidance addressing the Supreme Court ruling. Nonetheless, in view of the legal uncertainty at the time, the BAAQMD released a new version of the Air Quality Guidelines in May 2012, which removed the 2010 Air Quality Thresholds. The BAAQMD recommends that lead agencies determine their own appropriate air quality thresholds of significance based on substantial evidence within the lead agency's administrative record. Lead agencies may still rely on the BAAQMD's 2010 Air Quality Guidelines for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. The City of Pleasanton has determined that the BAAQMD's 2010 Air Quality Thresholds are based on substantial evidence, as identified in Appendix D of the CEQA Guidelines, and has therefore adopted and incorporated them into this analysis.

Table 4 and Table 5 compare the 2010 Air Quality Thresholds with the thresholds established in the original 1999 Air Quality Guidelines.

Table 4: BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
ROG	None	54 lbs/day
NO_x	None	54 lbs/day
PM_{10}	None	82 lbs/day (exhaust)
$PM_{2.5}$	None	54 lbs/day (exhaust)
$PM_{10}/PM_{2.5}$ (fugitive dust)	BMPs	BMPs

Table 4 (cont.): BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
TACs	None	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index (chronic or acute) Ambient $PM_{2.5}$ increase >0.3 µg/m^3 annual average
Cumulative TACs	None	Increased cancer risk of >100 in a million Increased non-cancer risk of >10 Hazard Index (chronic) Ambient $PM_{2.5}$ increase >0.8 µg/m^3 annual average

Notes:
lbs/day = pounds per day
O_x = nitrous oxides
CO = carbon monoxide
TACs = toxic air contaminants
ROG = reactive organic gases
PM = particulate matter
BMPs = best management practices

Source: Bay Area Air Quality Management District 1999, 2011.

Table 5: BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
ROG	80 lbs/day	54 lbs/day	10 tons/year
NO_x	80 lbs/day	54 lbs/day	10 tons/year
PM_{10}	80 lbs/day	82 lbs/day	15 tons/year
$PM_{2.5}$	None	54 lbs/day	10 tons/year
Local CO	9.0 ppm (8-hour average), 20 ppm (1-hour average)	9.0 ppm (8-hour average), 20 ppm (1-hour average)	
TACs	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index (chronic or acute) Ambient $PM_{2.5}$ increase >0.3 µg/m^3 annual average	
Cumulative TACs	None	Increased cancer risk of >100 in a million Increased non-cancer risk of >10 Hazard Index (chronic) Ambient $PM_{2.5}$ increase >0.8 µg/m^3 annual average	
Accidental Release	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	

Table 5 (cont.): BAAQMD Project-Level Operational Related Thresholds

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

Notes:
ROG = reactive organic gases
PM = particulate matter
TACs = toxic air contaminants
lbs/day = pounds per day
NO_x = nitrous oxides
CO = carbon monoxide
ppm = parts per million
t/y = tons per year

Source: Bay Area Air Quality Management District 1999, 2011.

The Supplemental EIR utilized the 2010 Air Quality Guidelines and the 2010 Air Quality Thresholds. Although BAAQMD is no longer recommending the 2010 Air Quality Thresholds, this document uses the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds for screening and analysis purposes for most impacts. In certain circumstances, consistent with the May 2012 Update to the 2010 CEQA Guidelines, this document uses alternative thresholds where deemed appropriate and supported by substantial evidence. Pursuant to the 2010 Air Quality Guidelines if a project does not exceed the thresholds contained within the 2010 Air Quality Guidelines or alternative thresholds, it will result in a less than significant impact. The Supreme Court opinion eliminates the need to assess impacts of the existing environment on the project for CEQA purposes. The following analysis assesses the impacts of existing TAC and odor sources on the project for informational purposes only.

Findings

The Supplemental EIR concluded that implementation of the General Plan Amendment and rezoning of the project site for eventual residential development would have a less than significant impact related to (1) consistency with the Clean Air Plan, (2) consistency with the implementation measures of the 2010 Clean Air Plan, (3) net increase of criteria pollutants, (4) impacts on sensitive receptors after implementation of mitigation, and (5) exposure to objectionable odors.

The project includes the development of 93 single-family homes on 10.91 acres and a 30-bed congregate housing facility on 1.35 acres. Arroyo del Valle would remain in its existing state and occupies 2.79 acres of the 15.06-acre project site. The project's overall density would be 10.03 dwelling units per gross developable area.

Within the Supplemental EIR (Table 3-3), 14.8 acres of the site were considered for potential rezoning to Planned Unit Development-Mixed Use, with a density of up to 30 units per acre that

would accommodate up to 180 units. As such, the density of the project is less than the maximum density anticipated by the Supplemental EIR (30 units per acre).

As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Air Quality Plan

Air Quality Plan Compliance

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

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

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

b) Air Quality Standard

Air Quality Standards or Violations

The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. Development anticipated by the Supplemental EIR would require demolition and removal of existing structures, grading, site preparation, and construction of new structures. Emissions generated during construction activities would include exhaust emissions from heavy-duty construction equipment, trucks used to haul construction materials to and from sites, worker vehicle emissions, as well as fugitive dust emissions associated with earth-disturbing activities. However, as indicated in the Supplemental EIR, implementation of Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust and other construction emissions (carbon monoxide hotspots) would be less than significant and would adhere to the BAAQMD's requirements. The project's potential for carbon monoxide (CO) hotspot and construction emissions impacts are analyzed below.

Carbon Monoxide Hotspot

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

A development project would result in a less than significant impact to localized CO concentrations (and would not require quantification) if the following screening criteria are met:

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

As noted in Section 2.16, Transportation/Traffic of this addendum, the project would be consistent with applicable transportation policies establishing effectiveness. The project would not cause any signalized study intersections to operate below acceptable level of service (LOS) standards after the implementation of mitigation measures from the Supplemental EIR and compliance with General Plan Transportation Element Program 1.1. Because the project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation-related policies of the General Plan. As such, the project would not introduce any new impacts related to applicable transportation plans and policies not previously disclosed, and meets the first screening criteria.

Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would have no effect on any intersections where vertical and/or horizontal mixing is substantially limited, thereby meeting the second and third screening criteria. As shown in the Transportation Assessment Memorandum (Appendix I), Valley Avenue/Stanley Boulevard is the project-affected intersection with the highest current volume, experiencing a PM peak-hour volume of 5,603 vehicles. Based on the BAAQMD screening methodology, this volume of traffic would have a less than significant impact on CO concentrations. As such, the project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Construction Fugitive Dust Emissions

The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. Development anticipated by the Supplemental EIR would require demolition and removal of existing structures, grading, site preparation, and construction of new structures. Emissions generated during construction activities would include fugitive dust emissions associated with earth disturbing activities. However, as indicated in the Supplemental EIR, compliance with Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust would be less than significant as well as ensure that the other construction emissions would adhere to the BAAQMD's requirements.

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

c) Criteria Pollutants

The Supplemental EIR concluded that the implementation of residential development on rezoned sites would have less than significant impacts related to cumulatively considerable net increases of criteria pollutants, for which the project region is in nonattainment after implementation of Mitigation Measure 4.B-1a. As discussed below, the project would not introduce any new significant impacts not previously disclosed. Further analysis of the project's potential impacts and emissions modeling output is provided below and in Appendix B.

Construction Exhaust Pollutants

The 2010 Air Quality Guidelines provide screening criteria developed for criteria pollutants and precursors. According to the 2010 Air Quality Guidelines, if the project meets the screening criteria then its air quality impacts relative to the criteria pollutants may be considered less than significant. In developing the 2010 Air Quality Guidelines, BAAQMD also considered the emission levels for which a project's individual emissions would be cumulatively considerable. Specifically for construction, the project would result in a less than significant impact to air quality if the following screening criteria are met:

1. The project is below the applicable screening level size (see Table 6).
2. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction.
3. Construction-related activities would not include any of the following:
   a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing;
   b) Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
   c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);

d) Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or

Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

Table 6: Criteria Air Pollutant and Precursors Screening Level for Construction Emissions

Land Use	Screening Size	Project Size
Single-Family Residential	114	93 DU
Apartment Low Rise	240	30 DU
Total Dwelling Units Compared with the Smallest Applicable Screening Size	114 DU	123 DU

Note:
DU = dwelling units
Source: BAAQMD 2011.

The project includes 93 single-family homes and a congregate care facility of up to 30 beds in two two-story buildings Although individually the project components would not exceed the BAAQMD screening thresholds, the combined project exceeds the unit counts for the single-family residential screening threshold. Therefore, as a conservative assessment, the project unit counts were assumed to exceed the screening criteria.

The project does not meet all of the BAAQMD's screening requirements. Therefore, the project cannot be deemed less than significant using the screening method, and project construction emissions must be compared with the BAAQMD significance thresholds.

Table 7 summarizes the construction-generated emissions in tons per day. Table 8, Table 9, and Table 10 summarize the construction-related emissions in average daily pounds for years 2017, 2018, and 2019, respectively. As indicated, the BAAQMD's regional emission thresholds for construction exhaust would not be exceeded for any regional pollutant. Therefore, the project would have a less than significant regional emissions impact from project construction.

Table 7: Unmitigated 2016 Construction Criteria Air Pollutants Emissions (Annual Tons)

Construction Phase	Air Pollutant Emissions (Total Tons)			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
2017				
Demolition	0.042	0.440	0.021	0.020
Site Preparation	0.025	0.259	0.014	0.013
Grading	0.093	1.045	0.050	0.046

Table 7 (cont.): Unmitigated 2016 Construction Criteria Air Pollutants Emissions (Annual Tons)

Construction Phase	Air Pollutant Emissions (Total Tons)			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Paving	0.020	0.204	0.011	0.011
Single Family 2017 Building Construction	0.008	0.065	0.004	0.004
Sunflower Hill 2017 Building Construction	0.008	0.046	0.003	0.003
Total 2017 Construction Emissions	***0.194***	***2.059***	***0.104***	***0.096***
2018				
Single Family 2018 Building Construction	0.293	2.479	0.155	0.145
Sunflower Hill 2018 Building Construction	0.302	1.814	0.109	0.106
Total 2018 Construction Emissions	***0.595***	***4.293***	***0.264***	***0.251***
2019				
Single Family 2019 Building Construction	0.175	1.505	0.090	0.084
Sunflower Hill 2019 Building Construction	0.029	0.186	0.010	0.010
Sunflower Hill Architectural Coatings	0.249	0.009	0.001	0.001
Single Family Architectural Coatings	1.207	0.019	0.001	0.001
Total 2019 Construction Emissions	***1.660***	***1.719***	***0.102***	***0.096***

Notes:
1. Exhaust only
ROG = reactive organic gases NO_X = oxides of nitrogen PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Totals calculated using unrounded results.
Source: CalEEMod Output (Appendix B)

Table 8: 2017 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Total Emissions (tons)	0.194	2.059	0.104	0.096
Total Emissions (lbs)	388.6	4117.8	207.0	191.4
Average Daily Emissions (lbs/day)[2]	4.5	47.9	2.4	2.2

Table 8 (cont.): 2017 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:
1. Exhaust only
2. Calculated by dividing the total lbs by the total 86 working days of construction for 2017.

lbs = pounds ROG = reactive organic gases NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source of Emissions: CalEEMod Output (Appendix B)

Table 9: 2018 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Total Emissions (tons)	0.595	4.293	0.264	0.251
Total Emissions (lbs)	1,189.0	8,585.6	528.4	502.4
Average Daily Emissions (lbs/day)[2]	4.6	32.9	2.0	1.9
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:
1. Exhaust only
2. Calculated by dividing the total lbs by the total 261 working days of construction for 2018.

lbs = pounds ROG = reactive organic gases NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source of Emissions: CalEEMod Output (Appendix B)

Table 10: 2019 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Total Emissions (tons)	1.660	1.719	0.102	0.096
Total Emissions (lbs)	3,319.2	3,438.2	204.4	192.6
Average Daily Emissions (lbs/day)[2]	16.9	17.5	1.0	1.0
Significance Threshold	54	54	82	54

Table 10 (cont.): 2019 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Exceeds Significance Threshold?	No	No	No	No

Notes:
1. Exhaust only
2. Calculated by dividing the total lbs by the total 196 working days of construction for 2019.

lbs = pounds ROG = reactive organic gases NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source of Emissions: CalEEMod Output (Appendix B)

Operational Pollutants

The 2010 Air Quality Guidelines provide operational emissions screening criteria developed for criteria pollutants and precursors. As shown in Table 11, the project's proposed land use is less than the BAAQMD's screening level for criteria air pollutants and precursors. Therefore, the project would have a less than significant impact with respect to criteria pollutants and ozone precursors.

Table 11: Criteria Air Pollutant and Precursors Screening for Operational Emissions

Land Use	Screening Size	Project Size
Single-Family Residential	325	93 DU
Apartment Low Rise	451	30 DU
Total Dwelling Units Compared to the Smallest Applicable Screening Size	325 DU	123 DU

Note:
DU = dwelling units
Source: BAAQMD 2011.

In summary, the project would not introduce any new impacts related to cumulatively considerable net increases of nonattainment pollutants not previously disclosed. Impacts would continue to be less than significant with the implementation of Supplemental EIR Mitigation Measure 4.B-1a.

d) Sensitive Receptors

Expose Receptors to Substantial Pollutants

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

Implementation of Mitigation Measure 4.B-4 requires project-specific health risk assessments and the implementation of any combination of measures required by the health risk assessment to reduce receptor exposures to a level below the threshold. Measures could include the incorporation of design features, trees, and/or high-efficiency central heating and ventilation systems. As discussed below, the project would not introduce any new substantial impacts not previously disclosed. Further analysis of the project's potential toxic air contaminant (TAC) impacts and emissions modeling output are provided below and in the Health Risk Assessment prepared by Illingworth & Rodkin, Inc. (Appendix B), consistent with Mitigation Measure 4.B-4.

Sensitive receptors near the project site include commercial uses east of the project site, residential uses south of the project (across the Arroyo Del Valle portion of the project site), and residential uses north and west of the project site (across Stanley Boulevard).

