Addendum to the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Supplemental Environmental Impact Report (State Clearinghouse Number 2011052002)

for

The Residences at California Center Project (PUD-85-8-1D-4M)

City of Pleasanton, Alameda County, California

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March 4, 2012

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SECTION 1: INTRODUCTION

Project Description

1. Project Title and Number:	The Residences at California Center (PUD-85-8-1D-4M)
2. Lead Agency Name and Address:	City of Pleasanton 200 Old Bernal Avenue Pleasanton, CA 94566
3. Contact Person and Phone Number:	Steve Otto, Senior Planner (925) 931-5608
4. Project Location and APN:	4400-4460 Rosewood Drive (941-2780-018, 941-2780-017, 941-2780-019-01)
5. Project Sponsor's Name & Address:	Pleasant Partners, LLC 101 California Street, Suite 2600 San Francisco, CA 94111
6. General Plan Designation:	Business Park/Mixed Use
7. Zoning:	Planned Unit Development (PUD) – High Density Residential (HDR)and Planned Unit Development – Industrial/Commercial-Office (PUD-I/C-O)
8. Description of Project:	305 apartment homes, 7,520 square feet of retail space; a 941-space, 5-story parking garage; and two surface parking lots

Background

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

On January 4, 2012, under Resolution No. 12-493 (Appendix A), the City of Pleasanton certified the Supplemental Environmental Impact Report (EIR) for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002), hereinafter referred to as the Supplemental EIR. The document provided supplemental information for the City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) with regards to an updated Housing Element, the adoption of a Climate Action Plan, and related General Plan Amendments and Rezonings. The Supplemental EIR considered the potential impacts that were likely to result from implementation of the policies and programs

contained within the updated Housing Element and Climate Action Plan and the changes in land use designations proposed in the General Plan Amendment and rezonings. Within the Supplement EIR, the City identified 21 potential sites for rezoning and the buildout potentials of those sites to provide an adequate inventory of housing to meet Pleasanton's share of regional housing needs through 2014 (City of Pleasanton 2011). Not all 21 sites were needed to meet Pleasanton's share of regional housing needs, and the City ultimately selected only nine of the 21 sites for rezoning. As such, the Supplemental EIR provides a conservative analysis regarding potential impacts resulting from the development of residential land uses on rezoned sites.

The subject property (project site) was included as a potential site for rezoning in the Supplemental EIR as site Number 10. Within the Supplemental EIR, 8.43 acres of the 60-acre parcel was considered for the development of 252 to 420 units and up to 10,000 square feet of retail space. Any future development on the project site would be required to abide by all applicable mitigation included in the Supplemental EIR. As a result of the Supplemental EIR, the 8.43 acre portion of the project site was rezoned from Planned Unit Development - Industrial/ Commercial-Office (PUD-I/C-O) to Planned Unit Development - High Density Residential (PUD-HDR). The PUD-HDR zoning for the project site requires a housing unit per acre ratio from 35:1 to no more than 40:1 and, as analyzed in the Supplemental EIR, allows for up to 10,000 square feet of retail space.

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 less than significant after mitigation with the exception of two significant unavoidable impacts. The first significant unavoidable impact involves the demolition of a potentially significant historic resource on Site 6. The current project is not located on Site 6 and, therefore, would not contribute to this significant unavoidable impact. The second significant unavoidable impact determined by the Supplemental EIR consists of the addition of traffic to Sunol Boulevard (First Street) and Hopyard Road to the point at which roadway segments would operate unacceptably under Cumulative Plus Project Conditions. However, the project analyzed herein would result in a reduced contribution to this impact as it proposes fewer residential units and retail space than that analyzed in the Supplemental EIR.

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 in the severity of any previous identified environmental effect that preparation of a subsequent EIR or Mitigated Negative Declaration would be necessary per CEQA Guidelines Section 15162. The City of Pleasanton General Plan Program EIR (State Clearinghouse Number 2005122139) and Supplemental Environmental Impact Report (EIR) for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002) are incorporated by reference into this document.

Project Site

The project site consists of approximately 19.3 acres located on Owens Drive between Rosewood Drive and Tassajara Creek on the 60.9-acre California Center corporate campus within the Hacienda Business Park in the City of Pleasanton (Exhibit 1). As shown in Exhibit 2, the project site consists of two separate areas:

- The first area consists of approximately 17.6 acres that are currently developed with surface parking, associated landscaping, and a turf area (Exhibit 2). An 8.4-acre portion of this area fronting Owens Drive is zoned as PUD-HDR.

- The second area consists of approximately 1.7 acres of turf, located directly northwest of the existing California Center corporate campus buildings (Exhibit 2).

The project site is adjacent to a variety of land uses, including multi-family residential uses to the south and east, commercial retail uses to the northwest, and commercial office space within the California Corporate Center to the north (Exhibit 2). Tassajara Creek forms the southeastern border of the project site, beyond which multi-family residential uses are located. The project site is approximately 0.3 mile south of Interstate 580 (I-580) and approximately 0.7 mile southeast of the East Dublin/Pleasanton Bay Area Rapid Transit (BART) station. The project site is zoned Planned Unit Development (PUD) – High Density Residential (HDR) and Planned Unit Development–Industrial/Commercial-Office (PUD-I/C-O) and has a General Plan land use designation of Business Park/Mixed Use.

Project

The applicant proposes the demolition of the existing parking lot, associated landscaping and 101,605 square feet of turf area and the construction of 305 residences in eight buildings, 7,520 square feet of retail space in two buildings; a 941-space, 5-story structured parking garage; and two surface parking lots. Including the residential and retail areas, total impervious surfaces at the California Center corporate campus would change from 1,658,602 square feet to 1,807,340 square feet, an increase of 148,738 square feet or 9 percent. (Exhibit 3a and Exhibit 3b).

The project proposes multi-family residential uses at a density of 36.3 dwelling units per acre and a FAR of 1.02. The project includes a mix of studio, one-bedroom, two-bedroom, and three-bedroom apartment homes within two residential building types (three-story walk up buildings and a four-story residential building atop one level of sub-surface parking). Table 1 provides a summary of the residential component of the project. In addition, the project includes two retail buildings consisting of 3,760 square feet each for a total of 7,520 square feet. The retail buildings could be divided to accommodate between two and six retailers and service providers. Table 2 provides a summary of the retail component of the project. A 941-space, 5-story structured parking garage would be constructed northeast of the proposed residences, adjacent to the existing California Center corporate

campus building. In addition, two separate turf areas, totaling 101,605 square feet, adjacent to existing corporate campus building would be removed and replaced with surface parking. Exhibit 5 provides images of the proposed project.

Table 1: Project Summary – Residential Component

Use	Building	Units
Residential	Garden Walkup G1	37
	Garden Walkup G2	31
	Garden Walkup G3/G4	40
	Podium P1, P2, P3	197
	Total	**305**

Source: Pleasant Partners, LLC 2012.

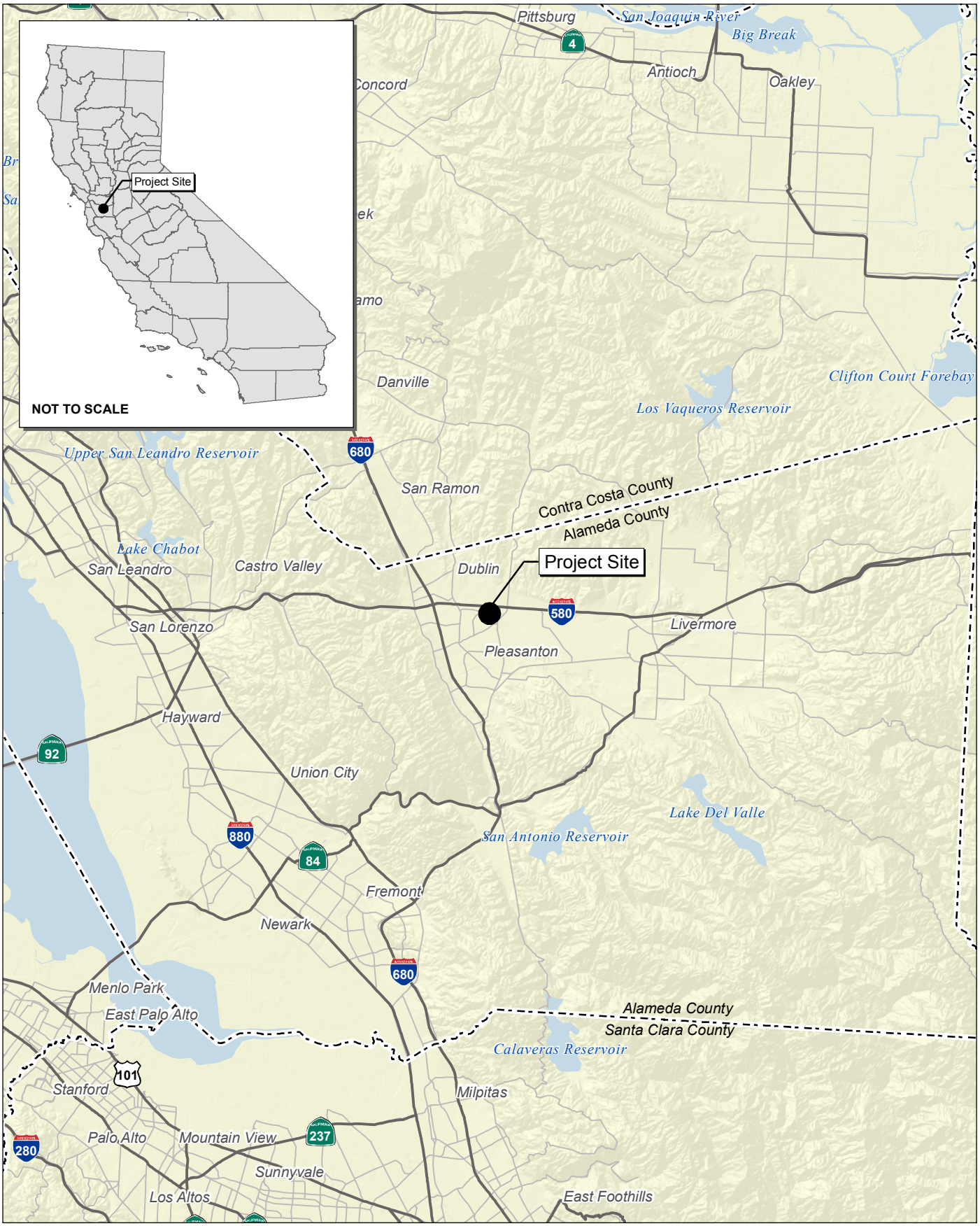
Table 2: Project Summary- Retail Component

Use	Building	Total Square Footage
Retail	Retail 1	3,760
	Retail 2	3,760
	Total	**7,520**

Source: Pleasant Partners, LLC 2012.