Construction Localized Fugitive Dust

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

Construction Toxic Air Contaminants Generation

As discussed in the BAAQMD's Air Quality Guidelines, construction activity using diesel-powered equipment emits diesel particulate matter (DPM), a known carcinogen. A 10-year research program (Air Resources Board (ARB) 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. The State of California Office of Environmental Health Hazard Assessment (OEHHA) and ARB developed recommended methods for conducting health risk assessments. The most recent OEHHA risk assessment guidelines were published in February of 2015 (OEHHA 2015). These guidelines incorporate substantial changes designed to provide for enhanced protection of children, as required by State law, compared to previous published risk assessment guidelines. ARB has provided additional guidance on implementing OEHHA's recommended methods (ARB 2015). This HRA used the recent 2015 OEHHA risk assessment guidelines and ARB guidance. While the OEHHA guidelines use substantially more conservative assumptions than the current BAAQMD guidelines, BAAQMD has not formally adopted recommended procedures for applying the newest OEHHA guidelines. BAAQMD is in the process of developing new guidance and has developed proposed HRA Guidelines as part of the proposed amendments to Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants (BAAQMD 2016). Exposure parameters from the OEHHA guidelines and newly proposed BAAQMD HRA Guidelines were used in the evaluation. The majority of heavy diesel equipment usage would occur during the grading phase of construction, which would occur over a brief duration. Nearby sensitive receptors that surround the project site would be exposed to construction contaminants only for the duration of construction. This brief exposure period would substantially limit exposure to

hazardous emissions. In addition, construction-emitted pollutants would rapidly disperse from the project site. The brief exposure period presented by the project is substantially less than the exposure period typically assumed for the health risk analysis. Further, Mitigation Measure 4.B-1 requires the preparation of an air quality plan and submittal to the City that demonstrates BAAQMD recommended control measures will minimize risks to sensitive receptors. Therefore, impacts from exposure to construction-generated DPM would be less than significant.

Operational Toxic Air Contaminants Exposure

The project is not a land use known to generate TACs in substantial quantities; therefore, risks to adjacent receptors from the project would be less than significant. The project would result in the construction of a sensitive receptor land use. The *CBIA v BAAQMD* Supreme Court opinion invalidates requirements to assess the impact of existing emission sources on new sensitive receptors for CEQA purposes. Therefore, the analysis of existing sources of emissions on the project was completed for information only. This analysis focuses on the potential impacts to on-site residents from nearby sources of TACs. The BAAQMD provides the following tools for use in screening potential sources of TACs:

- **Roadway Screening Analysis Tables**—County-specific tables containing estimates of risk and hazard impacts from roadways by annual average daily traffic (AADT) and distance. (Tables do not estimate acute or chronic hazards since the screening levels were found to be extremely low.)
- **Highway Screening Analysis Tool**—The BAAQMD prepared a Google Earth file that contains pre-estimated cancer risk, hazard index, and $PM_{2.5}$ concentration increases for highways within the Bay Area. Risks are provided by roadway link and are estimated based on elevation and distance to the sensitive receptor.
- **Stationary Source Risk and Hazard Screening Tool**—The BAAQMD prepared a Google Earth file that contains the locations of all stationary sources within the Bay Area that have BAAQMD permits. For each emissions source, the BAAQMD provides conservative cancer risk and $PM_{2.5}$ concentration increase values.
- **Traffic Count Data**—Local road traffic count data from the California Environmental Health Tracking Program (BAAQMD 2015).

The BAAQMD recommends the use of these tools in a screening process to identify whether further environmental review of potential TAC or $PM_{2.5}$ concentration risk for a project is warranted. Specifically, emissions sources within 1,000 feet of the project boundary should be evaluated.

Although not required for CEQA purposes, the TAC and $PM_{2.5}$ impacts from existing sources were compared to BAAQMD screening criteria. For project-level analysis, BAAQMD specifies both individual and cumulative-level thresholds of significance for risks and hazards. The BAAQMD's individual cancer risk threshold of significance is 10 in a million, and the cumulative risk threshold is 100 in a million. For projects that consist of new receptors, it is generally appropriate to only use the cumulative-level threshold because the project itself is not a source of TACs and, thus, the individual

project-level threshold is not relevant. The cumulative risk threshold accounts for all potential sources of TACs and $PM_{2.5}$ in proximity to new receptors. Because the project is a residential development and is not considered a source of TACs, this analysis is focused to the cumulative impact of nearby sources of TACs to the project.

Consistent with the requirements of Supplemental EIR Mitigation Measure 4.B-4, a Health Risk Assessment (HRA) was prepared by Illingworth & Rodkin, Inc. to assess community risks and hazards related TACs (Appendix B). Mitigation Measure 4.B-4 requires that exposure to TACs fall below "BAAQMD's threshold of significance at the time of project approval." The following evaluates impacts from potential offsite mobile sources within 1,000 feet of the project's boundary) on new onsite sensitive receptors. No stationary sources were located within 1,000 feet of the project. Although the *CBIA v BAAQMD* Supreme Court opinion invalidates use of this threshold for CEQA purposes, the analysis was completed for information only.

Mobile Sources

The BAAQMD provides screening tables and data to determine if roadways with traffic volumes of over 10,000 vehicles per day may have a significant effect on sensitive receptors. Table 12 provides the potential risk for residences within 10 feet of an east-west roadway with an average daily traffic (ADT) count of 20,000 vehicles as indicated by BAAQMD's thresholds.

As indicated in the HRA, the latest city traffic counts indicate this portion of Stanley Boulevard has an ADT volume of between 17,200 and 22,100 vehicles. Project plans indicate that the closest residential dwelling units for the project would be 30 feet or further from the edge of the roadway.

Health Risk Assessment Results

As shown in Table 12, the maximum increased cancer risk from traffic on Stanley Boulevard at residential receptors was computed as 1.8 in one million and is below the BAAQMD's threshold of greater than 10 in one million excess cancer cases per million. Similarly, the estimated chronic hazard index and the annual average $PM_{2.5}$ concentrations fall below the corresponding cumulative significance thresholds. Detailed analysis is provided in Appendix B.

Table 12: Screening TAC Roadway Impacts at 30 feet from Stanley Boulevard

Scenario	Lifetime Cancer Risk (per million)	Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Screening Calculator at 30 feet South East	8.70 13.23 10.96	0.249 0.314 0.282	 <0.03
Refined Modeling with Maximum Impact Reported	1.8	0.2	<0.01
Threshold[1]	>10.0 / million	>0.3 $\mu g/m^3$	1.0 Conc./REL

Notes:
Average of north-south and east-west roadway in Alameda County with ADT of 22,100 vehicles and setback of 30 feet.
[1] BAAQMD. 2011. CEQA Air Quality Guidelines. May.
Source: Illingworth & Rodkin, March 14, 2016.

In summary, the project has complied with Mitigation Measure 4.B-4 by preparing an HRA. As indicated in the HRA the project would not expose on-site residents to significant cumulative risks from adjacent sources of TACs, and impacts would be less than significant.

e) Objectionable Odors

Impacts from existing sources of odors would fall under the CBIA v BAAQMD Supreme Court opinion that invalidated thresholds that address impacts from the existing environment on projects. However, potential odor impacts are an important community issue that has been identified for the project vicinity. The Supplemental EIR indicated that residential development on the rezoned sites could potentially expose occupants to sources of substantial odors. The project site is within the BAAQMD recommended one-mile buffer of the solid waste transfer station located at 3110 Busch Road. The Supplemental EIR concluded that Policy 8, Program 8.1 and Program 8.2 of the Air Quality Element of the Pleasanton General Plan require odor generators within the City to minimize impacts. The Supplemental EIR further concluded that because these programs do not address potential odors from the transfer station, mitigation is required for areas to be rezoned residential within the one-mile buffer distance of the transfer station. As such, the Supplemental EIR included Mitigation Measure 4.B-5, which requires the transfer station owner(s) and operator(s) to work with the City to ensure that odors are minimized appropriately. Therefore, with the implementation of this mitigation, impacts would continue to be less than significant.

Conclusion

The project would not result in any air quality impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation as contained within the Supplemental EIR, and as cited below.

Mitigation Measures

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

Mitigation Measure 4.B-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project Applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development. Air quality construction measures shall include Basic Construction Mitigation Measures (BAAQMD, May 2011) and, where construction-related emissions would exceed the applicable thresholds, Additional Construction Mitigation Measures included on all grading, utility, building, landscaping, and improvement plans during all phases of construction.

Mitigation Measure 4.B-5: If odor complaints associated with the solid waste transfer station operations are received from future residences of the potential sites for rezoning (Sites 6, 8, 11, and 14), the City shall work with the transfer station owner(s) and operator(s) to ensure that odors are minimized appropriately.

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

Environmental Setting

With the exception of areas within and adjacent to Arroyo del Valle, the project site is routinely disked to control the threat of fire. As a result, the majority of project site does not support any native habitats; rather, it is dominated by disturbed, non-native ruderal (weedy) vegetation, trees associated with on-site land uses, and urban forms (buildings, driveways, etc.). With the exception of Arroyo del Valle along the project's southern border, the project site is surrounded by urban uses.

As indicated by biological surveys completed by Monk and Associates (Appendix C), common on-site plant species include small nettle (*Urtica urens*), bindweed (*Convolvulus arvensis*), Bermudagrass (*Cynodon dactylon*), foxtail barley (*Hordeum murinum*), wild oats (Avena barbata), cheeseweed (*Malva parviflora*), milk thistle (*Silybum marianum*), and puncture vine (*Tribulus terrestris*). The segment of the Arroyo del Valle located partially on-site supports riparian vegetation such as valley oak (*Quercus lobata*), Fremont cottonwood (*Populus fremontii fremontii*), western sycamore (*Platanus racemosa*), blue elderberry (*Sambucus nigra caerulea*), and California black walnut (*Juglans hindsii*). The understory is dominated by western poison oak (*Toxicodendron diversilobum*).

As indicated by the Tree Report prepared by HortScience (Appendix C.1) approximately 118 trees are located on-site, including a mix of 24 different species. On-site trees are a mix of planted and naturally occurring individuals. Along Arroyo del Valle, most trees were natives such as valley oak, blue elderberry, and Freemont cottonwood. This is consistent with the tree species identified on-site by Monk and Associates. Near the on-site buildings, landscape plants such as Japanese privit (*Ligustrum japonicum)* were common. In addition, a long row of London Plane (*Platanus* x *hispanica)* trees is present along Stanley Boulevard. Of the 118 trees on-site, 31 were determined to be heritage trees, which are defined by the City of Pleasanton as trees having a trunk diameter of 18 inches or greater or a height of 35 feet or more.

Wildlife within the project area is limited to those adapted to urban activities and human disturbance. As with most urbanized environments, landscape features such as trees, bushes, grasses, and ruderal vegetation may provide roosting habitat for bird or bat species as well as foraging habitat. Riparian corridors such as Arroyo del Valle may provide food, water, migration and dispersal corridors, breeding sites, and thermal cover for wildlife. Development adjacent to riparian habitat may degrade the habitat values of stream reaches throughout the project area through the introduction of human activity, feral animals, and contaminants that are typical of urban uses.

Findings

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

a) Candidate, Sensitive, or Special Status Species

The Supplemental EIR concluded that removal of trees or other vegetation associated with the project could result in direct loss of nesting habitat, nests, eggs, nestlings, or roosting special-status bats; and that such impacts could be considered significant. As indicated in the Supplemental EIR, the impacts would require the implementation of Mitigation Measures 4.C-1a and 4.C-1b to ensure that any impacts to special-status bird and bat species are avoided or minimized to a level of less than significant.

The Supplemental EIR also indicated that potentially suitable grassland habitat required for Western burrowing owl is present at the project site, but noted that the site is disked on a regular basis, precluding the establishment of ground squirrel complexes used by burrowing owl for shelter and nesting. The Supplemental EIR included Mitigation Measure 4.C-1c, which required a burrowing owl habitat assessment and survey, but it did not indicate that such mitigation was applicable to the project site because of the lack of habitat. Nonetheless, a Western Burrowing Owl Survey Report was prepared for the project site by Monk & Associates (Appendix C.2). As concluded therein, the project site does not support burrowing owls and would be unlikely to be occupied in the near future by burrowing owls given the absence of suitable burrow habitat.

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. As indicated in the Supplemental EIR, impacts to the Arroyo del Valle riparian habitat would require the implementation of Mitigation Measure 4.C-2 to ensure that any impacts to the riparian corridor are avoided or minimized to a level of less than significant. Mitigation Measure 4.C-2 requires compliance of the Alameda County Watercourse Protection Ordinance, which states that no new grading or development for the project site shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerlines, as delineated by a qualified, City-approved biologist.

With implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2 the projects potential impacts would be less than significant.

b) Riparian Habitat or Other Sensitive Natural Community

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. There is no documentation of seasonal wetlands at the project site and no evidence of wetlands were observed during site surveys conducted by ESA in July 2011 site surveys or through a review of current or historical aerials. The Supplemental EIR concluded that direct impacts to any wetlands within the Arroyo del Valle riparian corridor would be avoided through the implementation of the riparian setback specified in Mitigation Measure 4.C-2. Mitigation Measure 4.C-2 requires compliance of the Alameda County Watercourse Protection Ordinance, which states, no new grading or development for the project site shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerlines, as delineated by a qualified, City-approved biologist.

The project would also be required to comply with the City's General Plan policies related to protection of riparian habitat, which require site plans, design, and best management practices (BMPs) to be consistent with applicable water quality regulations including the applicable National Pollutant Discharge Elimination System (NPDES) permit. Adherence to these policies would provide further protection for identified riparian habitat along Arroyo del Valle.

Consistent with Mitigation Measure 4.C-2, a Delineation of Top-of-Bank and Edge of Riparian study was prepared for the project site by Monk & Associates (Appendix C.3). The study established the

required 20-foot setback for grading and associated development activities on the project site. The project, as proposed, would not include development within the delineated 20-foot setback. Therefore, no new grading or development would occur on-site within 20 feet of Arroyo del Valle's top of bank. The project as designed is consistent with the requirements of Mitigation Measure 4.C-2. Therefore, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

c) Federally Protected Wetlands

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. There is no documentation of seasonal wetlands at the project site. The project would be required to comply with the City's General Plan policies related to protection of water quality, which require site plans, design, and BMPs to be consistent with applicable water quality regulations, including the applicable NPDES permit. Adherence to these policies would ensure that impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

d) Species, Wildlife Corridors, or Wildlife Nursery Sites

The Supplemental EIR concluded that while the project site is developed and lacks habitat value, Arroyo del Valle could provide wildlife corridors for fish, waterfowl, other birds, bats, and mammals. As indicated in the Supplemental EIR, implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2 would ensure that any impacts to special status species within the Arroyo del Valle riparian corridor are avoided or minimized. Therefore, the projects impacts would continue to be less than significant as concluded in the Supplemental EIR with the implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2.

e) Local Policies or Ordinances

The Supplemental EIR indicated that residential development on rezoned sites could occur in location where heritage trees would be adversely affected through damage to root zones, tree canopy, or outright removal. The Supplemental EIR concluded that impacts to heritage trees would be less than significant with adherence to the Tree Preservation Ordinance included in Chapter 17.16 of the Pleasanton Municipal Code, which provides adequate protection for heritage trees in the City of Pleasanton.

According to the Tree Report prepared by HortScience Inc. (Appendix C.1), the project site contains 118 trees, representing 24 species. Of the 118 trees on-site, 31 are considered heritage trees. For species type and location, refer to Appendix C.1. HortScience recommends preserving 79 of the 118 on-site trees, 18 of which are considered heritage trees. Based on location, condition, species and age, 39 trees were recommended to be removed, 13 of which are heritage trees.

The heritage trees proposed for removal are either in poor condition or are located in such a manner that they prohibit the construction of project improvement for the economic benefit of the property. The landscaping plan includes the planting of additional trees to offset the removal of mature

vegetation and heritage trees, consistent with the Tree Preservation Ordinance. Therefore, removal of on-site trees and heritage trees would be implemented in accordance with Chapter 17.16 of the Pleasanton Municipal Code. As concluded in the Supplemental EIR, impacts would be less than significant and no mitigation is necessary.

f) Habitat Conservation Plan, Natural Community Conservation Plan, or other Approved Plan

The supplemental EIR concluded that no impact would occur with respect to conflicts with habitat or natural community conservation plan because the City of Pleasanton is not located within such a designated area. No changes have occurred that would alter this conclusion.

Conclusion

The project would not introduce any biological resource impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation from the Supplemental EIR, a cited below.

Mitigation Measures

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

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

- If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.
- Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through August 31). During the breeding bird season (February 1 through August 31), a qualified biologist will survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys will include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.
- Based on the results of the surveys, avoidance procedures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.

- Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
- If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by nesting or other special-status birds may be pruned or removed.

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

Mitigation Measure 4.C-2: Riparian and Wetland Setbacks. Consistent with the Alameda County Watercourse Protection Ordinance, no new grading or development at site 6 shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerline, as delineated by a qualified, City-approved biologist.

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

Environmental Setting

As indicated in the Supplemental EIR, the project site has the potential to impact on-site historical structures, noted as an ice house and farmhouse complex. No archeological or paleontological resources were identified on the project site during the cultural resource assessment conducted for the Supplemental EIR and no unique geologic features are present on the project site. Two Historical Assessments have been completed, one for the Irby portion of the project site by Victoria Nagel and one for the Kia and Kaplan portions of the project site by Architectural Resources Group, Inc.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development has the potential to create a significant and unavoidable impact with the demolition of a potentially significant historic resource. Specifically, the project sites outbuildings and homes, which may be historic since they are more than 50 years old. The Supplemental EIR also included that less than significant impacts could result regarding the disturbance of human remains after the implementation of mitigation. Finally, the Supplemental EIR concluded that less than significant impacts could result to archeological resources and that no impacts to paleontological resources or unique geological features would occur.

Historic Assessment by Valerie Nagel

Valerie Nagel completed a Historic Assessment on August 1, 2013 for the Irby portion of the project site (Appendix D). The main residence was constructed in 1882/1887 and appears to be locally significant; therefore, the main residence has been identified as a historic resource. Ancillary structures were determined not to be significant.

Historic Assessment by Architectural Resource Group

Architectural Resource Group, Inc. completed a Historic Assessment in April of 2015 on the Zia and Kaplan portions of the project site (Appendix D). On-site buildings consist of a residence, a tank house, a barn, two garages, and two sheds on the Zia portion of the site constructed between 1900 and 1910. A residence and ancillary storage structures, which were installed relatively recently, are present on the Kaplan portion of the site. The report concluded that the properties and on-site structures did not appear significant under any National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) criteria and therefore do not qualify as historical resources.

Additional Assessment

As part of the Supplemental EIR, a record search at the Northwest Information Center was performed. No recorded prehistoric or historic resource sites were identified on the project site.

a) Historical Resource

The Supplemental EIR indicated that project-related demolition involving historical resources could result in significant impacts if historical structures were identified on the project site. The Supplemental EIR specifically indicated that buildings located on the project site may be historic and could be directly adversely affected by development if they are demolished to make way for new housing, or indirectly, through incompatible design.

As indicated by the two Historic Assessments prepared for the project site, the main residence on the Irby portion of the project site is a significant historical resource. As indicated by the Supplemental EIR, current federal, state, and local laws as well as the goals, policies, and programs included in the General Plan (specifically, Programs 5.1, 5.2, and 5.4 of the Conservation and Open Space Element) address potential impacts to historical resources during demolition as a part of a project. Since the project site contains a known historical resource, Mitigation Measures 4.D-1a and 4.D-1b includes the requirements for historic resource evaluation on the Irby portion of the project site.

As previously indicated, and in compliance with Mitigation Measure 4.D-1a, Historic Assessments were completed for the on-site buildings and concluded that the main residence on the Irby portion of the project site is a significant historical resource. The project may either relocate the residence or demolish it. If the residence is approved for demolition, implementation of Mitigation Measure 4.D-1b would be required. Consistent with this mitigation, and as indicated in Section 1.4.5 of the Project Description, the residence will be required to be documented in accordance with HABS standards. Relocation of a historical resource may constitute an adverse impact to the resource as well. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retails its eligibility for listing on the California Register (14 CCR Section 4852 (d)(1) (California Department of Parks and Recreation 2016). In either case, because the Supplemental EIR concluded that significant

unavoidable impacts to the historic resource would occur, the project would not result in new impacts to the historical residence.

Compliance with the applicable regulations and General Plan policies and programs as well as Mitigation Measure 4.D-1a, and, if relocated, Mitigation Measure 4.D-1b would ensure the project would not introduce any new impacts to historical resources that were not previously disclosed in the Supplemental EIR.

b) Archaeological Resource

The Supplemental EIR indicated that project-related construction activities involving ground disturbance could result in significant impacts if previously unknown significant resources are discovered. The Supplemental EIR states that:

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

The project site is located within Site 6 as delineated by the Supplemental EIR. As such, the project site may contain previously unknown archeological resources. As indicated by the Supplemental EIR, current federal, state, and local laws as well as the goals, policies, and programs included in the General Plan (specifically, Programs 5.1 through 5.3 of the Conservation and Open Space Element) address potential impacts to archeological resource that may be discovered during implementation of residential development planned for under the Housing Element. The City's standard condition of approval requires that all construction stop in the event that cultural resources are discovered during excavation. With implementation of this standard condition, the project would be expected to have less than significant effect on unknown cultural resources. In addition to these policies, Mitigation Measure 4.D-2 from the Supplemental EIR would be required of the project and would reduce any potential impacts to archeological resources to a less than significant level. Therefore, the project would not introduce any new impacts to archaeological resources that were not previously disclosed in the Supplemental EIR. Impacts would be less than significant and no mitigation is necessary.

c) Unique Paleontological Resource or Site or Unique Geologic Feature

The Supplemental EIR concluded that Pleasanton is directly underlain by Quaternary Alluvium (see Section 4.F, Geology and Soils of the Supplemental EIR), which is unlikely to contain vertebrate fossils. However, it is possible that the City is also underlain by older Quaternary deposits that are known to contain vertebrate fossils. Fossils have been found within 5 miles of areas with similar

deposits. Therefore, the City has moderate paleontological sensitivity. While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils.

If a paleontological resource is uncovered and inadvertently damaged, the impact to the resource could be substantial. The City requires a standard condition of approval that requires all construction to stop in the event that paleontological resources are uncovered during excavation. With implementation of this standard condition, future projects in the Planning Area would be expected to have a less than significant impact on unknown paleontological resources. Similarly, the Supplemental EIR included Mitigation Measure 4.D-3, which requires construction to temporarily stop if paleontological resources are encountered and their assessment by a qualified paleontologist occurs.

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

d) Human Remains

The Supplemental EIR states that there is no indication in the archeological record that the project site has been used for human burial purposes in the recent or distant past. The City requires a standard condition of approval requiring that all construction stop in the event that human remains are discovered during excavation. Similarly, the Supplemental EIR included Mitigation Measure 4.D-4, which requires construction to temporarily stop and actions in accordance with California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98 to be implemented. With the implementation the City's standard conditions of approval and Mitigation Measure 4.D-4, the project's potential impacts to inadvertently disturb human remains would be less than significant, consistent with the conclusions of the Supplemental EIR.

Conclusion

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

Mitigation Measures

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

Mitigation Measure 4.D-1a: Prior to demolition, the project applicant shall have a historic resource evaluation conducted for the homes and outbuildings on Site 6 and for the residence on Site 21. If it is determined that this structure is historic, Mitigation measure 4.D-1b will be required. If the structure is

not found to be historic, demolition of the structure will be considered less than significant impact.

Mitigation Measure 4.D-1b: If the historic resources evaluation determines that Site 6 contains a historic resources, prior to demolition, the structure shall be documented according to Historic American Building Survey (HABS) standards. These standards include large format black and white photographs, an historical narrative describing the architectural and historical characteristics of the building, and measured drawings (or reproduced existing drawings if available). The HABS documentation shall be archived at the City of Pleasanton Planning Department of the City of Pleasanton Public Library.

Mitigation Measure 4.D-2: Prior to the issuance of grading permits for development on the potential sites for rezoning that have not been previously developed or have only experienced minimal disturbance, including Sites 6, 7, 8, and 18, the applicant shall submit to the City an archaeological mitigation program that has been prepared by a licensed archaeologist with input from a Native American Representative. The applicant shall implement the requirements and measures of this program, which will include, but not be limited to:

- Submission of periodic status reports to the City of Pleasanton and the NAHC.
- Submission of a final report, matching the format of the final report submitted for CA-Ala-613/H, dated March 2005, to the City and the NAHC.
- A qualified archaeologist and the Native American Representative designated by the NAHC will be present on site during the grading and trenching for the foundations, utility services, or other on-site excavation, in order to determine if any bone, shell, or artifacts are uncovered. If human remains are uncovered, the applicant will implement Mitigation Measure 4.D-4, below.

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

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

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

Environmental Setting

The project site is relatively flat with an approximate ground surface elevation of 350 feet above mean sea level and is located in an area with minimal topographical relief. The project would not encroach upon Arroyo del Valle, where more prominent topical relief is present.

According to the General Plan, active faults in or near the Pleasanton Planning Area are the Calaveras, Verona, Concord-Green Valley, Greenville, Hayward-Rodgers Creek, Mt. Diablo, San Gregorio, and San Andreas faults. Figure 5-3 of the General Plan indicates that the project site is located in an area susceptible to severe to violent intensity of peak ground shaking during earthquakes. The Calaveras and Verona Faults are the nearest faults designated as Alquist-Priolo Earthquake Fault Zones; however, these faults do not traverse the project site (City of Pleasanton 2012).

The project site contains soils that are classified as Yolo Loam, 0 to 3 percent slopes (Natural Resources Conservation Service 2016).

Berlogar Stevens and Associates (BSA) conducted a Due Diligence Level Geotechnical Investigation for the Irby portion of the project site (Appendix E.1). Stevens Ferrone and Bailey Engineering Company Inc. (SFB) performed a Geotechnical Investigation for the Zia and Kaplan portions of the project site (Appendix E.2).

Findings

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

As previously mentioned, a geotechnical investigations were completed for each project parcel. The conclusions of each investigation is summarized separately below.

Irby Due Diligence Level Geotechnical Investigation

BSA findings concluded that the upper 2 feet of existing ground surface on the Irby portion of the site should be reworked in areas where the former orchard has created loose and soft soils from past agricultural activities. It was also recommended that the 2010 California Building Code Seismic Design Criteria should be incorporated into the structural design of proposed structures.

Kaplan and Zia Geotechnical Investigation

SFB provides recommendations for the Kaplan and Zia portions of the site that are based on on-site soil exploratory borings that indicated the potential for soil to be loose, weak, heterogeneous, and compressible. It was recommended that the loose soils and fills be completely removed and re-compacted. To reduce potential for property damage caused by creek bank erosion and slumping, SFB recommended establishment of a creek bank setback along Arroyo del Valle. Similar to BSA, SFB recommended that the California Building Code and local ordinances be incorporated into the project development to reduce risk of creek bank erosion, localized slumping, and other factors. In addition, SFB recommended that detailed drainage, earthwork, foundation, retaining wall/ soundwall, and pavement recommendations be incorporated into the project. Further details are provided in Appendix E.2.

a) Risk of Loss, Injury or Death Involving:

i) Fault Rupture

The Supplemental EIR indicated no fault lines traverse within the project site. No changes have occurred to the project site that would alter this conclusion. Furthermore, BSA concluded in its investigation that there are no designated California Earthquake Fault Zones located within the project site. SFB concluded that the project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the State of California. Therefore, it is determined that the project site's probability of surface fault rupture would be low. The project would not result in any impacts related to fault rupture.

ii) Seismic Ground Shaking

The Supplemental EIR concluded implementation of goals and policies of the Public Safety Element of the City of Pleasanton's General Plan and requirements of the City's Building Code would minimize risk from ground shaking, including a requirement for site-specific soil and geological studies that include recommendations for minimizing seismic hazards. Consistent with Goal 2, Policy 5, of the Public Safety Element of the City of Pleasanton's General Plan, site-specific Geotechnical Investigations have been completed by BSA and SFB for the project site. BSA and SFB recommended compliance with the California Building Code seismic design criteria to minimize risk from ground shaking. Compliance with the final grading plans, California Buildings Codes, and local ordinances would mitigate structural failure resulting from potential seismic-related ground shaking. Recommendations from BSA and SFB would be incorporated into the proposed project to ensure ground-shaking risks are minimized. The project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

iii) Seismic-related Ground Failure

The Supplemental EIR concluded that the project site is located within a liquefaction hazard zone. The Supplemental EIR indicated that compliance with soil and foundation support parameters in Chapters 16 and 18, as well as the grading requirements in Chapter 18, of the CBC, as required by city and state law, would ensure the maximum practicable protection available from ground failure for structures and their foundations. In addition, the CBC requires that each construction site suspected of containing liquefaction-prone soils be investigated. However, BSA's investigation determined that the project site is underlain by Livermore Gravel, which, because it is dense to very dense, has a low potential for liquefaction to occur at the project site. Similarly, SFB concluded that the potential for liquefaction on the project site is low because of the lack of liquefiable soils. The areas adjacent to Arroyo del Valle are mapped as having very high liquefaction susceptibility, according to the Association of Bay Area Governments and the U.S. Geological Survey; however, the project would be set back from the Arroyo as required and thus would avoid potential impacts from such soils. As such, the project would not introduce any new impacts related to seismic-related ground failure not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

iv) Landslides

The Supplemental EIR indicated that because of the flat topography, the development facilitated by the proposed Housing Element and CAP General Plan Amendment and Rezonings would not expose people or structures to landslides. The project site is generally flat with open fields; no changes have occurred to the project site that would alter this conclusion. BSA reported that the Irby portion of the project site is not mapped within an area susceptible to seismically induced landslides and its fault topography would preclude the potential for landslides. Creek bank failure could occur along Arroyo del Valle; however, the project would not encroach on areas of greater topographical relief within Arroyo del Valle. SFB has reported that according to the U.S. Geological Survey Open-File Report 97-745, the Kaplan and Zia portions of the project site are not mapped as having previously identified landslides. SFB recommended following the adequate creek bank setbacks and retention systems used for residential lots and improvements. As illustrated in Exhibit 3, sufficient setback from Arroyo del Valle has been incorporated into the project site. As such, the proposed project would not introduce any new landslide-related impacts not previously disclosed. Impacts would be less than significant.