The residential and retail buildings would be constructed surrounding communal spaces, including plazas, site amenities, open spaces, and pedestrian/bicycle connections. Residential amenities would include a resident business center with high-speed internet and conference facilities; do-it-yourself bicycle repair shop; electric vehicle charging stations; pool and spa; fitness building; community building with community kitchen, indoor and outdoor seating, television and entertainment features; outdoor barbeque area; children's playground; play lawn; potential bicycle connection to Tassajara Canal Trail; pet zones, including do-it-yourself dog-wash station; and garden areas.

A total of 489 parking spaces would be provided for the residences, 75 of which will be shared with the adjacent corporate campus. These spaces are separate from those in the proposed five-story parking garage and parking areas constructed within the existing turf areas adjacent to the corporate campus building. At least one covered stall would be provided for each apartment home: 60 would be provided in garages, 42 in covered carports, and 247 in a sub-surface parking garage beneath the four-story podium residential building. Parking for the retail use would be provided at a minimum of 5 spaces per 1,000 square feet of retail or 41 spaces.



Source: Census 2000 Data, The CaSIL, MBA GIS 2012.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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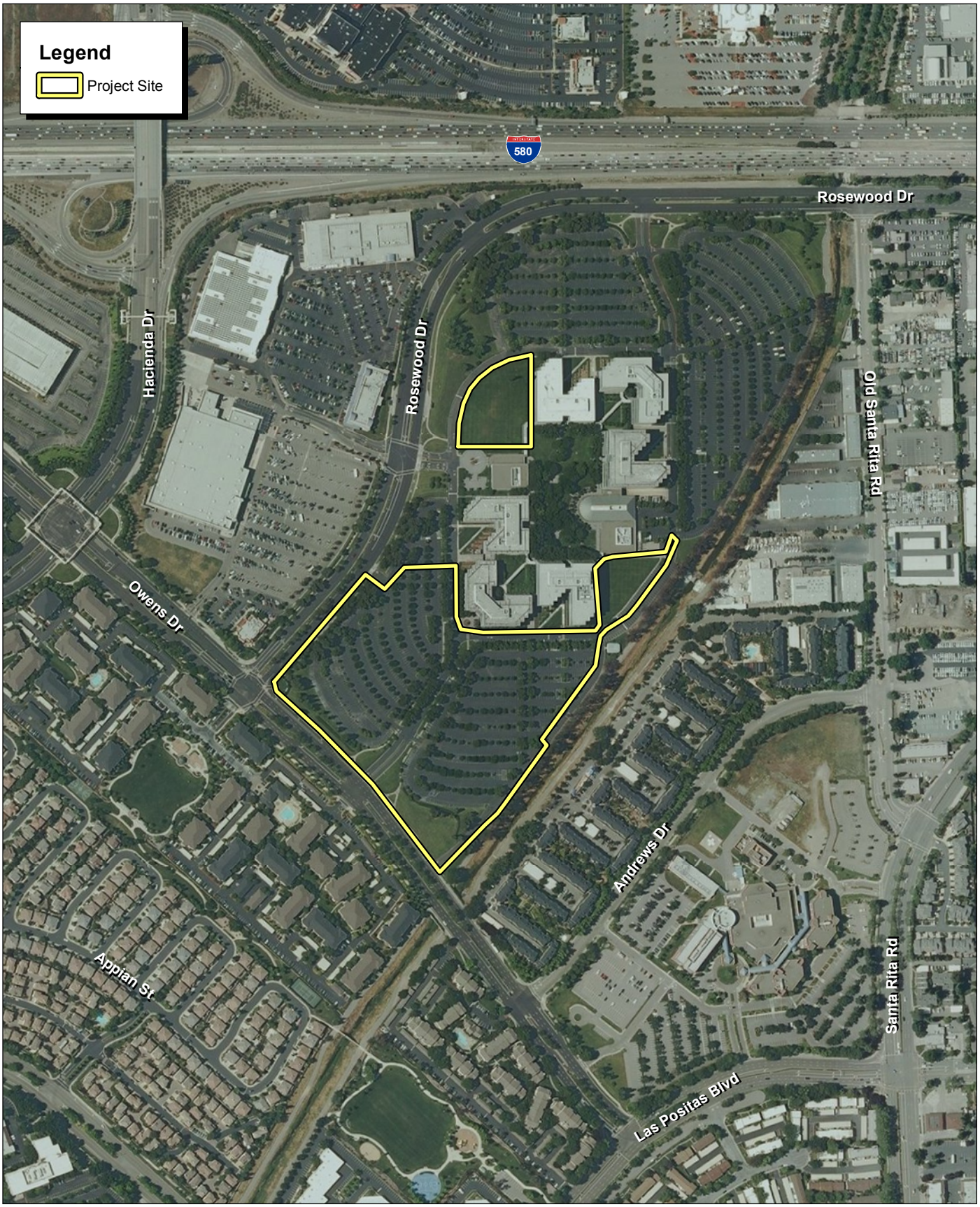
CITY OF PLEASANTON • THE RESIDENCES AT CALIFORNIA CENTER PROJECT ADDENDUM



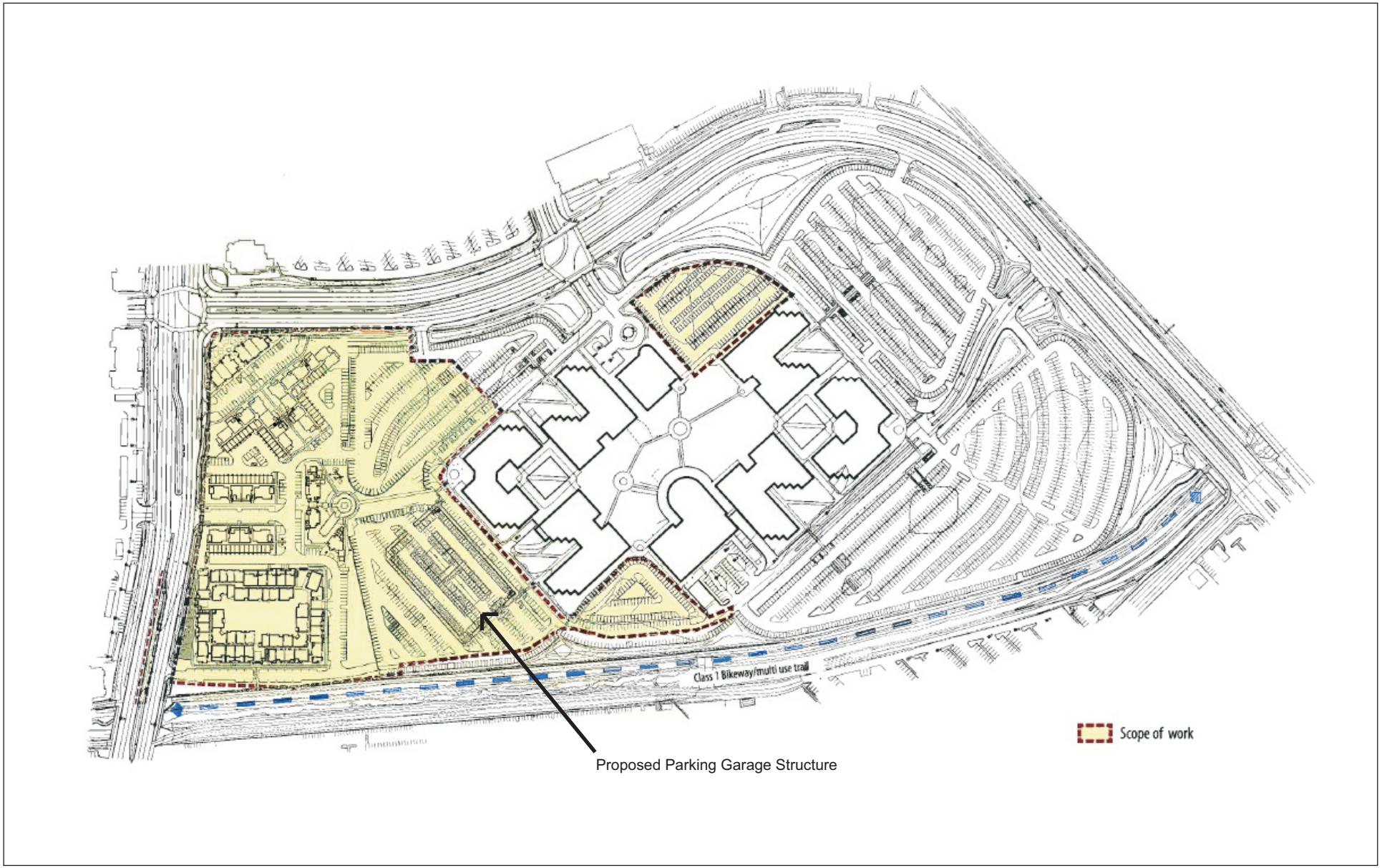
Source: ESRI Aerial Imagery. Dahlin Group, September 2012.

Michael Brandman Associates

NORTH

500 250 0 500 Feet

Exhibit 2
Local Vicinity Map
Aerial Base



Source: Dahlin Group, 2012.