b) Erosion

The Supplemental EIR concluded that the potential impacts related to erosion as the result of site grading would be less than significant. The project would be required to adhere to the NPDES General Construction Permit, which contains requirements for erosion control of exposed soils including implementation of Stormwater Pollution Prevention Plan's (SWPPP's) BMPs. In addition, policies in the Public Safety Element of the General Plan (Goal 1, Policy 2; Goal 2, Policy 5) minimize the risk of soil erosion and further mitigate its effects. No project site or regulatory conditions have changed that would alter this conclusion. Furthermore, the project would not encroach on Arroyo del Valle, where erosion potential may be greater. Therefore, the project would not introduce any new erosion-related impacts not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

c) Unstable Soils

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

In accordance with Goal 2, Policy 5 and the recommendations from BSA and SFB, the project would include the completion of a design-level geotechnical analysis prior to issuance of a building permit and prior to the approval of final improvement plans. Recommendations from the design-level geotechnical analysis would ensure unstable soil risks are minimized. The design-level geotechnical analysis would also provide site-specific soil remediation and construction practices that would ensure geologic stability on-site. Therefore, the project would not introduce any new impacts

related to unstable soils not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

d) Expansive Soil

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

Based on laboratory testing performed by BSA, surface soils on the Irby parcel have low expansion potential. SFB also indicated that, based on laboratory testing, soils on both the Kaplan parcel and Zia parcel have low liquefaction susceptibility. Therefore, the project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

e) Septic Tanks

The project would be required to connect to the City sewer system and would not utilize a septic tank or alternative wastewater disposal system. Therefore, no impact would occur related to the use of a septic system or alternative wastewater disposal system and no mitigation is necessary.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

As discussed in Section 2.3, Air Quality, of this document, the City of Pleasanton has determined that the BAAQMD's 2010 Thresholds are based on substantial evidence, as identified in Appendix D of the CEQA Guidelines, and has therefore incorporated them into this analysis.

Table 13 compares the greenhouse gas aspects of the 2010 Air Quality Thresholds with the thresholds established in 1999 (1999 Air Quality Thresholds).

Table 13: BAAQMD Operational Greenhouse Gas Thresholds

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

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

The Supplemental EIR utilized the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds. As shown in Table 13, the 2010 Air Quality Thresholds are more stringent than the 1999 Air Quality Thresholds. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. As with the rezonings analyzed in the Supplemental EIR, the project would result in emissions related to construction and operation.

Findings

The Supplemental EIR concluded that rezoning of the project site for residential development would have a less than significant impact related to generation of greenhouse gases, and consistency with an applicable plan, policy, or regulation of an appropriate regulatory agency adopted for the purposes of reducing greenhouse gas emissions.

As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Greenhouse Gas Generation

The Supplemental EIR determined that, because the quantifiable thresholds established in the BAAQMD 2010 Air Quality Guidelines were based on AB 32 reduction strategies, a project cannot exceed the numeric thresholds without also conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Supplemental EIR utilized the BAAQMD's 2010 plan-level threshold of 6.6 metric tons of carbon dioxide equivalent ($MTCO_2e$) per service population, (SP) per year to determine significance.

The Supplemental EIR quantified emissions from the development of the project site as a component of the development facilitated by the Housing Element and associated rezonings. URBEMIS 2007 and the BAAQMD's Greenhouse Gas Model were used to quantify emissions in the Supplemental EIR. For this analysis, the CalEEMod version 2013.2.2 was used to estimate construction and operational emission of greenhouse gases for the project alone.

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

Operational greenhouse gas emissions by source are shown in Table 14. Total operational emissions were estimated at 1,594.2 $MTCO_2e$. Project construction emissions were calculated as 941.3 $MTCO_2e$. If annualized over 30 years, construction emissions equal 31.4 $MTCO_2e$. With an average of 2.79 persons per household, as indicated by the Supplemental EIR, the project is estimated to accommodate 348.75 residents. The project would generate approximately 4.57 $MTCO_2e$ per service person at year 2019. Therefore, the project would not exceed the BAAQMD's 2010 Air Quality Threshold of 4.6 $MTCO_2e$ for greenhouse gases, and would not have a significant generation of greenhouse gases. (The CalEEMod output is included in Appendix B.)

Table 14: Operational Greenhouse Gas Emissions (2019)

Emission Source	Single Family ($MTCO_2e$ per year)	Sunflower Hill ($MTCO_2e$ per year)	Project Total $MTCO_2e$ per year
Area	18.8	1.7	20.5
Energy	336.1	82.3	418.4
Mobile (Vehicles)	802.0	229.5	1,031.5
Waste	52.0	15.4	67.4
Water	16.5	8.5	25.0
Construction Emissions (Amortized over 30 Years)			31.4
Total Project Emissions			1,594.2
Service Population (Residents)			348.75
Project Emission Generation			4.57 $MTCO_2e$/SP
BAAQMD 2010 Threshold			4.6 $MTCO_2e$/SP
Does project exceed threshold?			No

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalent.
Unrounded results used to calculate totals.
Source of emissions: CalEEMod Output (Appendix B)

b) Greenhouse Gas Plan Consistency

The City adopted a Climate Action Plan in 2012 as part of the adoption of the Supplemental EIR. The Climate Action Plan includes the project site in its community-wide analysis of vehicle miles traveled and associated greenhouse gas emissions, and shows that the City of Pleasanton can meet a community-wide 2020 emissions reduction target that is consistent with the provisions of AB 32, as interpreted by BAAQMD.

This project includes the construction and development of 93 single-family homes on 10.91 acres and a 30-bed congregate care facility on 1.35 acres, which is consistent with the density analyzed by the Supplemental EIR (30 dwelling units per acre). Therefore, the project would not conflict with the City's Climate Action Plan, or any other applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, and would result in fewer emissions than considered under the Supplemental EIR.

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

Conclusion

The project would not introduce any greenhouse gas emission impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

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

Environmental Setting

Two Environmental Site Assessments (ESAs) were prepared for different portions of the project site. A Phase I ESA prepared by Berlogar Stevens and Associates (BSA) (Appendix F.1) looked at the Irby portion of the project site. A Phase I ESA prepared by AEI Consultants (AEI) (Appendix F.2) looked at the Kaplan and Zia portions of the project site. The conclusions of each Phase I ESA are summarized separately below.

Irby Phase I ESA

BSA did not find evidence that current use of the Irby portion of the project site would indicate the likelihood of environmental impairment. BSA did not observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to polychlorinated biphenyls (PCBs), aboveground storage tanks, underground storage tanks (USTs), or radon at the project site. BSA reported soil sampling at two potential contaminant locations. The results showed that gasoline, diesel, and motor oil range organics, as well as BTEX, were not detectable and no further investigation was needed at these two locations. However, BSA did report that testing should be performed for shallow soils from the former orchard to identify residual pesticides and chemicals. In addition, BSA reported a telephone-mounted transformer on the Irby portion of the project site may contain PCB and will need proper disposal. Because of the age of the buildings, asbestos-containing material (ACM) and lead-based paint (LBP) may be present. BSA recommended that a qualified contractor be retained to ascertain the presence of ACM, LBP, and PCBs present in building materials and provide proper management and disposal if encountered.

BSA also recommended that a large pile of tree stumps, wire fencing, lumber, and trash located on the Irby portion of the project site be removed and investigated for stained soils or materials encountered during removal through sampling. In addition, it was recommended that a qualified contractor properly destroy the existing on-site well under approved permits of Alameda County Zone 7 Water Agency.

The Irby portion of the project site was identified as listed within the NPDES database. However, BSA concludes that the actual site listed appears to be just north of the project site. The project site was not listed on any other environmental databases. In addition, several sites were listed on various databases of hazardous sites within one mile of the project site; however, none of these sites were identified as posing an environmental concern to the project site.

Kaplan/Zia Phase I ESA

Based on AEI's review of aerial photographs of the Kaplan and Zia portions of the project site, evidence of past agricultural use was apparent and could have impacted on-site soils. Similar to BSA's recommendations, AEI recommended on-site soil sampling for residual pesticides and chemicals.

A gasoline UST was removed from the Zia portion of the project site in February of 1990. Soil samples taken during removal of the UST reported traces of benzene, toluene, ethylbenzene,

xylenes, and petroleum hydrocarbons as gasoline below the tank pit. Isopropyl benzene was not detected in the soil. AEI recommended additional on-site sampling to determine extent of impact in connection with the former UST.

Similar to the Irby site, because of the age of the buildings on the Kaplan and Zia portions of the project site there is the potential for ACM and LBP to be present. An asbestos survey is required in accordance with the United States Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants 40 CFR Part 61 prior to demolition or renovation activities that may disturb ACM. Similar compliance with regulations regarding LBP would be required.

The Kaplan portion of the project site is listed on the HAZNET database. The listing is related to Aragon Commercial Landscaping's use of the site and its generation of 0.105 ton of waste oil and mixed oil in 2008. Based on the single year of generation, the small quantity generated, and the lack of large quantities of hazardous materials observed on-site, AEI concluded that the listing is not expected to present a significant environmental concern. In addition, several sites were listed on various databases of hazardous sites within one mile of the project site; however, none of these sites were identified as posing an environmental concern to the project site.

Findings

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

a) Transport, Use, or Disposal of Hazardous Materials

The Supplemental EIR indicated that residential developments consistent with the proposed Housing Element, would involve demolition activities and use of construction equipment that would require the use of hazardous materials, such as fuel, lubricants, or solvents. The Supplemental EIR concluded that development would be required to comply with all applicable regulations for management of hazardous materials during construction and demolition, and that these regulations would ensure potential hazards resulting from hazardous material use during construction activities would be less than significant.

In addition, the project would be required to comply with additional site-specific environmental review, and Policy 17 of the Public Safety Element requiring that contaminated sites be remediated prior to the commencement of new construction. The development also is required to coordinate with the City of Pleasanton's Public Works Department and utility owners to precisely locate the utilities. Policy 17, Programs 17.2 and 17.3 of the Public Safety Element would require that construction drawings and construction sites clearly show underground utilities and pipelines and that project contractors shall contact the Underground Service Alert.

During operation, the development would be required to comply with a range of policies, including the Alameda County Department of Environmental Health/Livermore-Pleasanton Fire Department Emergency Management Plan. Proposed General Plan policies, such as Programs 16.3 and 16.5 of the Public Safety Element would further reduce any potential impact. Therefore, these regulations for construction and operation would ensure potential hazard resulting from hazardous material use during construction activities would be less than significant.

Overall, the Supplemental EIR concluded that because of a limited potential for exposure of people or the environment to hazardous material—largely as a result of compliance with federal, state, and local regulations—impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. No changes have occurred to the project site or to the proposed development that would alter this conclusion. Therefore, the project would not introduce any new impacts related to the routine use of hazardous materials not previously disclosed and impacts would be less than significant.

b) Hazardous Material Upset or Accident

The Supplemental EIR indicated that construction of residences on sites for rezoning would disturb soils that could be contaminated from past releases of hazardous substances into the soil or groundwater. The Supplemental EIR required implementation of Mitigation Measure 4.G-2, which includes the preparation of a Phase I ESA to determine the potential presence of on-site contamination, and the provision of documentation indicating that any on-site contamination has been appropriately remediated. The Supplemental EIR concluded that with the implementation of Mitigation Measure 4.G-2, and adherence to General Plan Public Safety Element Policy 17, which requires contamination to be remediated prior to development, impacts related to hazardous materials or accidents would be reduced to a less than significant level.

In accordance with Supplemental EIR Mitigation Measure 4.G-2, two Phase I ESAs were prepared for the project site.

As previously summarized, the Irby Phase I ESA recommended testing be performed on shallow soils within the former orchard to identify any residual pesticides and chemicals; proper disposal of telephone-mounted transformer; and investigating the presence of stained soils beneath a large pile of debris after removal. In addition, it is indicated that PCBs, LBP, and ACM are likely to be present on-site. Finally, a qualified contractor will need to properly destroy the well under approved permits.

The Kaplan/Zia Phase I ESA recommended soil testing to determine the extent of residual chemicals in connection with the former UST, as well as proper LBP and ACM abatement.

In accordance with Public Safety Element Policy 17, any and all contamination on-site would have to be remediated prior to development. The recommendations of the Phase I ESAs would be followed in coordination with implementation of this policy. In additional, all applicable regulations regarding soil testing, PCBs, LBP, ACM, and removal of the on-site well would be followed. Therefore, the

project would not introduce any new impacts related to hazardous material upset not previously disclosed and impacts would be less than significant.

c) Hazardous Materials in Proximity to Schools

The project site is less than 0.5 mile from Amador Valley High School, separated by First Street and residential developments. The Supplemental EIR concluded that development facilitated by the Housing Element would not result in the handling of significant quantities of hazardous materials, substances, or wastes; therefore, risk of hazardous material releases within the vicinity of schools would be less than significant.

The project is consistent with the residential land use considered in the Supplemental EIR; therefore, the project would not introduce new impacts related to hazardous materials in proximity to schools not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

d) Hazardous Materials Sites

The Supplemental EIR indicated that development of sites known to be contaminated by hazardous materials or wastes could occur on potential sites for rezoning. However, the project site was not identified by the Supplemental EIR as containing hazardous materials. In compliance with Mitigation Measure 4.G-2, two Phase I ESAs have been completed for the project site. The AEI Phase I ESA prepared for the Kaplan and Zia parcels indicated that the Kaplan parcel is listed on the HAZNET database and Hazardous Waste Tracking System for generating 0.105 ton of waste oil and mixed oil in 2008. Based on the single year of generation, the small quantity generated, and the lack of large quantities of hazardous materials observed on-site, AEI concluded that this listing is not expected to present a significant environmental concern. The BSA Phase I ESA indicated that the Irby parcel is not listed on any hazardous material databases. In accordance with Public Safety Element Policy 17, any contamination identified on-site must be remediated prior to development. Therefore, the project would not introduce any new impacts related to hazardous material sites not previously disclosed. No further mitigation is required.

e) Public Airports

The Supplemental EIR concluded that a conflict between the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that, without specific project site details and a newly adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. Therefore, the Supplemental EIR included Mitigation Measure 4.G-5, which requires submittal of verification of compliance with the Federal Aviation Administration (FAA) Part 77 air space review.

Since the completion of the Supplemental EIR, a revised Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport has been completed. The project site is located approximately 2.5 miles southwest of the Livermore Municipal Airport and is not located within the Airport

Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the buildings would exceed 200 feet in height.

As such, Mitigation Measure 4.G-5 would not be applicable. The project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

f) Private Airstrips

The Supplemental EIR indicated that no private airstrips exist near the City. Therefore, there would be no safety hazards related to the use of private airstrips and no impact would occur related to the development of housing under the General Plan Amendment and Rezonings. No changes have occurred to the location of private airports near the project site. Therefore, the project would not introduce any new private airstrip safety hazards not previously disclosed. No impact would occur.

g) Emergency Response Plan or Emergency Evacuation Plan

The Supplemental EIR concluded that the buildout of the proposed Housing Element would not interfere with current guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan, and impacts would be less than significant. No changes have occurred that would alter this conclusion. Therefore, the project would not affect the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would continue to be less than significant.

h) Wildland Fires

The Supplemental EIR concluded that all of the sites considered for rezoning, including the project site, are located outside of the designated wildland-urban interface threat areas within the City of Pleasanton; therefore, impacts related to wildland fires would be less than significant.

No changes have occurred to the status of the project site's location outside of the wildland-urban interface area. Therefore, the project would not introduce any new wildland fire hazards not previously disclosed and impacts would continue to be less than significant.

Conclusion

The project would not introduce any hazards or hazardous materials impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation included in the Supplemental EIR as provided below.

Mitigation Measure

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

Mitigation Measure 4.G-5:

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

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

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

Environmental Setting

The site currently includes approximately 68,600 square feet of impervious surfaces consisting of on-site residences, buildings, and paved areas. The southern boundary of the site is Arroyo del Valle, which runs east-west. According to the Preliminary Post Construction Stormwater Control Plan, prepared by Carlson, Barbee & Gibson, Inc. (Appendix G), stormwater runoff leaves the site in two different ways. Drainage within the Kaplan portion of the project site collects in existing inlets and is piped to an outfall in the creek. The rest of the project site's stormwater flows toward Stanley Boulevard, where it is collected by existing inlets.

Findings

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

a), f) Water Quality, Flooding, Polluted Runoff

The Supplemental EIR concluded that development on rezoned sites could affect drainage patterns and create new impervious surfaces that could cause changes to stormwater flows and affect water quality. However, the Supplemental EIR indicated that compliance with the Alameda Countywide Clean Water Program (ACCWP) NPDES Permit, including the C.3 provision, and implementation of a Construction SWPPP would reduce impacts to a less than significant level. As part of issuance of building and/or grading permits, the project would be required to demonstrate compliance with these regulations. In addition, the City and/or San Francisco Regional Water Quality Control Board, through their review and approval of applicable permits, would ensure that the project would not substantially worsen existing water quality problems and that no net increase in stormwater rates and runoff would occur.

The project will demolish the majority of structures and impervious surfaces existing on the site, totaling in approximately 68,600 square feet. Because of the project, the total impervious surfaces on-site would increase to approximately 306,000 square feet, an increase of 238,000 square feet, as indicated by the project's Preliminary Post Construction Stormwater Control Plan (Appendix G). Therefore, in accordance with section 2.3.2 of the County's C.3 Guidebook, set forth in the Municipal Regulation permit (MRP), the project is required to include treatment measures. In addition, pursuant the MRP, because the proposed project will create more than 1 acre of impervious area and will increase the amount of impervious area on the site, a vault is required that can handle an approximate volume of 15,400 cubic feet of water. Bioretention basins will be located throughout the project site to meet the requirements of the MRP. The Low Impact Development (LID) facilities will provide an opportunity to treat areas where runoff can collect some of the worst pollutants in high concentrations (such as parking lots and roads). The project's grading and drainage plans must be reviewed and approved prior to construction. Implementation of recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within Federal Emergency Management Agency Flood

(FEMA) flood hazard zones). As such, the project would not introduce any new water quality, flooding, or polluted runoff related impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

b) Groundwater

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

The project site's growth has been included in future water supply planning and would not deplete groundwater supplies. While the project site currently contains primarily impervious surfaces it does not provide for substantial groundwater recharge. Furthermore, the project site's multiple bioswales and open space areas would allow for continued stormwater percolation. The geotechnical investigation performed by Stevens, Ferrone, and Bailey (SFB) determined that no groundwater was detected in any of the borings from the soils report, refer to (Appendix E.2).In summary, the project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

c) Drainage Resulting in Erosion or Flooding

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

d) Flood Hazards

The Supplemental EIR indicated that development proposals resulting from the Housing Element must be reviewed by the City's Engineering Department. The review and implementation of any recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). The Supplemental EIR concluded that compliance with applicable regulations would ensure that development within flood hazard zones would be less than significant.

As indicated by FEMA Insurance Rate Map No. 06001C0336G, the project site is located within Zone X and is not located within a 100-year flood zone (FEMA 2009). Arroyo del Valle is designated as

Zone AE subject to inundation by the 100-year flood. However, no development would occur within Arroyo del Valle or the associated Zone AE. As such, the project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

e) Stormwater Drainage

The supplemental EIR concluded that compliance with existing regulatory requirements including the NPDES Construction General Permit requirements, provision C.3 of the AACWP NPDES permit, and Goal 6 of the Public Facilities and Community Programs Element of the City of Pleasanton General Plan would ensure that development resulting from the Housing Element would not result in any storm drainage impacts. As previously discussed under Impact a, f), the project would be required to demonstrate compliance with these regulations as part of issuance of building and/or grading permits.

Bioretention basins will be located throughout the project site to meet the requirements of the MRP. The LID facilities and bioretention basins will provide an opportunity to treat areas where runoff can collect some of the worst pollutants in high concentrations. Implementation of applicable recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). As such, the project would not implement the Storm Water Control Plan and would not create any new impacts to drainage not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

g), h) Housing or Structures within a 100-year Flood Hazard Area

As indicated by FEMA Insurance Rate Map No. 06001C0336G, the project site is located within Zone X and is not located within a 100-year flood zone (FEMA 2009). Arroyo del Valle is designated as a special flood hazard area subject to inundation by the 100-year flood; however, no development would occur within Arroyo del Valle. As such, the project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

i) Levee or Dam Failure

The Supplemental EIR indicated that most of the City of Pleasanton is within the 5- to 40-minute Del Valle Dam inundation area. However, catastrophic dam failure is considered highly unlikely, as the dam is regularly maintained and inspected. Flood retention facilities, including levees, throughout the City are undergoing updates under the Stream Management Master Plan. Residential development is not allowed within levee failure zones without being designed to acceptable flood protection standards. Accordingly, the Supplemental EIR concluded that impacts related to levee or dam failure would be less than significant. No changes have occurred that would alter this conclusion. Therefore, the project would not introduce any new levee or dam failure hazard impacts not previously disclosed in the Supplemental EIR and impacts would be less than significant.

j) Seiche, Tsunami, or Mudflow

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

Conclusion

The project would not introduce any hydrology or water quality impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with adherence to applicable regulations and no mitigation is required.

Mitigation Measure

No mitigation is required.

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

Environmental Setting

The project site is located in an area of residential and commercial land uses. The project site has a General Plan designation of Retail/Highway/Service Commercial, Business and Professional Offices, Open Space and Public Health and Safety Wildland Overlay (Arroyo del Valle). The project site is located within the Downtown Specific Plan and is designated therein as Downtown Commercial. The project site is zoned Agriculture (A) and Service Commercial (CS).

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to conflicts with applicable land use plans and policies or regulations, or the division of an established community. In addition, the Supplemental EIR concluded that rezoning of the project site for eventual residential development would not conflict with habitat conservation or natural community conservation plans. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Division of an Established Community

The Supplemental EIR indicated that sites selected for rezoning for high-density housing development would be compatible with surrounding residential development. The project is consistent with the scale and intensity of development analyzed in the Supplemental EIR and would not introduce any new impacts related to the division of an established community. Impacts would continue to be less than significant and no mitigation is needed.

b) Land Use Plan, Policy, or Regulation

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

General Plan Consistency

The project proposes a General Plan Amendment from Retail/Highway/Service Commercial, Business and Professional Offices, Open Space-Public to High Density Residential. The Arroyo del Valle would remain under the Public Health and Safety with Wildland Overlay designation. The General Plan identifies the High Density Residential designation as greater than eight dwelling units per gross developable acre. In addition, the General Plan indicates that any housing type (detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments), in addition to religious facilities, schools daycare facilities, and other community facilities, may be allowed in any residential designation provided that all zoning ordinance requirements are met. As discussed below, the project would be consistent with applicable zoning requirements. The project's 93 single-family residences and the Sunflower Hill congregate care facility would result in an overall density of 10.03 dwelling units per gross developable area[1,2] and therefore would be consistent with the High Density Residential designation. Therefore, the project would be consistent with the proposed General Plan High Density Residential designation.

Downtown Specific Plan

The Zia portion of the project site is located within the Downtown Specific Plan. The purpose of the Downtown Specific Plan is to preserve and enhance the 308-acre downtown area. The Zia portion of the project site is designated by the Downtown Specific Plan as Downtown Commercial. However, as a part of the project, the site would be redesignated to the Specific Plan's High Density Residential designation. The Specific Plan defines High Density Residential as greater than eight dwelling units per gross developable acre. It also indicates that any housing type (detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) may be allowed, provided that all requirements of the Zoning Ordinance are met. As discussed below, the project would be consistent with applicable zoning requirements. Gross density of the single-family homes would be approximately 8.5 dwelling unit/acre (du/ac). Gross density of Sunflower hill would be 22.2 du/ac. The project's combined total of 123 dwelling units (93 single-family and a 30-bed congregate care facility) on 12.26 acres of developable area (10.91 acres plus 1.35 acres) would result in a total gross density of 10.03 du/ac. All densities would be consistent with the High Density Residential

[1] As indicated on page 2-22 of the General Plan, arroyos are not to be counted as residential gross developable areas.
[2] For conservative purposes, the gross density of the Sunflower Hill facility is based on a total of 30 apartment type residential units.

requirement. Both the 93 single-family units as well as the Sunflower Hill congregate care facility would be consistent with the allowable housing types.

The Sunflower Hill portion of the project is also consistent with the Specific Plan's Land Use Objective 3: To promote the provision of affordable and special-needs housing.

In addition, the project would be consistent with various applicable Specific Plan policies and programs, including the maintenance and preservation of Arroyo del Valle and the provision of archeological considerations during construction. Therefore, the project would be consistent with the Downtown Specific Plan.

Zoning Consistency

While the project was considered in the Supplemental EIR for rezoning, it has not yet been rezoned. As such, as a part of this project, the site would be rezoned from Agriculture (A) and Service Commercial (CS) to Planned Unit Development—High Density Residential and Open Space (PUD-HDR/OS). The Open Space zoning will be applied to the Arroyo del Valle portion of the project site.

As indicated by the Pleasanton Municipal Code, a PUD district is intended to accomplish, among other things, variation in housing type; promotion of General Plan goals and objectives; accommodation of changing market conditions and community desires; provision of mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs; and the establishment of open areas in residential developments.

Permitted uses within a PUD are those approved by the planning commission and city council that are compatible with the purposes of a PUD and the neighborhood and general vicinity of the project site, and in keeping with the protection of public health, safety, and general welfare. As part of the PUD process, appropriate amounts of landscaping, natural open space, parking, signing, distances between buildings, front yards, and other development standards are established. Such standards are included as conditions of approval for the project. As such, the project, through its PUD, would inherently be consistent with the PUD zoning designation.

In summary, the project has been designed to be consistent with existing General Plan, Downtown Specific Plan, and Zoning Designations. Impacts would be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

c) Habitat Conservation Plan or Natural Communities Conservation Plan

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

Conclusion

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

Mitigation Measures

No mitigation required.

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

Environmental Setting

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

Findings

a), b) Mineral Resources

The supplemental EIR concluded that the residential development facilitated by the General Plan Amendment and Rezoning would have no impact related to each mineral resource checklist questions and no mitigation was required. No changes have occurred that would alter this conclusion.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project site is located in a developed area and in proximity to existing transportation, residential and commercial noise sources. Active railroad tracks are located approximately 430 feet north of the site.

As indicated by the General Plan Figure 11-2, areas of the project site along Stanley Boulevard are located within the future (2025) 65 dBA L_{dn} roadway noise contour. The remainder of the project site is located within or outside of the future (2025) 60 dBA L_{dn} roadway noise contour. Supplemental EIR Table 7.3-3 indicates that existing traffic noise on Stanley Boulevard north of the Zia parcel driveway is 60 dBA L_{dn} at a distance of 159 feet from the centerline, 65 dBA L_{dn} at a distance of 74 feet from the centerline, and 70 dBA L_{dn} at a distance of 16 feet from the centerline. Table 11-3 of the General Plan indicates that by year 2025, increases in traffic noise will result in

noise contours of 65 dBA L_{dn} at 90 feet from the centerline, and 60 dBA L_{dn} at 190 feet from the centerline of Stanley Boulevard west of California Avenue.

The Environmental Noise Assessment prepared for the project by Charles M. Salter Associates, Inc. (Appendix H) indicates that existing on-site noise levels range from 51 dBA L_{dn} (at approximately 285 feet south of Stanley Boulevard and 130 feet east of Reflections Drive) to 75 dBA L_{dn} (approximately 35 feet south of Stanley Boulevard).

As indicated on General Plan Figure 11-4, a single-family residential neighborhood is located across Stanley Boulevard to the north and a high density residential neighborhood is located across Arroyo Del Valle to the South. These residential areas are considered noise sensitive receptors (City of Pleasanton 2009).

The Noise Element of the City of Pleasanton General Plan contains land use compatibility guidelines for environmental noise in the community. Table 15 below summarizes these guidelines for residential land uses and park areas.