NORTH

Michael Brandman Associates

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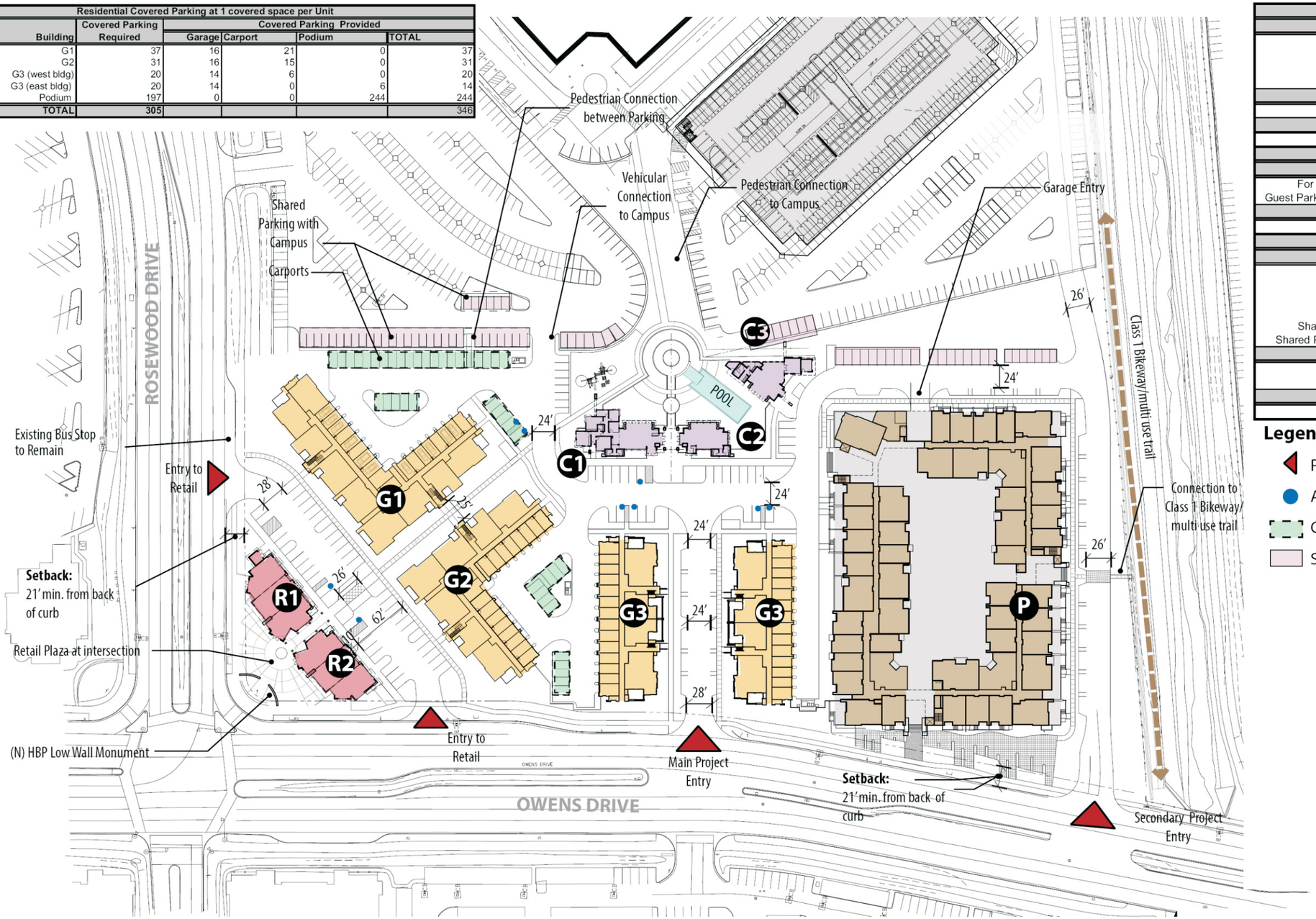
Exhibit 3a
Overall Site Plan

Residential Covered Parking at 1 covered space per Unit					
	Covered Parking	Covered Parking Provided			
Building	Required	Garage	Carport	Podium	TOTAL
G1	37	16	21	0	37
G2	31	16	15	0	31
G3 (west bldg)	20	14	6	0	20
G3 (east bldg)	20	14	0	6	14
Podium	197	0	0	244	244
TOTAL	305				346



Development Summary	
Residential	Unit Counts
Studios	34
1 bedroom	139
2 bedroom	110
3 bedroom	22
TOTAL UNITS	305
Retail	7520 sf

Parking Requirements	
Residential	Spaces
For 305 units @ 1.5/unit	458
Guest Parking @1 per 10 units	31
TOTALRequired	489

Parking Provided	
Residential	Spaces
Podium	247
Private Garage	60
Carports	42
Surface Parking	76
Shared Parking N of G1	50
Shared Parking N of Podium	25
TOTAL UNITS	489
	at 1.6 spaces per Unit
Retail	41*
	*@ 5 min spaces per 1000 sf of retail

Legend:

- Project Entry
- ADA Parking Spaces
- Carports
- Shared Parking

Source: Dahlin Group, September 2012.

Michael Brandman Associates

Exhibit 3b
Residential and Retail Site Plan

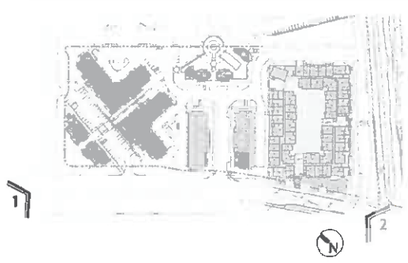
1:Southwest Intersection at Owens & Rosewood Drive

Existing

Proposed

2:Southeast Corner at Owens Drive

KEY MAP (not to scale)



Source: Dahlin Group and Gates and Associates, September 2012.

Michael Brandman Associates

Exhibit 4
Project Images

With construction of the proposed retail and residential uses, the following circulation changes are proposed to occur:

- Access to the office parking supplies from Owens Drive would be discouraged by design from the existing full access driveway and the existing right-in/right-out driveway would be modified to provide full access
- Two new right-in/right-out driveways serving the retail portion of the Project would be constructed, with one driveway on Owens Drive and the other on Rosewood Drive

In addition, the following transportation related modifications and operational procedures would be incorporated into the project:

- The operations of the easterly drive way would be monitored after project construction and when the California Center office reaches a more typical level of occupancy to determine if signalization of the easterly driveway intersection is warranted.
- Separate left- and right-turn egress lanes at the easterly Project driveway for approximately 50 feet into the site with a 37-foot wide cross-section to accommodate a 15-foot wide entry and two 11-foot exist lanes.
- Landscaping vegetation at the easterly driveway intersection would be limited to 30-inches in height and tree canopies would be maintained at approximately six feet or higher from the ground to ensure proper sight distances.
- Residents of the proposed project would be encouraged to conduct move-in/move-out large vehicle maneuvers during off-peak hours, such as mid-day or weekends.
- Delivery moving trucks/delivery vehicles would be allowed to park in parallel parking stall(s) to maintain two-way travel on internal roadways.
- For the retail portion of the Project, large vehicles deliveries would be encouraged to occur during off-peak hours as there are no designated loading areas within the retail portion of the project site.
- Residents of proposed project would be provided with ECO passes to encourage transit use.

The residential and retail buildings and common spaces (including plazas, site amenities, open spaces, and pedestrian/bicycle connections) have been designed on sustainable design principles, and the residential buildings will achieve a “Green Home” rating on Alameda County Waste Management Authority’s Multifamily Green Building Rating System. The residential buildings would include such “green” features as onsite recreational amenities, resident business center, energy-efficient design and construction, durable building materials, Energy Star appliances, native landscaping,

water-conserving measures, bicycle repair shop, electrical vehicle charging station, and naturalistic stormwater treatment.

Construction of the project may begin in 2013, with project occupancy in 2014. The project plans and specifications incorporate construction minimization plans designed to reduce construction equipment exhaust emissions and minimize emissions of toxic air contaminants. The architectural coatings phase of construction is estimated to take approximately 6 months to complete. Low VOC paint (250 grams VOC per liter or less) will be used. Off-road construction equipment with diesel-powered engines over 50 horsepower will be powered by Tier 3 certified engines, engines over 150 horsepower will have Level 3 diesel particulate filters with a minimum efficiency of 85 percent.

9. Requested Permits/Approvals

A. Planned Unit Development
B. Grading Permit
C. Building Permit
D. Growth Management Approval
C. Development Agreement

10. Other Public Agencies Whose Approval is Required:

A. San Francisco Regional Water Quality Control Board

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Determination

The Supplemental EIR analyzed the development of the project site with between 252 to 420 units and up to 10,000 square feet of retail uses. The project as currently envisioned includes development of 305 residential units and 7,520 square feet of retail uses, which is within the range previously analyzed.

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

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

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

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

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

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

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

(3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Supplemental EIR was certified, that shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous Supplemental EIR;

(B) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(C) Mitigation measures or alternatives which are considerably different from those analyzed in the previous Supplemental EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

Evaluation of Environmental Impacts

Discussion of Environmental Evaluation

The following analysis includes a discussion of each item identified in the current CEQA environmental checklist (Appendix G). 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 Subsequent Draft EIR (State Clearinghouse Number 2011052002) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of these documents and all other documents referenced herein are available for review at the City Pleasanton Planning Division, 200 Old Bernal Avenue Pleasanton, California.

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

Environmental Setting

The project site is located in an urban, densely developed area, and is currently developed with surface parking and mature landscaping.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development on the project site would have a less than significant impact related to each aesthetic checklist question, and no mitigation specific to the project site was required.

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

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

Views of scenic resources surrounding Pleasanton include Mt. Diablo to the north; the Pleasanton Ridgelands, which are to the west of I-680; and the Pleasanton, Southeast, and Main Hills, which are

to the west, southeast, and east Pleasanton. The project site is located in a densely developed urban area. Views of surrounding resources are primarily obstructed by mature trees and residential and commercial buildings. As shown in Exhibit 5, views of the project site would be changed from that of a landscaped parking lot to residential and commercial structures consistent with surrounding land uses. While the proposed project would include buildings of three and four stories in height, they would consist of a blend of contemporary and traditional architectural forms and materials, to be readily identifiable as a residential community, but complementary in design and tone to the significant corporate campus existing onsite. The retail components would be developed with the residential structures and would not create any obstructions or conflicts with scenic resources. Landscaped plazas would be located at the public edges of the site as well as in the center of the site. The project would conform to all applicable City guidelines and policies regarding mixed use and residential development. As such, the proposed project would not introduce any new impacts to scenic vistas not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

State Scenic Highway: The Supplemental EIR concluded that although multiple sites zoned for residential development or identified as potential sites for rezoning under the proposed Housing Element are visible along the I-580 and I-680 corridors, development of these sites would not result in substantial damage to scenic resources, which consist primarily of the hillsides and ridgelines that surround the City. The proposed project would not result in any development on these hillsides or ridgelines. Therefore, potential impacts on scenic resources from development on the potential sites for rezoning considered under the Supplemental EIR would be less than significant.