Table 15: Noise Compatibility Guidelines for Single Family Residential and Park Areas

L_{dn} Value in Decibels		
Single-Family Residential	**Parks and Recreation Areas**	**Compatibility Level**
60 dB or less	60 dB or less	Normally Acceptable: Specified Land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements
60 to 75 dB	60 to 80 dB	Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
Greater than 75 dB	Greater than 80 dB	Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.
Source: City of Pleasanton 2009, as summarized by Charles M. Salter Associates, 2015.		

In addition to the land use compatibility guidelines, the Noise Element outlines the following noise level goals:

- Interior noise levels must be 45 dBA L_{dn} or lower for all single-family residences.
- Exterior noise levels in private or shared outdoor use areas (i.e. backyards and parks, excluding front yards) in new single-family residential development should be 60 dBA L_{dn} or less.

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

- Stationary/non-transportation noise limit of 60 dBA L_{max} at any point outside of the property plane (Section 9.04.030).
- Construction noise limit from individual construction equipment and tools of 83 dBA L_{eq} at a distance of 25 feet or a cumulative construction noise limit of 86 dBA L_{eq} outside of the project boundary (Section 9.04.100).

The State of California maintains noise standards applicable to single- and multi-family uses. The standards are contained in Title 24, Part 2, of the State Building Code, which sets forth Noise Insulation Standards applicable to new multi-family housing. Projects exposed to an outdoor L_{dn} greater than 60 dBA require an acoustical analysis during the design phase, showing that the proposed design will limit outdoor noise to the allowable 45 dBA L_{dn} interior noise level in habitable rooms. Additionally, if windows must be closed to meet the interior standard, "the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment" (CBC 2010).

Findings

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

a) Excessive Noise Levels

Construction Noise Levels

The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, individual project construction equipment would not produce a noise level in excess of 83 dB L_{eq} at a distance of 25 feet, nor would total construction noise exposure exceed 86 dB L_{eq} outside of project boundaries. In addition, to ensure construction noise is minimized, the Supplemental EIR included Mitigation Measure 4.J-1, requiring compliance with the City's construction noise exposure criteria and implementation of construction BMPs.

With the implementation of Mitigation Measure 4.J-1 and compliance with construction noise limits outlined by Municipal Code 9.04.100, the project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

Traffic Noise Levels

The Supplemental EIR also considered roadway noise impacts. As shown in the analysis, traffic noise levels in the project vicinity would be the highest in the cumulative noise scenario (Year 2035). The Supplemental EIR concluded that developments on rezoned sites may be exposed to exterior traffic noise in excess of 65 dBA L_{dn} and interior traffic-related noise exposure in excess of the acceptable 45

dB L_{dn} threshold; therefore, impacts would be potentially significant. To ensure compliance and reduce impacts to less than significant, the Supplemental EIR included Mitigation Measure 4.J-5b and 4.J-5c, which required acoustical analysis to ensure buildings would limit interior traffic noise to 45 dB L_{dn}/CNEL or less, and it also required that outdoor activity areas are designed such that traffic noise exposure does not exceed 65 dBA L_{dn}.

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

Interior Noise

Residential development is required to comply with Title 24 of the California Code of Regulations, which requires an interior noise exposure of 45 dBA L_{dn}/CNEL or less within any habitable room, and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. The Environmental Noise Assessment estimated that future noise at the facades of the residences ranges from 54 dBA to 73 dBA L_{dn}.

As recommended by the Environmental Noise Assessment, the project would employ upgraded STC rated windows and doors to achieve the required 45 dBA L_{dn} or less indoors in the first row of houses along Stanley Boulevard as follows:

- At facades facing Stanley Boulevard, windows and exterior doors would be STC 38 at corner rooms and STC 34 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.
- At facades facing away from Stanley Boulevard, windows and exterior doors would be STC 28 at corner rooms and non-corner rooms.

The first row of houses is expected to provide enough shielding to the homes on the rest of the site to reduce traffic noise levels to below 60 dBA L_{dn} at these home facades. Therefore, standard construction is acceptable in these locations. Furthermore, as required by the CBC all rooms where windows need to be closed to reach interior noise goals, would include ventilation or an air-conditioning unit. Implementation of the upgraded STC rated windows and incorporation of air conditioning units would ensure that interior noise levels would not exceed 45 dBA L_{dn} standards. The project design and associated Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5b and ensures that impacts related to interior traffic noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exterior Noise

The City of Pleasanton's goals for maximum outdoor noise levels in residential areas are an L_{dn} of 60 decibels for single-family and 65 decibels for multi-family units. These levels are intended to guide the design and location of future development and to act as goals for the reduction of noise in existing development. However, all residential areas cannot necessarily reach this goal because of economic or aesthetic considerations. Therefore, this goal should generally be applied where

outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects).

The Environmental Noise Assessment estimated future exterior noise levels at the residences along Stanley Boulevard could reach levels of 75 dBA L_{dn}, which exceeds the City of Pleasanton's goals for maximum outdoor noise levels for single-family residential backyards. However, the homes front along Stanley Boulevard (front doors and entry pathways are located on the roadway's frontage). As such, the single-family residential backyards would not be exposed unacceptable noise levels. While the Tree Park, also located along Stanley Boulevard, would experience exposure to noise levels higher than suggested, the Tree Park is a passive use area, and, therefore, such noise levels have been deemed acceptable by the City. All other outdoor common open space areas would experience noise below acceptable levels as a result of shielding from adjacent residences.

The submittal of the Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5c, and ensures impacts related to exterior noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Stationary Sources Noise Levels

The Supplemental EIR concluded that development on rezoned sites could be exposed to stationary noise sources (e.g., industrial/commercial area loading noise and late or 24-hour operations noise) and that impacts would be potentially significant. To ensure impacts would be reduced to a less than significant level, the Supplemental EIR included Mitigation Measures 4.J-6a and 4.J-6c, which required site-specific acoustical assessment regarding non-transportation noise sources, and the implementation of noise disclosures and noise complaint procedures for new residents.

The Environmental Noise Assessment prepared for the project did not specifically quantify potential noise impacts from the adjacent land uses; however, surrounding uses include the Arroyo del Valle and residential to the south, residential to the north across Stanley Boulevard, a mini storage and other commercial land uses to the east, and residential to the west. These land uses are all typically compatible with the proposed on-site residential uses. Existing noise levels, as documented by the ambient noise measurements, range from 51 dBA to 75 dB L_{dn}, (inclusive of stationary noise sources) which are within the normally acceptable and conditionally acceptable range for single-family residential uses as indicated by the Pleasanton General Plan. In addition, with the implementation of the aforementioned STC rated windows and doors, on-site noise levels would be reduced to within the normally acceptable noise level range. The project would be required to implement Mitigation Measure 4.J-6c, requiring noise disclosures and noise complaint procedures. The project does not include any stationary noise sources that would be expected to impact adjacent land uses, and any exterior mechanical equipment must adhere to the City's Municipal Code noise limit of 60 dBA at adjacent residential property lines. In conclusion, the project would not result in significant impacts related to stationary noise sources, and impacts would continue to be less than significant after the implementation of Mitigation Measure 4.J-6c as concluded in the Supplemental EIR.

b) Excessive Groundborne Vibration or Groundborne Noise Levels

Construction Vibration Levels

The Supplemental EIR concluded that vibration exposure at neighboring sensitive uses, which are expected to be greater than 100 feet removed from the rezoned construction sites, would not be expected to exceed the applicable criteria outlined by the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, except in situations where pile driving occurs. Should pile driving occur, the Supplemental EIR concluded that implementation of Mitigation Measure 4.J-2 would reduce construction-related vibration to a less than significant level. No pile driving is expected to be necessary during project construction; therefore, Mitigation Measure 4.J-2 is not applicable.

The project site is more than 100 feet from nearby sensitive receptors; therefore, typical construction vibration levels would not exceed acceptable levels at nearby receptors. Furthermore, construction would not require the implementation of pile driving. Therefore, the project would not introduce any new construction-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Exposure to Train Vibration

The Supplemental EIR concluded that train-related vibration exposure may be substantial for sites that are close to the Union Pacific Railroad mainline tracks. The project site is located approximately 430 feet south of the nearby railroad tracks and therefore would not be exposed to any significant train-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Permanent Increase in Ambient Noise Levels

Traffic Noise Increase

The Supplemental EIR indicated that increases in traffic noise resulting from traffic pattern changes would be in the range of 1 to 3 dB at 100 feet from along some studied roadway segments, but that many analyzed roadway segments would not be expected to experience increased traffic noise exposure or would be expected to experience reduced traffic noise exposure. Supplemental EIR table 4.J-6 indicates that traffic noise modeling results for Stanley Boulevard north of the Zia residence driveway (along the project site's frontage) would experience a decrease of 4 dBA L_{dn} at 100 feet from the roadway centerline, thereby decreasing noise exposure from 63 dBA to 59 dBA L_{dn} with implementation of the projects considered in the Supplemental EIR, including the project considered herein. The project site is not located along or near a roadway segment where potentially significant traffic noise increases would occur as identified in the Supplemental EIR.

As indicated in the Environmental Noise Assessment, the General Plan indicates that peak-hour build out traffic volumes along Stanley Boulevard are expected to increase up to 52 percent from the 2007 volumes. It is assumed that a significant amount of this traffic increase has already occurred between 2007 and 2015. Therefore, the remaining traffic increase could correspond to an additional one-decibel increase in environmental noise between 2015 and 2025.

As indicated in the Transportation Assessment, the project would generate 890 daily trips, 70 morning peak hour and 90 evening peak hour trips. These trips would not double the existing traffic volumes on any roadway segment in the project vicinity. A characteristic of noise is that a doubling of a noise source is required to result in an increase of 3 dBA, defined to be the lowest perceptible increase in an outdoor environment. Therefore, implementation of the project would not result in a perceptible increase in traffic noise levels and impacts would be less than significant.

d) Temporary or Periodic Increase In Ambient Noise Levels

The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, project construction equipment would not produce a noise level in excess of 83 dBA L_{eq} at a distance of 25 feet, and total construction noise exposure would not exceed 86 dBA $L_{eq,}$ outside of project boundaries. In addition, the Supplemental EIR included the Mitigation Measure 4.J-1 in order to ensure less than significant impacts. The project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

e) Aviation Noise

The Supplemental EIR concluded that maximum noise levels from aircraft departures to the west from Livermore Municipal Airport may exceed the applicable 50/55 dB L_{max} criteria within habitable rooms at sites near the left-hand pattern of Runway 25L. The project is not located near the left-hand pattern of Runway 25L and, therefore, would not be exposed to aircraft-related noise. Impacts would continue to be less than significant and no mitigation is necessary.

f) Private Airstrips

There are no private airstrips located in the project vicinity. Therefore, there would be no impact and no mitigation measures are required.

Conclusion

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

Mitigation Measures

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

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

a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.
b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.
c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and federal holidays. If complaints are received regarding the Saturday construction hours, the Community Development Director may modify or revoke the Saturday construction hours. The Community Development Director may allow earlier "start-times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.
d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.
e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

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

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

Environmental Setting

According to the California Department of Finance, as of January 2016, the City of Pleasanton had a population of 74,982, an average of 2.86 persons per household, and 26,980 housing units (California Department of Finance 2013)

Findings

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

a) Population Growth

The Supplemental EIR indicated that development of all the sites considered for rezoning could result in substantial population growth. As shown in the Supplemental EIR's Table 3-3, it was assumed that the project site would be developed with up to 180 units at a density of 30 units per acre on a total of 14.8 acres with the potential for multi-family development on 6.0 acres. The proposed project would result in an overall reduced number of units at 123 (93 single-family units and a 30-bed congregate care facility) and a reduced combined density of 10.03 du/ac. Individually, both project housing types would also be below the density analyzed in the Supplemental EIR with the single-family proposed density of 8.5 du/ac and the congregate care facility's density of 22.2 du/ac.

Therefore, the likely population of the project is within the assumptions of the Supplemental EIR. The project would not include the extension of road or infrastructure that could result in indirect population growth. The project has been designed to be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

b) Displacement of Housing

The project would include the demolition of three on-site houses. Such displacement would not be considered substantial. Furthermore, the project would construct up to 125 housing units on-site, thereby replacing and increasing on-site housing availability. Such housing would be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

c) Displacement of People

The project site currently contains three existing houses; however, the project would construct up to 125 housing units on-site, thereby replacing and increasing on-site housing availability. Such housing would be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

Fire protection is provided by the Livermore-Pleasanton Fire Department (LPFD). The nearest fire station to the project site is located at 3560 Nevada Street, approximately 0.47 mile southeast of the project site.

Police services are provided by the City of Pleasanton Police Department. The nearest police station is approximately 0.8 mile southwest of the project site, located at 4833 Bernal Avenue.

The Pleasanton Unified School District provides education services for the project area.

The City of Pleasanton offers 42 community and neighborhood parks, the closest of which are Kottinger Village Park, Tawney Park, and Lion Wayside Park. Park facilities are intended for community wide use and offer a variety of amenities. The City also has approximately 24 miles of trails, the closest of which is a side path/trail on sidewalk along Stanley Boulevard, located east of the project site.

Findings

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

a) Fire Protection

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

5-minute response radius of a fire station. No changes have occurred to alter this conclusion. The project would not introduce any new impacts related to fire services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

b) Police Protection

The Supplemental EIR concluded that impacts to police protection would be less than significant because the General Plan Public Safety Element's Program 26.2 requires that all new development pay for police safety improvements required of that development. Payment of this required fee would effectively mitigate any increase in demand for services. The project would not introduce any new impacts related to police protection not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Schools

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

The project developer would be required to pay the Pleasanton Unified School District developer fees that would cover related facility costs. Therefore, the project would not introduce any new impacts related to school services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Parks

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

The project would provide on-site recreation opportunities to serve the existing residents inclusive of 75,681 square feet of common space. Furthermore, the project would be subject to park fees that would support the City's plans to construct additional parks to serve the expected population growth of the City, including the population growth of the project. Therefore, the project would not introduce any new impacts to park services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

e) Other Public Facilities

The Supplemental EIR did not specifically address public facility services other than fire, police, school, and recreation. However, the project is located in an urbanized area currently served by a variety of public facilities; therefore, the project would not be expected to significantly change or impact public services or require the construction of new or remodeled public service facilities. As

previously noted, the project would be required to pay applicable development fees related to incremental increases in demand on public services. Therefore, impacts would be less than significant and no mitigation is required.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project is proposed to include common open space throughout the site, totaling 121,450 square feet, inclusive of Arroyo del Valle, a historic neighborhood park, a tot lot, a tree park, and a central green. Existing off-site parks nearest the project site include Kottinger Village Park, Tawney Park, and Lion Wayside Park.