The project site is located approximately 0.3 mile south of I-580, which is designated as an Eligible State Scenic Highway; however, it is not officially designated as a State Scenic Highway by the California Department of Transportation (Caltrans). Views of the project site from I-580 are blocked by developed commercial land uses, including the California Center corporate campus, located between the project site and I-580. Because project site is not visible from I-580 and I-580 is not an officially designated State Scenic Highway, the proposed project would not introduce any new impacts to views from State Scenic Highways not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Visual Character: The Supplemental EIR concluded that potential adverse effects of new development on the visual character of the site and surrounding area would be reduced through the Design Review process required by Chapter 18.20 of the Pleasanton Municipal Code. As such, infill development, such as that of the proposed project, would be consistent with the character of its surrounding area and, overall, would retain the existing visual character of Pleasanton. Therefore, visual character impacts due to new development would be less than significant.

The proposed project's 305 residential units and 7,520 square feet of retail space would be consistent with the development of 252 to 420 residential units and up to 10,000 square feet of retail space as

considered by the Supplemental EIR. The proposed project would also be consistent with the mixed-use zoning considered for the project site in the Supplemental EIR. As previously indicated, the project would undergo the Design Review process via the Planned Unit Development process as required by Chapter 18.68 of the Pleasanton Municipal Code, which would ensure that the proposed project would be consistent with the architectural style of the surrounding area and that the heights and massing of the buildings would respect the overall context. Furthermore, the City-approved Housing Site Development Standards and Design Guidelines also include guidelines to ensure compatibility with surrounding buildings. The proposed project would increase the development intensity and density; however, it would comply with the policies of the General Plan and zoning ordinance to ensure compatibility with the context of the site and the City in general.

According to the Arborist Report prepared by Hort Science (Appendix C), the project site contains 457 trees, of which 97 are considered heritage trees under Chapter 17.16 of the Pleasanton Municipal Code. Implementation of the proposed project would require removal of approximately 305 of the existing trees, 47 of which are heritage trees. The trees to be removed are ornamental species that were planted in 1987-1988 with the development of the existing California Center office complex. Consistent with Chapter 17.16 of the Pleasanton Municipal Code, approval of the development plan would serve as a heritage tree removal permit for the project. A heritage tree removal permit may be issued if a tree or trees have a significant impact on the property. In this context, a significant impact is defined as an unreasonable interference with the normal and intended use of the property. The existing heritage trees proposed for removal are located in such a manner that they prohibit the construction of proposed improvements for the economic enjoyment of the property. Furthermore, a significant number of trees would be maintained on the project site, the project vicinity contains significant numbers of mature trees, and the proposed project's landscaping plan includes extensive replanting of trees. As such, removal of onsite trees and heritage trees would be implemented in accordance with Chapter 17.16 of the Pleasanton Municipal Code and would not be considered a significant impact to the site's visual character.

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

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

The proposed project would include residential and retail lighting, security lighting, parking lot lighting, and trail lighting. In addition, building materials would have the potential to create glare. However, the project has been designed in accordance with the City of Pleasanton's General Plan

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

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

Findings

The Subsequent 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 proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

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

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

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

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

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

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

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

On March 5, 2012, the Court ruled that the adoption of new thresholds (including new thresholds for toxic air contaminants and $PM_{2.5}$) is considered a "project" under CEQA, and, thus, the BAAQMD

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

Table 3 and Table 4 compare the 2010 Air Quality Guidelines thresholds (2010 Air Quality Thresholds) to the thresholds established in 1999 (1999 Air Quality Thresholds). (The Supplemental EIR evaluated the project's compliance with the 2010 Air Quality Thresholds.)

Table 3: BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
ROG	None	54 lbs/day
NO_x	None	54 lbs/day
PM_{10}	None	82 lbs/day (exhaust)
$PM_{2.5}$	None	54 lbs/day (exhaust)
PM_{10}/ $PM_{2.5}$ (fugitive dust)	BMPs	BMPs
TACs	None	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase >0.3 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 mater
BMPs = best management practices
Source: Bay Area Air Quality Management District 1999, 2011.

Table 4: BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
ROG	80 lbs/day	54 lbs/day	10 t/y
NO_x	80 lbs/day	54 lbs/day	10 t/y
PM_{10}	80 lbs/day	82 lbs/day	15 t/y
$PM_{2.5}$	None	54 lbs/day	10 t/y
Local CO	9.0 ppm (8-hour average), 20 ppm (1-hour average)	9.0 ppm (8-hour average), 20 ppm (1-hour average)	
TACs	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase >0.3 µg/m3 annual average	
Cumulative TACs	None	• Increased cancer risk of >100 in a million • Increased non-cancer risk of >10 Hazard Index (chronic) • Ambient $PM_{2.5}$ increase >0.8 µg/m3 annual average	
Accidental Release	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	
Odor	>1 confirmed complaint per year averaged over three years or 3 unconfirmed complaints per year averaged over three years	5 confirmed complaints per year averaged over three years	

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

The Supplemental EIR utilized the 2010 Air Quality Guidelines and the 2010 Air Quality Thresholds. In addition, as shown in Table 3 and Table 4, the 2010 Air Quality Thresholds are more stringent than the 1999 thresholds. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. Pursuant to the Air Quality Guidelines if a project does not exceed the thresholds contained within the 2010 Air Quality Guidelines it will result in a less than significant impact.

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

Findings

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

As shown in Table 1, the project includes a total of 305 residential units, which is 115 fewer residential units than the maximum 420 units anticipated by the Supplemental EIR. In addition, the project includes 7,520 square feet of retail square footage, 2,480 square feet less than anticipated by the Supplemental EIR. Therefore, the proposed project would be a reduction in residential units and retail area, thereby requiring less construction, a shorter construction period, and resulting in fewer construction emissions. In addition, the traffic generated by the project would be somewhat less than what was previously analyzed.

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

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

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

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

- **Policy 3:** Facilitate the free flow of vehicular traffic on major arterials.
- **Policy 4:** In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.
- **Policy 5:** At gateway intersections, facilitate the flow of traffic and access into and out of the City, consistent with maintaining visual character, landscaping, and pedestrian convenience.
- **Policy 8:** Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

- **Policy 9:** Work with other local jurisdictions and regional agencies such as the Metropolitan Transportation Commission (MTC), Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and Tri-Valley Transportation Council to plan and coordinate regional transportation improvements.
- **Policy 13:** Phase transit improvements to meet the demand for existing and future development.
- **Policy 14:** Encourage coordination and integration of Tri-Valley transit to create a seamless transportation system.
- **Policy 15:** Reduce the total number of average daily traffic trips throughout the city.
- **Policy 16:** Reduce the percentage of average daily traffic trips taken during peak hours.
- **Policy 17:** Support the continued and expanded operation of the Livermore Amador Valley Transit Authority (LAVTA).

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

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

The proposed project includes 305 dwelling units and 7,520 square feet of retail space, whereas the Supplemental EIR considered the maximum of 420 dwelling units and 10,000 square feet of retail space for the project site. As discussed below, the proposed project would not introduce any new significant impacts not previously disclosed.

Consistent with the BAAQMD's guidance, the Supplemental EIR contained a plan-level analysis of the Housing Element and associated rezonings' air quality impacts. As such, the Supplemental EIR did not analyze the project's potential to generate a localized CO hotspot, or quantify construction emissions. The Supplemental EIR noted that subsequent projects would require analysis for project level impacts.

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

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

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

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

As noted in Section 2.16, Transportation/Traffic of this addendum, the project as currently modified would be consistent with applicable transportation policies establishing effectiveness. The proposed project would not cause any signalized study intersections to operate below acceptable level of service (LOS) standards (Fehr and Peers 2012). Further, because the proposed project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation related policies of the General Plan. As such, the proposed project would not introduce any new impacts related to Applicable Transportation Plans and Policies not previously disclosed.

As indicated in the Transportation Assessment (Fehr and Peers 2012), in the near-term and cumulative conditions both without and with the proposed project, signalized intersections are expected to continue operating at overall acceptable service levels. Operations of the side-street

movements from the Owens Drive driveways are expected to degrade, although the intersections would continue to operate at overall acceptable service levels.

Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would have no effect on any intersections where vertical and/or horizontal mixing is substantially limited. As shown in Transportation Assessment Appendix B, the project-affected intersection with the current highest volume is the full access Owens Drive intersection, which experiences a PM peak hour volume of 1,646 vehicles. Based on the BAAQMD screening methodology, this volume of traffic would have a less than significant impact on carbon monoxide concentrations. As such, the proposed project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

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

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

Cumulatively Considerable Net Increase of a Nonattainment Pollutant: The Supplemental EIR concluded that the project would have less than significant impacts related to cumulatively considerable net increases of criteria pollutants for which the project region is nonattainment after implementation of Mitigation Measure 4.B-4. The proposed project would reduce the number of dwelling units from a maximum of 420 dwelling units anticipated in the Supplemental EIR to 305 dwelling units, and would reduce the retail square footage from 10,000 to 7,520 square feet. As discussed below, the proposed project would not introduce any new significant impacts not previously disclosed. Further analysis of the project's potential impacts and emissions modeling output is provided below and in Appendix B.

Construction Exhaust Pollutants: Construction activities would include demolition, site excavation and grading as well as general construction. Heavy-duty construction equipment, construction-related

on-road trucks, and worker vehicles would also result in exhaust emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$ during construction of the proposed project. Exhaust emissions would vary depending on the number and type of construction equipment used, number of truck trips to the site, and number of workers present.

The CalEEMod model was used to quantify construction emissions. CalEEMod modeling was based on the known land uses and project information, as well as reasonable assumptions included for the purposes of modeling. Onsite demolition of would consist of approximately 6.7 acres of pavement removal. With an assumed depth of 3 inches of pavement removed, and a weight of 145 pounds per cubic foot of pavement, 5,305 tons of debris would be removed. Project construction was assumed to begin in 2013. Default CalEEMod construction phase lengths, equipment, and equipment hours of operation were used for all phases except architectural coatings, which is estimated to take approximately 6 months. Resulting construction-related emissions for the proposed project are presented in Table 5.

Table 5: Maximum Daily Construction Emissions in Pounds Per Day

Pollutant	Maximum Construction Emissions	BAAQMD Threshold of Significance	Significant?
ROG	47.93	54.0	No
NO_x	50.40	54.0	No
PM_{10} (exhaust)	2.46	82.0	No
$PM_{2.5}$ (exhaust)	2.46	54.0	No

Notes:
ROG = reactive organic gases
NO_x = nitrogen oxides
PM_{10} = particulate matter, 10 microns
$PM_{2.5}$ = particulate matter, 2.5 microns
Source: Michael Brandman Associates, 2012.

As shown in Table 5, the construction emissions would be below the BAAQMD thresholds of significance. As such, the proposed project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Operational 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 criteria pollutants may be considered less than significant. In developing the 2010 Air Quality Guidelines, BAAQMD also considered the emission levels for which a project's individual emissions would be cumulatively considerable. As shown in Table 4, the project's land uses are individually and cumulatively less than the BAAQMD's screening size for criteria air pollutants and precursors. Therefore, the project would have a less than

significant impact with respect to criteria pollutants and ozone precursors, individually and cumulatively.

Table 6: Criteria Air Pollutant and Precursors Screening for Operational Emissions

Land Use	Screening Size	Project Size	Percent of Screening size
Apartment Low-Rise	451 DU	305 DU	68%
Strip Mall	142,000 sf	7,520 sf	5%
Total Project Size Relative to Screening Size			**73 %**
Notes: DU = dwelling units; sf = square feet Source: BAAQMD 2011.			

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

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

Implementation of Mitigation Measure 4.B-4 requires project-specific health risk assessments, as well as the incorporation of design features, trees, high-efficiency central heating and ventilation systems, and other measures to reduce receptor exposures. As discussed below, the proposed project would not introduce any new substantial impacts not previously disclosed. Further analysis of the project's potential toxic air contaminant (TACs) impacts and emissions modeling output are provided below and in the Screening Level Cumulative Risk Analysis prepared by Environ (October 1, 2012) for the proposed project consistent with Mitigation Measure 4.B-4 .

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

Construction Toxic Air Contaminants Generation: The 2010 Air Quality Guidelines include new construction toxic air contaminant thresholds. As stated in the Environmental Setting section, the

new thresholds were rescinded by court order; however, for purposes of evaluating this project the 2010 Air Quality Guidelines have been used for screening purposes and to determine level of impact. Accordingly, the following analyzes the proposed project against the 2010 Air Quality Guidelines.

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

Operational Toxic Air Contaminants Exposure: The project would expose future residents to mobile and stationary sources of TACs that currently affect the site. To assess community risks and hazards, BAAQMD's 2010 Air Quality Guidelines recommend that any proposed project involving sensitive receptors should assess associated impacts within 1,000 feet, taking into account both individual and nearby cumulative sources. Cumulative sources represent the combined total risk values of each individual source within the 1,000-foot evaluation zone. Analysis of potential exposure of residents of the project site to mobile sources and stationary sources, pursuant to the 2010 guidance related to TACs, is provided below.

Mobile Sources: The 2010 Air Quality Guidelines methodology for mobile source risks considers highways and heavily travelled surface streets (carrying 10,000 or more daily vehicle trips) within 1,000 feet of the project site. Two roadways with daily traffic greater than 10,000 vehicles were identified within 1,000 feet of the project boundary: Owens Drive to the southwest and Hacienda Drive to the west. The BAAQMD's Highway Screening Analysis Tool was used to conservatively estimate risks associated with proximity to these roadways. Table 7 shows the cancer risk, chronic and acute hazard index, and annual $PM_{2.5}$ concentration from these two roadways at the closest receptor along the property boundary, which are below BAAQMD individual source significance thresholds. The detailed analysis is provided in Appendix B. Therefore, the project would not expose onsite residents to a significant health risk from adjacent roadways.

Table 7: Surface Street Screening Analysis

Roadway	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Owens Drive	4.69	<0.03	<0.03	0.19
Hacienda Drive	0.94	<0.03	<0.03	0.03
Individual Source Threshold	10.0	1.0	1.0	0.3
Exceeds Threshold?	No	No	No	No
Source: Environ 2012, BAAQMD 2011				

Permitted Stationary Sources: BAAQMD has developed a Stationary Source and Risk Analysis Tool (BAAQMD Risk Analysis Tool) for permitted sources within Alameda County to identify offsite stationary sources of TACs. The Screening Level Cumulative Risk Analysis prepared by Environ (Environ, October 1, 2012) for the proposed project contains a detailed analysis of the BAAQMD Risk Analysis Tool and potential impacts to the project site.

The neighborhood of the proposed project includes several existing stationary sources of air pollutants. The BAAQMD database of permitted stationary sources indicates that there are six permitted sources of air pollutants within the 1,000-foot zone of influence of the project with non-trivial TAC emissions. Risk information for permitted sources was provided by the BAAQMD. The results of the stationary source screening analysis are contained in Appendix B, and are summarized in Table 8. All risks for permitted stationary sources are below the BAAQMD single-source thresholds of significance. As such, impacts would be less than significant.

Table 8: Offsite Stationary Source Analysis

Facility Name (BAAQMD ID)	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Pleasant Partners, LLC (19368)	0.79	0.0003	0.001
Pleasant Partners, LLC (14838)	0.59	0.0002	0.001
Pleasant Partners, LLC (17575)	3.80	0.004	0.009
Pleasant Partners, LLC (18987)	2.26	0.001	0.0005
B & S Hacienda Body (7142)	0.00	0.001	0
Valleycare Medical Center (8890)	0.79	0.005	0.04
Individual Source Threshold	10.0	1.0	0.3
Exceeds Threshold?	No	No	No
Source: Environ 2012, BAAQMD 2011.			

Cumulative Risks: The complete results of the cumulative health risk analysis are provided in the Screening Level Cumulative Risk Analysis prepared by Environ (October 1, 2012) for the proposed project and provided in Appendix B.

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

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

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

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

Conclusion

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

Mitigation Measures

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

Construction Emissions and Sensitive Receptors

Mitigation Measure 4.B-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development. Air quality construction measures shall include Basic Construction

Mitigation Measures (BAAQMD, May 2012) and, where construction-related emissions would exceed the applicable thresholds, Additional Construction Mitigation Measures (BAAQMD, May 2012) shall be instituted. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction.

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

Environmental Setting

Ecologically, the project site consists of urban/developed land, including a parking lot with mature landscaping. Tassajara Creek forms the southeastern border of the project site, beyond which multi-family residential uses are located. The project site is surrounded by a variety of urban/developed land on the remaining sides of the project.

Wildlife within the project area is limited to those adapted to urban activities and human disturbance. As with most urbanized environments, landscape features within the project areas such as trees,

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

The project would remove onsite trees and landscaping and would provide new landscaping throughout the proposed common areas.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential and retail development would have a less than significant impact related to local policies or ordinances protecting biological resources, or habitat conservation plans. The Supplemental EIR concluded that the project would have a less than significant impact related to sensitive species, riparian habitat, wetlands, fish or wildlife movement with the implementation of mitigation.

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

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

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

- If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.

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

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

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

Riparian Habitat: The Supplemental EIR concluded that construction of the project may result in degradation of water quality and aquatic habitat; degradation of wetland habitat; and accidental discharge of sediment or toxic materials into wetlands. The project would be required to comply with

the City's General Plan Policies. Adherence to these policies would provide protection for identified riparian habitat along Tassajara Creek.

The proposed project contains mature trees that are part of the riparian corridor that could serve as habitat for special-status species or other species of concern. As indicated in the Supplemental EIR, this impact would require implementation of Mitigation Measure 4.C-2 as follows:

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

Mitigation Measure 4.C-2 adequately ensures that any impacts to special-status species within the Tassajara Creek riparian corridor are avoided or minimized. With the implementation of this mitigation, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR.

Wetlands: As previously mentioned, the Supplemental EIR concluded that construction of the project may result in degradation of water quality and aquatic habitat, degradation of wetland habitat, and accidental discharge of sediment or toxic materials into wetlands. The project would be required to comply with the City's General Plan Policies. Adherence to these policies would provide adequate protection for wetland habitats.

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

Tree Preservation: The project site is covered with mature landscaped trees. The Supplemental EIR concluded that the project could occur in locations where heritage trees would be adversely affected, through damage to root zones, tree canopy, or outright removal. According to the Arborist Report prepared by Hort Science (Appendix C), the project site contains 457 trees, of which 97 are considered heritage trees under Chapter 17.16 of the Pleasanton Municipal Code. Implementation of the proposed project would require removal of 305 trees, 47 of which are heritage trees. The trees to be removed are ornamental species that were planted in 1987-1988 with the development of the existing California Center office complex. The General Plan Open Space and Conservation

Element's Program 2.1 strongly encourages preservation of heritage trees. Where heritage preservation is not feasible, the City requires tree replacement or a contribution to the Urban Forestry Fund. Program 2.1 also indicates that no net loss of trees should be allowed. Chapter 17.16 of the Municipal Code provides adequate protection for heritage trees in the City of Pleasanton and required compliance would enable the project to avoid significant impacts to trees. The project's impacts would continue to be less than significant with the implementation of the City of Pleasanton's tree ordinance.

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

Conclusion

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

Mitigation Measures

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

Sensitive Species

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

- If grading or construction activities occur only during the nonbreeding season, between August 31 and February 1, no surveys will be required.
- Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through August 31). During the breeding bird season (February 1 through August 31), a qualified biologist will survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys will include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.

- Based on the results of the surveys, avoidance procedures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.
- Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
- If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by nesting or other special-status birds may be pruned or removed.