Findings

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

a) Use of Recreational Facilities

The Supplemental EIR indicated that rezoned sites, such as the project site, would result in additional residents and a corresponding increased demand for park and recreational facilities. Based on the City's plans for expansion of park facilities, the Supplemental EIR concluded that impacts to recreational facilities associated with buildout of the rezoned sites would be less than significant.

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

b) Construction or Expansion

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

The project includes recreational amenities. The environmental effects of constructing these components have been considered in this document, and implementation of mitigation and compliance with applicable regulations as discussed throughout this document would ensure that any potential impacts are reduced to less than significant. Furthermore, increased off-site recreational facility use resulting from the project has been planned for in the General Plan and analyzed by the General Plan EIR. Therefore, the project would not introduce any new impacts related to the construction or expansion of recreational facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project is currently accessed via three driveways, one on each of the existing parcels. The westernmost driveway serves as the southern leg of the First Street and Stanley Boulevard signalized intersection, the middle driveway is served by a middle turn lane on Stanley Boulevard, and the easternmost driveway has a dedicated left turn lane on Stanley Boulevard for westbound traffic turning left onto the project site.

Main local roadways that serve the project site include Stanley Boulevard, First Street, and Valley Avenue. The Livermore-Amador Valley Transit Authority (LAVTA) Wheels Bus Service (Wheels) Route 10 traverses Stanley Boulevard along the project's frontage. Wheels provides bus connections to Bay Area Rapid Transit (BART), the Altamont Commuter Express (ACE) train, and Central Contra Costa County Transportation Authority's County Connection bus service. All streets in the project vicinity have sidewalks and crosswalks at signalized intersections. A Class II bike lane exists on Stanley Boulevard along the project's frontage. Additional information regarding existing transportation conditions can be found in Appendix I.

Fehr & Peers prepared a Transportation Assessment prepared, dated June 8, 2016 (Appendix I). Information and analysis in this section are based, in part, on the Transportation Assessment.

Study Area and Analysis Scenarios

The following intersections were included in the Transportation Assessment, based on consultation with City staff, as they provide access to the study area and are the most likely to be affected by the project:

1. Stanley Boulevard at Reflections Drive/Project Driveway
2. Stanley Boulevard at California Avenue/Reflections Drive
3. Stanley Boulevard at Bernal Avenue/Valley Avenue
4. Santa Rita Road/Main Street at Stanley Boulevard/Driveway
5. Stanley Boulevard/1st Street at Stanley Boulevard/Nevada Street Extension (Project Driveway)
6. Nevada Street at Bernal Avenue
7. Vineyard Avenue at Bernal Avenue North
8. Del Valle Parkway at Main Street
9. First Street at Ray Street/Vineyard Avenue
10. Vineyard Avenue/Tawny Drive at Bernal Avenue South
11. Bernal Avenue at 1st Street/Sunol Boulevard

Study intersection operations were evaluated during the weekday morning (AM) and evening (PM) peak hours for the following scenarios:

- **Existing**—Existing conditions based on intersection turning movement counts.
- **Existing with Project with Nevada Street**—Existing traffic counts plus the addition of Project traffic considering the extension of Nevada Street and potential shifts of existing traffic that could occur with the new roadway connection.
- **Existing with Approved Projects**—Near-term conditions, which consider existing traffic plus anticipated traffic from approved developments that could substantially affect study intersection traffic volumes. The Nevada Street extension was not considered in this scenario.
- **Existing with Approved Projects with Project with Nevada Street**—Near-term conditions considering the Nevada Street extension plus Project-related traffic.

- **Cumulative without Project**—Future forecast conditions, which considers local and regional traffic growth. The Nevada Street extension was not considered in this scenario.
- **Cumulative with Project with Nevada Street**—Future forecast conditions plus Project related traffic and the Nevada Street extension.

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. In addition to estimates of daily traffic, estimates are also created for the peak one-hour periods during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest.

The expected vehicle trip generation was calculated for the project, which includes 93 single-family homes, and then compared to various uses that could be constructed on the site based on trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). Trip generation estimates were prepared for the following scenarios, as presented in Table 4:

- Proposed Project (93 single-family homes)
- Housing Element EIR Assumptions (138 to 270 apartment units)
- General Plan EIR Assumptions (65,500 square feet of retail)
- General Plan Zoning (134,600 square feet of commercial)[3]
  - Office
  - Business Park
  - Warehousing
  - Retail

As presented in Table 4, the proposed 93 single-family home project would generate levels of traffic on a daily and peak-hour basis similar to 138 apartment units but less traffic than 270 apartment units. Single-family homes would generate more traffic on a daily and peak-hour basis than warehousing. For the other commercial uses, single-family homes are expected to generate less traffic on a daily basis and in-total during the peak hours.

This analysis considers the trip generating potential of 93 single-family homes, which are expected to generate 890 daily trips, 70 morning peak-hour and 90 evening peak-hour trips. In addition, the trip generating potential of the Sunflower Hill Site was considered in the analysis. It is assumed that the Sunflower Hill Site could generate 10 morning and 20 evening peak-hour trips, based on a 30-bed congregate care facility and a 5,000-square-foot community center.

[3] For the commercial scenarios, it was assumed that the 10.3 net acres would be developed with a floor-area-ratio of 0.30, resulting in approximately 135,000 square feet of commercial development.

Table 16: Project Trip Generation Estimates

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Single Family Homes[1]	93 single-family homes	890	18	52	70	57	33	90
Sunflower Hill Site								
Group Home[2]	30 beds + 5,000 square feet of common space	260	5	5	10	10	10	20
Housing Element and General Plan Land Use Assumptions								
Apartments[3]	138[8] apartment units	920	**14**	56	70	59	**31**	90
Apartments[3]	270[9] apartment units	1,800	28	110	138	111	59	170
Retail[4]	65,500 sq ft	2,100	29	18	47	88	94	182
Other Uses Potentially Allowed Under General Plan Zoning								
Office[5]	135,000 sq ft	1,490	186	**25**	211	**34**	167	201
Business Park[6]	135,000 sq ft	1,680	161	**28**	189	**44**	126	170
Warehousing[7]	135,000 sq ft	**480**	**32**	**9**	**41**	**11**	**32**	**43**
Retail[4]	135,000 sq ft	4,320	61	**37**	98	180	196	376

Notes:
Bold indicates uses where the proposed single-family home project would generate more vehicle trips.
[1] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 210, Single Family Homes.
[2] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 253, Congregate Care Facility and estimates for the recreation/community room use.
[3] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 220, Apartments.
[4] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 820, Shopping Center; includes a 25 percent pass-by reduction.
[5] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 710, Office.
[6] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 770, Business Park.
[7] Based on Trip Generation Manual (9th Edition) trip generation rates for land use 150, Warehousing.
[8] Evaluated as part of the Housing Element EIR
[9] Evaluated as an alternative in the Housing Element EIR
[10] Land use assumptions within the City of Pleasanton Travel Demand Model used to forecast General Plan conditions.
Source: Fehr & Peers, 2016.

Findings

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

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

The Supplemental EIR concluded that impacts to the regional roadway network under cumulative plus project conditions would be significant and unavoidable. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Plan, Ordinance, or Policy Consistency

The Supplemental EIR concluded that development facilitated by the rezoning of sites for residential development would be consistent with applicable transportation policies establishing effectiveness.

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

b) Congestion Management Program

Traffic Forecasts and Roadway Network

To assess the changes in traffic flow through the City with approved and planned development, the City of Pleasanton Travel Demand model was used to assess citywide vehicular travel changes. For this Project, the near-term and cumulative forecasts developed for the Housing Element Analysis, as modified for the East Pleasanton Specific Plan, were adjusted to remove projected traffic forecasts associated with development on the project site as contemplated in previous analyses. The near-term forecasts reflect likely conditions in the area over the next 5 to 10 years, and do not include development within the East Pleasanton Specific Plan area. Cumulative forecasts reflect expected conditions over the next 20 to 30 years, and they include development within the East Pleasanton Specific Plan area and the extension of El Charro Road from Stoneridge Drive to Stanley Boulevard.

In the near-term condition, no modifications were assumed at any of the study intersections, except for the project connection to Stanley Boulevard at First Street, where it was assumed a left-turn lane and a through-right-shared lane would be constructed as the east leg of the intersection.

In the cumulative condition, intersection improvements were assumed to be in place at the following study intersections:

- Stanley Boulevard at Bernal Avenue/Valley Avenue—conversion of the eastbound right-turn only lane to a through-right shared lane and the associated receiving lanes on the east leg of the intersection.
- Stanley Boulevard at Main Street—Construction of a second southbound left-turn lane.

Other regional roadway network improvements that were considered in the cumulative condition include the extension of El Charro Road, additional travel lanes on I-680 and I-580, and modifications to the Sunol Boulevard and Bernal Avenue interchanges with I-680 and the Fallon Road/El Charro Road interchange with I-580.

The extension of Nevada Street through the project site east to the existing terminus of Nevada Street, west of its intersection with California Avenue, was also considered a roadway improvement in all With Project scenarios analyzed.

Analysis Results

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

Table 5 presents LOS operations at study intersections for the AM and PM peak hours.

As indicted in Table 17, the driveways and intersections that provide access to the project site from regional transportation system currently operate at LOS D or better during the morning and evening peak hours. With the addition of project traffic, intersections are expected to continue to operate at LOS D or better.

In the near-term and cumulative conditions, intersections would continue to operate at acceptable service levels during both the morning and evening peak hours with the addition of traffic from the Project, considering the extension of Nevada Street and potential traffic shifts. As such, the project would not introduce any new impacts related to LOS not previously disclosed and no mitigation is necessary.

Table 17: Peak Hour Intersection Levels of Service

Intersection	Control[1]	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1. Stanley Boulevard at Reflections Drive/Driveway	Side-Street Stop-Controlled	AM PM	1 (11) 1 (12)	A (B) A (B)	1 (13) 1 (10)	A (B) A (A)	1 (11) 1 (12)	A (B) A (B)	1 (13) 1 (10)	A (B) A (B)	1 (10) 1 (11)	A (B) A (B)	1 (13) 1 (11)	A (B) A (B)	Generally unchanged conditions.
2. Stanley Boulevard at California Avenue/Reflections Drive	Signalized	AM PM	14 11	B B	8 9	A A	16 12	B B	11 10	B B	16 13	B B	12 12	B B	Slightly better operating conditions
3. Stanley Boulevard at Bernal Avenue/Valley Avenue	Signalized	AM PM	37 31	D C	32 32	C C	53 32	D C	48 33	D C	38 30	D C	36 30	D C	Generally unchanged conditions
4. Santa Rita Road/Main Street at Stanley Boulevard/Driveway	Signalized	AM PM	19 15	B B	18 15	B B	21 17	C B	21 17	C B	25 22	C C	25 22	C C	Generally unchanged conditions
5. Stanley Boulevard/1st Street at Stanley Boulevard/ Driveway	Signalized	AM PM	15 11	B B	26 18	C B	13 12	B B	23 20	C B	15 15	B B	31 24	C C	Increase in average delay; within City's LOS.

Table 17 (cont.): Peak Hour Intersection Levels of Service

Intersection	Control[1]	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	
6. Nevada Street at Bernal Avenue	Side-Street Stop-Controlled	AM PM	2 (41) 1 (22)	A (E) A (C)	7 (92) 5 (43)	A (F) A (E)	3 (54) 1 (18)	A (F) A (C)	13 (>120) 2 (26)	B (F) A (D)	3 (44) 1 (22)	A (E) A (C)	15 (>120) 3 (28)	B (F) A (D)	Delay for vehicles turning from Nevada to Bernal would increase with construction of the Nevada Street Extension. Project only increment would be minimal.
7. Vineyard Avenue at Bernal Avenue North	Signalized	AM PM	12 11	B B	12 10	B B	13 17	B B	13 16	B B	24 13	C B	19 13	B B	Slightly better operating conditions
8. Del Valle Parkway at Main Street	Signalized	AM PM	8 6	A A	8 6	A A	8 7	A A	9 7	A A	11 8	B A	11 8	B A	Generally unchanged conditions

Table 17 (cont.): Peak Hour Intersection Levels of Service

Intersection	Control[1]	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	
9. First Street at Ray Street/Vineyard Avenue	Signalized	AM PM	25 22	C C	25 22	C C	30 23	C C	30 24	C C	33 26	C C	34 25	C C	Generally unchanged conditions
10. Vineyard Avenue/Tawny Drive at Bernal Avenue South	Signalized	AM PM	14 11	B B	13 11	B B	20 17	B B	18 15	B B	39 17	D B	35 15	C B	Slightly better operating conditions
11. Bernal Avenue at 1st Street/ Sunol Boulevard	Signalized	AM PM	31 25	C C	31 26	C C	45 48	D D	45 50	D D	51 50	D D	52 52	D D	Generally unchanged conditions

Notes:
Bold text indicates unacceptable operations based on City's level of service policy.
[1] Signal = Signalized Intersection; SSSC = Side-street stop-controlled intersections, traffic from the major roadway does not stop
[2] Delay presented in seconds per vehicle; for side-street stop-controlled intersections, delay presented as intersection average (worst approach)
[3] LOS = Level of Service.
Source: Fehr & Peers, 2016.

The Supplemental EIR concluded that development facilitated on the potential sites for rezoning, would result in significant and unavoidable impacts to the regional roadway network, under both Year 2015 and Year 2025 scenarios to the Sunol Boulevard (First Street) roadway segment between Vineyard Avenue and Stanley Boulevard, and the Hopyard Road roadway segment (Year 2025 only) between Owens Drive and I-580. At both of these locations, development would worsen pre-existing LOS F conditions and would increase the volume to capacity ratio by more than 0.03. As indicated in the Supplemental EIR, widening of these roadways is not feasible or desirable because of the surrounding built environment, and improvements to nearby parallel corridors to create more attractive alternative routes and additional capacity is preferred. Therefore, the Supplemental EIR included Mitigation Measure 4.N-7, requiring developers to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional TIFs to help fund future improvements to local and regional roadways.

The project would be required to pay any applicable fair-share funds as required by Mitigation Measure 4.N-7 and General Plan Transportation Element Program 1.1. In summary, the project would not introduce any new impacts related to LOS not previously disclosed and implementation of Mitigation Measure 4.N-7 from the Supplemental EIR is required.