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

Riparian Habitat

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

Fish or Wildlife Movement

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

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

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

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

Environmental Setting

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

The project site is located in an urban, densely developed area, and is currently developed with surface parking and landscaping elements of a larger office complex. The project area was essentially agricultural from at least 1939 until sometime between 1982 and 1987 when aerial photographs indicate a development in essentially the same footprint as is present today.

Findings

The Subsequent EIR concluded that rezoning of the project site for eventual residential and retail development would result in less than significant impacts to cultural resources after the implementation of mitigation. The Supplemental EIR also concluded that less than significant impacts would result regarding the disturbance of human remains after the implementation of mitigation. The Supplemental EIR concluded that less than significant impacts would result to archeological resources, and no impact to paleontological resources or unique geologic features would occur.

The project as currently proposed would not disturb any new areas that were not previously impacted by the construction of the current facilities, which occurred between 1982 and 1987. Coupled with the fact that the area was impacted by various types of agricultural pursuits since at least 1939, there is a reduced likelihood of any potential for intact cultural resources beneath the existing development.

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

Historical Resources: The Supplemental EIR showed no information indicating the presence of historic structures in the vicinity of the project site. Examination of historic aerial photography of project site dating back to 1939 shows the area in agriculture until the early 1980s. The current California Center development and associated parking lots were constructed in the mid-1980s and thus does not meet the threshold of being a historic resource. The same would be said for the parking lots that would be removed and replaced with residential units under the proposed project.

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

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

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

The proposed project clearly lies within the flat valley areas of the City in an area that has been extensively disturbed by agricultural activities for at least 40 years and subsequent development in the 1980s. Therefore, the potential for archeological resources to remain is low.

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

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

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

If a paleontological resource is uncovered and inadvertently damaged, the impact to the resource could be substantial. As previously indicated, the City has moderate paleontological sensitivity, and it is possible that paleontological resources could be disturbed during deeper construction activities such as the excavation of the underground garage. Therefore, implementation of the proposed project could result in significant impacts to paleontological resources. The City requires a standard condition of approval for projects requiring Planning Department approval that would require that all construction stop in the event that paleontological resources were uncovered during excavation. With implementation of this standard condition, future projects in the Planning Area would be expected to have a less than significant effect on unknown paleontological resources. In addition, the Supplemental EIR included Mitigation Measure 4.D-3 as follows:

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

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

Human Remains: The Supplemental EIR states that there is no indication in the archaeological record that the project site has been used for human burial purposes in the recent or distant past. However, in the unlikely event that human remains are discovered during project construction, including those interred outside of formal cemeteries, human remains could be inadvertently disturbed, which would be a significant impact. The City requires a standard condition of approval for projects requiring Planning Department approval that would require that all construction stop in

the event that cultural resources were uncovered during excavation. In addition, the Supplemental EIR included Mitigation Measure 4.D-4 as follows:

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

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

Conclusion

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

Mitigation Measures

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

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

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

disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The County Coroner would be contacted and appropriate measures implemented. These actions would be consistent with the State Health and Safety Code Section 7050.5, which prohibits disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery.

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

Environmental Setting

The project site is generally flat and is located in area with minimal topographical relief. Cornerstone Earth Group prepared a Geotechnical Feasibility Investigation, dated September 14, 2012, for the proposed project. According to the Geotechnical Feasibility Investigation, there are several active faults in the surrounding areas that could affect the project site. Active faults within 15 miles of the site include the Calaveras (2.5 miles), Greenville (9.1 miles), Hayward (9.2 miles), and Concord-Green Valley (14 miles). Because of the proximity of faults, the project site is located in an area that may experience moderate to severe shaking during an earthquake (Cornerstone Earth Group 2012).

The Calaveras and Verona Faults traverse portions of Pleasanton and are designated as Alquist-Priolo Earthquake Fault Zones; however, neither of these faults transverses the project site (City of Pleasanton 2009).

The surface of the project site primarily consists of asphalt concrete of 2 to 3 inches in thickness. Below the asphalt concrete, native alluvial soil consisting of medium stiff to very stiff sandy silt clay and clayey silt is present to depths of 30 to 33 feet. Subsurface soils exhibit low to non-plasticity behavior to depths of approximately 5 feet. Groundwater is located at an approximate depth of 14 feet below current grades.

According to the Geotechnical Feasibility Investigation, the project site is located in a State-designated Liquefaction Hazard Zone.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential and retail 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 proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

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

Seismic Ground Shaking: The Supplemental EIR concluded that groundshaking in the City of Pleasanton could cause significant damage structures developed on potential sites for rezoning if not engineered appropriately. However, as indicated in the Supplemental EIR, the proposed project would be subject to Goals and Policies of the Public Safety Element of the Pleasanton General Plan that would minimize the risk from groundshaking, including a requirement for site-specific soil and geological studies that include recommendations for minimizing seismic hazards. In Goal 2 Policy 5 of the Public Safety Element of the Pleasanton General Plan, a Geotechnical Feasibility Investigation has been prepared for the proposed project. Furthermore, compliance with the California Building Code, as adopted by the City of Pleasanton would mitigate, to the extent feasible, structural failure resulting form seismic-related ground shaking. Compliance with the California Building Code is required under state law and as a condition of building occupancy permits. As such, the proposed

project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Seismic-Related Ground Failure: The Supplemental EIR concluded that seismic-related ground failure is a risk that exists throughout much of the City, particularly risks related to liquefaction. The Supplemental EIR specifically identified the project site as a site within a liquefaction hazard zone. The Supplemental EIR indicated that compliance with the soil and foundation support parameters in Chapter 16 and 18 of the California Building Code (CBC), as well as the grading requirements in Chapter 18 of the CBC, as required by city and state law, would ensure the maximum practicable protection available from ground failure for structures and their foundations.

The Supplemental EIR also indicated that areas located within Seismic Hazard Zones for liquefaction, such as the project site, are required to comply with the requirements of Special Publication 117 in accordance with the Seismic Hazards Mapping Act, which provides guidelines for mitigating seismic hazards including liquefaction. Finally, Goal 2, Policy 5 of the Public Safety Element of the Pleasanton General Plan requires the investigation of the potential for geologic hazards as part of the development review process.

In accordance with Goal 2 Policy 5, a Geotechnical Feasibility Investigation (Appendix D) has been prepared for the proposed project. According to the Geotechnical Feasibility Investigation, several thin soil layers could potentially experience liquefaction during seismic ground shaking. Liquefaction-induced settlement on the order of 0.50 inch or less could occur, resulting in differential settlement on the order of 0.25 inch across building foundations or between foundation elements. As such, the Geotechnical Feasibility Investigation recommended the completion of a design-level geotechnical investigation that would develop detailed recommendations for design and construction. Programs 5.1, 5.2, and 5.3 of Goal 2, Policy 5 of the Public Safety Element of the General Plan requires a site-specific geotechnical engineering study and mitigation measures to mitigate potential geologic safety hazards for a project site. Mitigation measures identified by the site engineering studies must be incorporated into the project design. Consistent with these policies, the proposed project will be required to implement a design-level geotechnical investigation and implement recommended mitigation measures. As such, the proposed project would not introduce any new seismic-related ground failure impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

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

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

In accordance with Goal 2 Policy 5, a Geotechnical Feasibility Investigation has been prepared for the proposed project. The Geotechnical Feasibility Investigation recommended the completion of a design-level geotechnical investigation, which would develop detailed recommendations for design and construction. Programs 5.1, 5.2, and 5.3 of Goal 2, Policy 5 of the Public Safety Element of the General Plan requires a site-specific geotechnical engineering study and mitigation measures to mitigate potential geologic safety hazards for a project site. Mitigation measures identified by the site engineering studies must be incorporated into the project design. Consistent with these policies, the proposed project will be required to implement a design-level geotechnical investigation and implement recommended mitigation measures. As such, the proposed project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

In accordance with Goal 2, Policy 5, a Geotechnical Feasibility Investigation has been prepared for the proposed project. The Geotechnical Feasibility Investigation indicated that the project site is underlain by areas of moderately expansive silty clay. It was recommended that conventionally

reinforced slabs-on-grade constructed at grade should have sufficient reinforcement and be supported on a layer of non-expansive fill and footings should extend below the zone of seasonal moisture fluctuation. Programs 5.1, 5.2, and 5.3 of Goal 2 Policy 5 of the Public Safety Element of the General Plan requires a site-specific geotechnical engineering study and mitigation measures to mitigate potential geologic safety hazards for a project site. Mitigation measures identified by the site engineering studies must be incorporated into the project design. Consistent with these policies, the proposed project will be required to implement a design-level geotechnical investigation and implement recommended mitigation measures. As such, the proposed project would not introduce any new impacts related to expansive soils not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

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

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

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

Table 9: BAAQMD Operational Greenhouse Gas Thresholds

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

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

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

Findings

The Supplemental EIR included both a quantitative and qualitative approach to analyzing the potential significance of the rezoning of the 17 sites for residential development. It concluded that rezoning of the project site for eventual residential and retail development would have a less than significant impact related to generation of greenhouse gases and consistency with an applicable plan, policy, or regulation of an appropriate regulatory agency adopted for the purposes of reducing greenhouse gas emissions.

As shown in Table 1, the project includes a total of 305 residential units, which are 115 fewer residential units than anticipated by the Supplemental EIR. In addition, the project includes 7,520 square feet of retail square footage, 2,480 square feet less than anticipated by the Supplemental EIR. Therefore, the modified project would be a reduction in residential units and retail area, thereby requiring less operational activity, and resulting in fewer greenhouse gas emissions. In addition, the traffic generated by the project would be somewhat less than what was previously analyzed.

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

Greenhouse Gas Generation and Plan Consistency: For the purposes of analyzing the proposed project, the BAAQMD's 2011 Air Quality Guidelines were used. The Supplemental EIR determined

that, because the quantifiable thresholds established in the BAAQMD 2011 Air Quality Guidelines were based on AB 23 reduction strategies, a project cannot exceed the numeric thresholds without also conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Supplemental EIR utilized the BAAQMD's 2011 plan-level threshold of 6.6 metric tons of carbon dioxide equivalent (MTCO2e) per service population (SP) per year to determine significance.

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

Project construction emissions were calculated as 2,471 MTCO2e, to be emitted over the construction period. Construction emissions are generally considered separately from operational emissions because construction emissions are a one-time event, while operational emissions would be continuous over the life of the project. The 2010 Air Quality Guidelines do not contain a threshold for construction-generated greenhouse gases, but recommends quantification and disclosure of these emissions. Because the Supplemental EIR included the annualized construction emissions in the significance analysis, the construction greenhouse gas generation is included in the significance analysis below.

Operational GHG emissions by source are shown in Table 10. Total operational emissions were estimated at 2,883 MTCO2e. The Supplemental EIR indicates an average of 2.79 persons per household. Therefore, the project is assumed to accommodate 851 residents. The number of employees is unknown. At a service population of 851, the project would generate approximately 3.4 MTCO2e per service person at year 2020. The addition of project employees would further reduce the MTCO2e per service person. Therefore the project would not exceed the BAAQMD's 2011 thresholds and would not have a significant generation of greenhouse gases (The CalEEMod output is included in Appendix B).

Table 10: Project Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$)
Area Sources	17
Energy	606
Mobile (Vehicles)	2,046
Waste	67
Water	64
Construction (Annualized over 40 years)	82

Table 10 (cont.): Project Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$)
Total Emissions*	**2,883**
Service Population (Residents)	**851**
Project Emission Generation	**3.4 $MTCO_2e$/SP**
BAAQMD 2010 Threshold	**4.6 $MTCO_2e$/SP**
Does project exceed threshold?	**No**
Notes: * Based on non-rounded emissions output $MTCO_2e$ = metric tons of carbon dioxide equivalent Source: MBA 2012, Appendix B	

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

This project would construct 305 dwelling units and 7,520 square feet of retail space on a mixed-use site, consistent with the parameters analyzed within the Supplemental EIR. Therefore, the project would not conflict with City's Climate Action Plan, or any other applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses.

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

The project site currently consists of a surface parking lot with landscaped areas. According the Phase I Environmental Site Assessment (ESA) prepared by Golder Associates, dated September 28, 2012 (Appendix E), the project site is not listed on any state or tribal databases of hazardous sites or

conditions. Multiple sites were listed on various databases of hazardous sites within 1 mile of the project site. However, none of these sites were identified as posing an environmental concern to the project site.

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 proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Routine Hazardous Material Use: The Supplemental EIR concluded that residential and retail development consistent with the proposed Housing Element would involve demolition activities, and use of construction equipment that would require the use of hazardous materials such as fuel or solvents. These materials could accidently spill and may cause a potentially significant impact to the public and/or environment. However, the Supplemental EIR indicated development such as the proposed project would be required to comply with all applicable regulations for management of hazardous materials during construction and demolition. These policies include Title 22 and 26 of the California Code of Regulations governing hazardous material transport, Title 8 Standards for handling asbestos and lead during demolition/construction, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. In addition, the Pleasanton General Plan's Public Safety Element's Goal 5 and Policies 16 through 19 include regulations regarding the use and transport of hazardous materials and waste. Compliance with these regulations would ensure potential hazards resulting from hazardous material use during construction activities would be less than significant. Furthermore, because the project site does not contain any buildings or structures, it is unlikely that demolition activities would encounter lead or asbestos.

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

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

that would alter this conclusion. As such, the proposed project impacts related to the routine use of hazardous materials would continue to be less than significant and no mitigation is necessary.

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

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

Mitigation Measure 4.G-2: The City shall ensure that each project applicant retain a qualified environmental consulting firm to prepare a Phase I environmental site assessment in accordance with ASTM E1527-05 which would ensure that the City is aware of any hazardous materials on the site and can require the right course of action. The Phase I shall determine the presence of recognized environmental conditions and provide recommendations for further investigation, if applicable. Prior to receiving a building or grading permit, project applicant shall provide documentation from overseeing agency (e.g., ACEH or RWQCB) that sites with identified contamination have been remediated to levels where no threat to human health or the environment remains for the proposed uses.

In accordance with Supplemental EIR Mitigation Measure 4.G-2, a Phase I ESA was prepared by Golder Associates, dated September 28, 2012. As indicated in the Phase I ESA, no evidence of recognized environmental constraints is present for the project site. In addition, no evidence of contaminated soil or groundwater is present.

The Supplemental EIR also indicated that excavation involved in construction and maintenance of development facilitated by the Housing Element could lead to the rupture of a PG&E or other pipeline. The project site was not identified as containing or being close to a PG&E pipeline. As noted in the Supplemental EIR, prior to commencement of site development the project proponents would be required to coordinate with the City of Pleasanton's Public Works Department and utility

owners through notification of the Underground Service Alert system to precisely locate any subsurface utilities, thereby ensuring avoidance of utility interference.

In summary, the proposed project would not introduce any new impacts related to hazardous material upset or accident not previously disclosed. Because Mitigation Measure 4.G-2 has already been implemented through the preparation of Phase I ESA for the project site and no onsite contamination issues were identified, impacts would be less than significant as concluded in the Supplemental EIR.

Hazardous Materials in Proximity to Schools: The Supplemental EIR concluded that development facilitated by the Housing Element would not result in the handling of significant quantities of hazardous materials, substances, or wastes; therefore, risk of hazardous material releases within the vicinity of schools would be less than significant. Furthermore, there are no schools within 0.25 mile of the proposed project. As such, the proposed project would not introduce any new impacts related to hazardous materials in proximity to schools not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Contaminated Site: The Supplemental EIR concluded that development of sites known to be contaminated by hazardous materials or wastes could occur on potential sites for rezoning. However, the project site was not identified by the Supplemental EIR as containing hazardous materials. Furthermore, in compliance with Mitigation Measure 4.G-2, as discussed above, a Phase I ESA has been completed for the project site and no onsite contamination has been identified. As such, the proposed project would not introduce any new impacts related to hazardous material sites not previously disclosed. Because Mitigation Measure 4.G-2 has already been implemented through the preparation of Phase I ESA for the project site and no onsite contamination issues were identified, impacts would be less than significant as concluded in the Supplemental EIR.

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

Mitigation Measure 4.G-5:

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

Community Development shall forward this information and the proposed PUD development plans to the ALUC for review.

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

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

Since the completion of the Supplemental EIR, a revised Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport has been completed. The project site is located approximately 3 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the proposed onsite buildings would exceed 200 feet in height. As such, Mitigation Measure 4.G-5 part a. no longer applies as the project site is not regulated by the newly adopted ALUCP. Furthermore, Mitigation Measure 4.G-5 part b. does not apply to the project. However, as required by part c. of Mitigation Measure 4.G-5, prior to the issuance of a grading or building permit for the proposed project, verification of compliance with the FAA Part 77 would be required. As such, the proposed project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant with the implementation of mitigation.

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

Emergency Response or Evacuation Plan: The Supplemental EIR concluded that the buildout of the proposed Housing Element would not interfere with current guidelines set forth in the Pleasanton

Comprehensive Emergency Management Plan and impacts would be less than significant. No changes have occurred that would alter this conclusion. As such, the proposed project would not impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would continue to be less than significant.

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

Conclusion

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

Mitigation Measures

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

Mitigation Measure 4.G-5:

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

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

Environmental Setting

The 60.9-acre California Center corporate campus currently includes 1,658,602 square feet of impervious surfaces and includes an existing stormwater collection and discharge system.

As a result of the project, the total impervious surface would increase to 1,807,340 square feet, an increase of 148,738 square feet or 9 percent as indicated by the project's Impervious Surface Form (Appendix F).

The project would introduce up to 14,910 square feet of bioretention treatment areas in compliance with current C.3 guidelines of the San Francisco Regional Water Quality Control Board (SFRWQCB). An additional 9,690 square feet of bioretention areas would also be provided within the offsite parking improvement areas. In accordance with C.3 guidance, stormwater flows would be directed to bioretention areas prior to discharge into the storm drain system, thereby reducing stormwater runoff and improving the quality of the stormwater that is discharged to the city system.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential and retail development would have less than significant impacts related to hydrology and water quality. As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Water Quality, Flooding or Polluted Runoff: The Supplemental EIR concluded that development on rezoned sites could affect drainage patterns and create new impervious surfaces that cause changes to stormwater flows and water quality. However, the Supplemental EIR indicated that compliance with the Alameda Countywide Clean Water Program (ACCWP) NPDES Permit, including the C.3 provision, and implementation of a Construction SWPPP would reduce impacts to a less than significant level. As part of issuance of building and/or grading permits, the proposed project would be required to demonstrate compliance with these regulations. Compliance would be further ensured by the City and/or SFRWQCB through their review and approval of applicable permits, and would insure that the proposed project would not substantially worsen existing water quality problems and no net increase in stormwater rates and runoff would occur. In compliance with C.3 requirements, the project includes up to 14,910 square feet of bioretention treatment areas located throughout the residential and retail portions of the project site and 9,690 square feet of bioretention areas located within the offsite parking improvements areas. The bioretention areas would slow stormwater rates and ensure no net increase. The proposed project's grading and drainage plans will be reviewed by the City's Engineering Division of the Community Development Department for compliance with city ordinance codes regarding flooding and drainage (including properly sized storm sewers and

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

Groundwater: The Supplemental EIR concluded that development of impervious surfaces on rezoning sites could potentially reduce groundwater infiltration and that the addition of new housing and retail space would result in an increase in 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 and because the Housing Element includes policies to protect water supplies.

Because the development of the project site was considered in the Supplemental EIR and is now included in the City of Pleasanton's General Plan, the project site's growth has been included in future water supply planning and would not deplete groundwater supplies. Furthermore, the project site currently contains mostly impervious surfaces in the form of parking lots and does not provide substantial groundwater recharge. Implementation of the project would increase impervious surface area at the site by 9 percent, which would not be expected to substantially interfere with groundwater recharge. Furthermore, the planned bioretention basins would allow for groundwater recharge to occur onsite. In summary, the proposed project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

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

Flood Hazards: The Supplemental EIR concluded that development proposals resulting from the Housing Element would be reviewed by the City's Engineering Division of the Community Development Department for compliance with city ordinance codes regarding flooding and drainage, including properly sized storm sewers and building within FEMA flood hazard zones. The Supplemental EIR indicated that compliance with applicable regulations would ensure that development within flood hazard zones would be less than significant.