Vehicle Queuing

The addition of project traffic could increase vehicle queues for some movements at the study intersections that provide access to the site. Table 18 summarizes the vehicle queues at the Stanley Boulevard at Reflections Drive, Stanley Boulevard at First Street/Driveway, and Nevada Street at Bernal Avenue intersections for the morning and evening peak hours for all analysis scenarios. Detailed information is provided in Appendix I.

Table 18: Peak Hour Vehicle Queue Summary in Feet

Intersection	Movement	Storage Length (ft)	Peak Hour	Existing		Near-Term		Cumulative	
				Without Project	With Project	Without Project	With Project	Without Project	With Project
1. Stanley Boulevard/ Reflections Drive	EBL	130	AM	20	20	20	20	20	20
			PM	20	20	20	20	20	20
	WBL	110	AM	—	40	—	40	—	40
			PM		50		50		50
	NBR	150	AM	—	20	—	20	—	20
			PM		20		20		20
	SBR	190	AM	20	20	20	20	20	20
			PM	20	20	20	20	20	20
5. Stanley Boulevard/First Street/Driveway	WBL	—	AM	—	**230**	—	**210**	—	**210**
			PM		70		70		70
	WBTR	80	AM	—	60	—	60	—	60
			PM		70		80		80
	NBL	205	AM	**210**	**210**	**210**	**210**	**210**	**210**
			PM	110	110	140	140	**240**	**240**
	SBL	175	AM	—	20	—	20	—	20
			PM		20		20		20
	EBL	180	AM	70	60	90	70	100	90
			PM	90	70	100	80	140	120
6. Nevada Street/Bernal Avenue	EBL	470	AM	30	120	60	200	60	240
			PM	20	100	20	80	20	80
	NBL	80	AM	20	20	20	20	20	40
			PM	20	20	20	20	20	20

Table 18 (cont.): Peak Hour Vehicle Queue Summary in Feet

Intersection	Movement	Storage Length (ft)	Peak Hour	Existing		Near-Term		Cumulative	
				Without Project	With Project	Without Project	With Project	Without Project	With Project
	SBL	190	AM	0	0	20	20	20	20
			PM	20	20	20	20	20	20

Notes:
EBL—eastbound left, WBL—westbound left, WBTR—westbound through/right, NBL—northbound left, NBR—northbound right, SBL—southbound left, SBR—southbound right
Source: Fehr & Peers, 2016.

The 95th percentile vehicle queue for the northbound left-turn movement at the Stanley Boulevard at First Street/Driveway intersection currently exceeds the available storage. The addition of project traffic would not increase the vehicle queue. The 95th percentile vehicle queue for the westbound movement at the Stanley Boulevard at First Street/Driveway intersection would extend beyond the first entry intersections into the project site. Therefore, as part of the project, access to the first project roadways from Nevada Street would be restricted to right-in/right-out. Vehicle queues at the Nevada Street at Bernal Avenue, and Stanley Boulevard at Reflections Drive/Driveway would be contained within the available storage area. Therefore, no significant impact would occur and no mitigation is necessary.

c) Air Traffic Patterns

As discussed in Section 8, Hazards and Hazardous Materials of this document, the Supplemental EIR concluded that a conflict between the ALUCP and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that without specific project site details and a newly adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. Therefore, the Supplemental EIR included Mitigation Measure 4.G-5, which requires submittal of verification of compliance with the FAA Part 77 air space review.

Since the completion of the Supplemental EIR, a revised ALUCP for the Livermore Municipal Airport has been completed. The project site is located approximately 2.5 miles west of the Livermore Municipal Airport and is not located within the Airport Protection Area, Airport Influence Area, or FAR Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the projects on-site buildings would exceed 200 feet in height. As such, Mitigation Measure 4.G-5 would not be applicable. The project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Design Feature or Incompatible Use

The Supplemental EIR concluded that impacts related to roadway hazards and traffic safety would be less than significant because each individual residential development would be required to adhere to design standards and traffic safety protocols outlined in the City's General Plan, Caltrans's Highway Design Manual, the California Manual of Uniform Traffic Control Devices, and the City Standard Specifications and Details. The project does not include any features that would result in unanticipated roadway hazards.

Vehicular access to the site would be provided from a roadway connection to Stanley Boulevard, opposite Reflections Drive. Roadway connection to the extension of Nevada Street from Stanley Boulevard to California Avenue would also provide site access. As shown in Table 5, the primary site access intersections are projected to operate at acceptable service levels with construction of the project, including the Nevada Street extension.

As shown in Table 18, the westbound vehicle queue on Nevada Street at Stanley Boulevard could extend past the project roadway connections located approximately 80 feet from Stanley Boulevard. Vehicles turning left to or from these roadways could block traffic close to the intersection and create a hazardous situation. Therefore, restricting these roadways to right-in/right-out access only through the construction of a median island has been incorporated as part of the project.

The Stanley Boulevard at Reflections Drive intersection is unsignalized, with left-in/right-in/right-out access provided to Reflections Drive. Because of the roadway curvature and volume of traffic on Stanley Boulevard, the project will include similar access restriction be imposed on the project access roadway.

Proposed streets providing the main connections through the site and limited driveway access are proposed to range between 20 and 36 feet wide. On local streets less than 25 feet in width, no on-street parking would be permitted. On local streets between 26 and 35 feet wide, perpendicular parking would be allowed on one side of the street. Parking would generally be permitted on both sides of the roadway on local streets greater than 36 feet wide. This is consistent with the City's standards.

Overall, the project would not increase hazards due to a design feature. No incompatible uses are included as part of the project. Consistent with the Supplemental EIR, impacts would be less than significant and no mitigation is necessary.

e) Emergency Access

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

Note that, as a part of this project, Nevada Street would be extended from its current terminus west of California Avenue to the project site. The closest fire station to the project site is located on Nevada Street between Bernal Avenue and California Avenue. As such, the project site would likely experience improved emergency vehicle response times from this station.

As indicated in the Transportation Assessment, emergency vehicles would have multiple ways of accessing the site from Stanley Boulevard so if one entrance is blocked, alternative access would be available. All roadways within the site are would be least 20 feet wide; however, some cul-de-sac roadways would be greater than 100 feet in length where no turn-arounds are proposed. However, project plans are subject to review by the City and the Fire Department, as part of the standard building permit process, to ensure consistency with the City's Fire Code to allow apparatus access and maneuverability. Therefore, the project would not introduce any new impacts related to roadway hazards not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

f) Public Transit, Bicycle, or Pedestrian Facilities

The Supplemental EIR concluded that residential development resulting from rezoned sites would not eliminate or modify existing or planned pedestrian or bicycle facilities, and that existing transit services have sufficient capacity to accommodate future increases in ridership. Further, future residential development would be required to adhere to General Plan policies regarding alternative transportation. Therefore, the Supplemental EIR concluded that impacts to alternative transportation would be less than significant.

Existing and proposed pedestrian, bicycle and transit facilities would adequately serve the project site. In addition, the project includes a new multi-use trail along the top bank of the Arroyo del Valle, outside the southern edge of the proposed right-of-way, that is included within the City's Community Trails Master Plan and Pedestrian and Bicycle Master Plan. The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities. Therefore, the project would not introduce any new impacts related to alternative transportation not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not introduce any transportation or traffic impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation from the Supplemental EIR, as cited below, with the exception of cumulative LOS impacts, which would remain significant and unavoidable, as disclosed in the EIR.

Mitigation Measures

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

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

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

Environmental Setting

Utilities and services including water, sewer, stormwater, and solid waste collection are provided to the project site by the City of Pleasanton. Water, sewer, and stormwater lines exist in the adjacent Stanley Boulevard right-of-way.

Findings

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

significant. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a), b), e) Wastewater Treatment Requirements, Capacity, and Construction or Expansion

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

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

b) Construction or Expansion of Water Treatment Facilities

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

The project would include the construction of 93 single-family units and a 30-bed congregate care facility, less than the total potential on-site housing units considered as part of the demand generated by the rezoning the site as contemplated in the Supplemental EIR. Therefore, the project would not result in impacts related to the construction or expansion of water or wastewater treatment facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Stormwater Drainage Facilities

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

The project includes bioretention basins located throughout the project site to meet the requirements of the Municipal Regulation Permit (MRP) to ensure no net increase in off-site stormwater flow would

occur in accordance with C.3 guidelines. Furthermore, the City has reviewed the projects grading and drainage plan for compliance with C.3 guidelines. Future development on the Sunflower Hill site would be required to adhere to similar requirements and regulations. Therefore, the project would not require or result in the construction of new off-site water or wastewater treatment facilities or expansion of existing facilities. Impacts would continue to be less than significant and no mitigation is necessary.

d) Water Supply

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

The project would include the construction of 93 single-family units and a 30-bed congregate care facility, less than the total potential on-site housing units considered as part of the demand generated by the rezoning the site as contemplated in the Supplemental EIR. In addition, the project would include water saving features such as low-flow fixtures, high-efficiency irrigation systems, and drought-tolerant native landscaping. Therefore, impacts would continue to be less than significant with the implementation of Mitigation Measure 4.L-2.

f) Landfill Capacity

The Supplemental EIR indicated that development on rezoned sites would contribute to an increase in solid waste generation within the City of Pleasanton. The Supplemental EIR concluded that because waste would be diverted from landfills pursuant to Assembly Bill (AB) 939, sufficient space remains at the Vasco Landfill for waste that cannot be diverted. Residential projects are required to implement a Waste Diversion Plan consistent with General Plan Program 26.18; therefore, impacts related to landfill capacity would be less than significant.

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

g) Solid Waste Statutes and Regulations

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

As indicated, the project would implement a Waste Diversion Plan consistent with General Plan Program 26.18. This plan will be reviewed and approved by the City as part of the land entitlement process. Therefore, the project would not introduce any new solid waste regulation impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not result in any utilities impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation from the Supplemental EIR, as cited below.

Mitigation Measures

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

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

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

Environmental Setting

The project site is located in an urban area and contains developed and undeveloped land. The project proposes the demolition of existing structures, and the subsequent construction of 93 single-family homes and a 30-bed congregate care facility with associated amenities.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would require mitigation associated with adverse effects on human beings. The implementation of these mitigations would reduce impacts to less than significant. The Supplemental EIR also concluded that cumulatively considerable and unavoidable impacts would result related to regional transportation and historic resources. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR, due to project modification, physical changes on the project site, new information, or changed circumstances.

a) Impacts to the Environment, Animals, Plants, or Historic/Prehistoric Resources

The Supplemental EIR concluded that development of the sites considered for rezoning would result in less than significant impacts regarding the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination prehistoric resources. However, with the implementation of mitigation measures identified in the Supplemental EIR, as identified throughout this document, the project would not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination of prehistoric resources.

The Supplemental EIR also concluded that significant and unavoidable impacts would occur related to historical resources. As discussed in the preceding sections and consistent with the Supplemental EIR's conclusions, the project would contribute to the significant and unavoidable impact related to historical resources through the demolition of the historically significant residence on the Irby portion of the project site. As noted, implementation of Supplemental EIR Mitigation Measure 4.D-1b would require recordation of the residence in accordance with HABS standards prior to demolition. Nonetheless, a significant unavoidable impact to the historic resource would remain. However, this is consistent with the Supplement EIR's conclusions and no new or greater impacts to cultural resources would occur.

b) Cumulatively Considerable Impacts

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

c) Adverse Effects on Human Beings

The Supplemental EIR concluded that development of the sites considered for rezoning would have less than significant impacts related to direct or indirect adverse effects on human beings, after the implementation of mitigation.

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

Conclusion

The project would not introduce any impacts beyond those considered in the Supplemental EIR. Implementation of the Supplemental EIR's applicable mitigation measures and conditions of approval as defined by the City, as well as consistency with applicable General Plan policies and project plans, would ensure that impacts related to mandatory findings of significance would be less than significant with the exception of cumulatively considerable impacts related to regional transportation impacts.

Mitigation Measures

Refer to mitigation measures throughout this document.

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 3: REFERENCES

AEI Consultants. 2014. Draft Phase I Environmental Site Assessment.

Architectural Resource Group, Inc. 2015. Historic Resources Evaluation: 3988 First Street and 3878 Stanley Boulevard Pleasanton, California.

BAAQMD, 2016. Workshop Report. Proposed Amendments to Air District Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants. Appendix C. Proposed Air District HRA Guidelines. January 2016.

BAAQMD. 2015. Tools and Methodologies. Website: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools. Accessed July 1, 2016.

Berlogar Stevens and Associates. 2012. Due Diligence Level Geotechnical Investigation: 3780 Stanley Boulevard.

Berlogar Stevens and Associates. 2012. Phase I Environmental Site Assessment: Irby Property.

California Air Resources Board (ARB). 2015. Risk Management Guidance for Stationary Sources of Air Toxics. July 23.

California Department of Conservation. 2010. Farmland Mapping and Monitoring Program for Alameda County.

California Department of Finance. 2016. E-5 Population and Housing Estimates for Cities, Counties, and the State.

California Department of Parks and Recreation, Office of Historic Preservation. 2016. California Office of Historic Preservation Tehcnical Assistance Serices #1, California Environmental Quality Act (CEQA) and Historical Resources. Website: http://www.sohosandiego.org /links/ceqa.pdf. Accessed July 11, 2016.

Carlson, Barbee and Gibson, Inc. 2015. Preliminary Post Construction Stormwater Control Plan.

ESA. 2011. Draft Supplemental Environmental Impact Report for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings.

Nagel, Valerie. 2013. Historic Assessment: Huested Irby Residence/3780 Stanley Boulevard.

Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.

Pleasanton, City of. 2009. Pleasanton General Plan 2005–2025.

Pleasanton, City of. 2012. Housing Element Background.

Pleasanton, City of. 2013. Pleasanton Municipal Code.

Stevens Ferrone and Bailey Engineering Company, Inc. 2014. Geotechnical Investigation: Kaplan-Zia Properties.

SECTION 4: LIST OF PREPARERS

FirstCarbon Solutions—Environmental Consultant
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
Phone: 925.357.2562
Fax: 925.357.2572

Project Director ..... Mary Bean
Project Manager ..... Janna Waligorski
Air Quality Analyst ..... Makeba Pease
Cultural Resource Specialist ..... Dana DePietro
Senior Biologist ..... Brian Mayerle
Senior Noise Scientist ..... Phil Ault
Environmental Analyst ..... Brittney Goldie
Environmental Analyst ..... Kimberly Johnson
Editor ..... Ed Livingston
Word Processing ..... Ericka Rodriguez
GIS/Graphics ..... Karlee McCracken, John De Martino
Reprographics ..... Octavio Perez

THIS PAGE INTENTIONALLY LEFT BLANK