As indicated by Federal Emergency Management Agency Flood Insurance Rate Map 06001C0309G, the project site is located within Zone X and is not located within a 100-year flood zone. Tassajara Creek, which borders the site to the southeast, is located within Zone AE; however, floodwaters are

contained in the creek's channel and would not be expected to affect the project site. As such, the proposed project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Levee or Dam Failure: The Supplemental EIR indicated that most of the City of Pleasanton is within the 5- to 40-minute inundation area in the event of the failure of Del Valle Dam. However, catastrophic dam failure is considered highly unlikely, as the dam is regularly maintained and inspected. Flood retention facilities, including levees, throughout the City are undergoing updates under the Stream Management Master Plan. Residential development is not allowed within levee failure zones without being designed to acceptable flood protection standards. Accordingly, the Supplemental EIR concluded that impacts related to levee or dam failure would be less than significant. As such, the proposed project would not introduce any new levee or dam failure hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

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

Findings

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

Division of an Established Community: The Supplemental EIR indicated that sites selected for rezoning met certain criteria established by the City as being suitable for multi-family housing development, including compatibility with surrounding residential development and location within existing neighborhoods. As such, the Supplemental EIR concluded construction of residential units and retail as allowed by the Housing Element would result in less than significant impacts related to the division of an established community. The proposed project would consist of 305 residences and 7,520 square feet of retail space in an area surrounded by commercial and multi-family residential

land uses. The project would be consistent with surrounding existing uses. As such, the proposed project would not introduce any new impacts related to the division of an established community not previously disclosed. Impacts would continue to be less than significant

Land Use Plan, Policy or Regulation Consistency: The Supplemental EIR indicated that several of the potential sites for rezoning are located in areas that 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, if not properly addressed. However, the Supplemental EIR indicated that compliance with mitigation set forth in Supplemental EIR Section 4.B, Air Quality and 4.J, Noise, as well as consistency with applicable policies of the Housing Element would ensure that sites, such as the project site, rezoned for residential and retail development would be consistent with the General Plan and impacts would be less than significant.

General Plan Consistency: The project site is located within the Hacienda Business Park, which includes over 7.9 million square feet of office, research, development, and commercial uses, and as many as 1,530 residential units (City of Pleasanton 2009). As indicated by the General Plan, the Hacienda Business Park is envisioned to move towards more mixed-use development, and the project site's General Plan designation is Business Park/Mixed Use. The proposed project would include the development of 305 residential units and 7,520 square feet of retail space. This mixed-use development type would be consistent with the existing and future land uses of the Hacienda Business Park.

Mixed-Use development is identified by the General Plan as the combination of various land uses, such as office, commercial, hotel, institutional, and residential in a single building, on a single site, or on adjacent sites that are physically and functionally inter-related. The purpose of mixed-use development is to provide additional housing close to jobs, services, and transit as a way to create land-efficient development in-fill areas and to reduce the number of auto related trips, compared to conventional development (City of Pleasanton 2009). The proposed project's 305 residential units and 7,520 square feet of retail space on a single site would provide a mixed-use development that is close to existing jobs and services within the project vicinity and close to the East Dublin/Pleasanton BART station. As such, the proposed project would be consistent with the purpose of the mixed-use land designation.

Zoning Consistency: Since the certification of the Supplemental EIR, and as a result of City of Pleasanton Ordinance No. 2034 (January 4, 2012), the southern 8.43-acre portion of the project site has been rezoned from Planned Unit Development - Industrial/Commercial-Office (PUD-I/C-O) to Planned Unit Development - High Density Residential (PUD-HDR). As such, the proposed project would be required to be consistent with both the PUD-I/C-O the PUD-HDR zoning requirements as applicable. The PUD-HDR zoning for the southern 8.43 acres requires a housing unit per acre ratio between of 35:1 to no more than 40:1. In addition, up to 10,000 square feet of retail space is allowed. The proposed project would result in a residential density of 36.3 housing units per acre and 7,520

square feet of retail space. As such, the proposed residential and retail portion of the project would be consistent with the zoning designation of the southern portion of the site. The proposed additional surface parking and parking garage proposed adjacent to the existing office complex is located within the PUD-I/C-O zoned portion of the project site and would be consistent with the applicable zoning requirements for parking as provided in Municipal Code Chapter 18.88.

As part of the rezoning of the project site, the City of Pleasanton adopted Ordinance No. 2047, the Housing Site Development Standards and Design Guidelines, which guides development on sites rezoned as a result of the Housing Element Update and related Supplemental EIR. The Housing Site Development Standards and Design Guidelines provide direction regarding use, density, building mass and height, setbacks, architectural features, parking, access, and street character. The project has been designed to be consistent with the Housing Site Development Standards and Guidelines including the provision of pedestrian and bicycle connections, group usable open space, landscaping and lighting. Furthermore, the development application for the project site must be reviewed through the PUD process, which includes review and recommendation by the Planning Commission and approval or denial by the City Council. This process will ensure the project site is consistent with the Housing Site Development Standards and Design Guidelines. Finally, as indicated in the Housing Site Development Standards and Design Guidelines, the project site would also be subject to applicable regulations of the Hacienda Business Park Design Guidelines and PUD Development Plan.

In summary, the proposed project has been designed to be consistent with existing General Plan and Zoning Designations, as well as the Housing Site Development Standards and Design Guidelines. The project's application review process will further ensure consistency As such, the proposed project would not introduce any new impacts related to land use plan, policy or regulation consistency not previously disclosed. Impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

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

Findings

The Supplemental EIR concluded that the residential development facilitated by the General Plan Amendment and rezoning would have no impact related to each mineral resource checklist question, and no mitigation was required. The proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

The project site is located in a developed area with existing transportation and commercial noise sources. I-580 and BART are located approximately 1500 feet to the north of the project site. The project site is located within the future (2025) 65 dBA L_{dn} noise contour of I-580 as indicated by General Plan Figure 11-2.

The project site is adjacent to four-lane arterial roadways to the northwest (Rosewood Drive) and southwest (Owens Drive). The Supplemental EIR indicated that existing traffic noise on Owens Drive east of Willow Road is 60 dB L_{dn} at 147 feet from the centerline, 65 dB L_{dn} at 68 feet from the center line and 70 dB L_{dn} at 15 feet from the centerline. The General Plan indicates that future (2025) 65 dBA L_{dn} and 60 dBA L_{dn} noise contours would be 80 and 160 feet from the centerline of Owens Drive, respectively.

As indicated on General Plan Figure 11-4, high-density residential areas considered to be noise sensitive receptors are located directly southwest and southeast of the project site (City of Pleasanton 2009).

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

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

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

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

The State of California maintains noise standards applicable to multi-family uses. The standards are contained in Title 24, Part 2, of the State Building Code, which sets forth Noise Insulation Standards applicable to new multi-family housing. The environmental portion of the standard applies to projects located in a noise environment of 60 L_{dn} or greater and establishes a maximum interior noise limit of45 L_{dn}.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would have less than significant impacts related to noise with the implementation of mitigation. As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Construction Noise Levels: The Supplemental EIR indicated that construction activities on rezoning sites would involve the use of heavy equipment in addition to small power tools, generators, and hand

tools that would be sources of noise. Noise would vary based on construction location relative to receptors and type and quantity of construction equipment. The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, individual project construction equipment would not produce a noise level in excess of 83 dB L_{eq} at a distance of 25 feet, nor would total construction noise exposure exceed 86 dB L_{eq} outside of project boundaries. In addition, to ensure construction noise resulting from project development resulted in less than significant impacts, the Supplemental EIR included Mitigation Measure 4.J-1 as follows:

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

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

b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.

c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and federal holidays. If complaints are received regarding the Saturday construction hours, the Community Development Director may modify or revoke the Saturday construction hours. The Community Development Director may allow earlier "start-times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.

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

e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during

construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

The nearest sensitive receptors to the project site consist of multi-family residences located approximately 160 feet to the southwest and approximately 180 feet to the southeast. As indicated in Table 4.J-5 of the Supplemental EIR, the use of pneumatic tools would be one of the loudest pieces of construction equipment with a noise level of 85 dB L_{max} at 50 feet. At a distance of 160 feet pneumatic tool noise would be at a level of approximately 75 dB L_{max}, and will not exceed the acceptable maximum noise levels at the nearby receptors. As the Supplemental EIR indicated, the proposed project would be required to abide by construction noise limits outlined by Municipal Code 9.04.100 and would be required to implement Mitigation Measure 4.J-1. As such, the proposed project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

Construction Vibration Levels: The Supplemental EIR concluded that vibration exposure at neighboring sensitive uses, which are expected to be greater than 100 feet removed from the rezoned construction sites, would not be expected to exceed the applicable criteria outlined by the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual except in situations where pile driving occurs. Should pile driving occur, the Supplemental EIR concluded that implementation of Mitigation Measure 4.J-2 would reduce construction-related vibration to a less than significant level. The project site is more than 100 feet from nearby sensitive receptors; therefore, typical construction vibration levels would not exceed acceptable levels at nearby receptors. According to the Geotechnical Feasibility Investigation (Cornerstone Earth Group 2012), project site soils can accommodate conventional shallow footings or mat foundations; therefore, pile driving would not be required and implementation of Mitigation Measure 4.J-2 would not be required. As such, the proposed project would not introduce any new construction-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

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

would not expose future residents to excessive train-related vibration. As such, the proposed project would not introduce any new train-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Traffic Noise Increase: The Supplemental EIR indicated that traffic noise level increases from traffic pattern changes due to the land use changes on the rezoning sites would be expected in the range of 1 to 3 dB along some roadway segments. The Supplemental EIR concluded that project-related traffic noise level increases of 1 dB along two segments (Hopyard Road between West Las Positas Boulevard and Valley Avenue, and Stoneridge Drive between West Las Positas Boulevard and Santa Rita Road) may increase traffic noise exposure to above 60 dB L_{dn} within single-family residential back yards and therefore would be potentially significant.

The Supplemental EIR also considered roadway noise impacts in the cumulative (year 2035) noise scenario. Potentially significant, cumulatively considerable traffic noise increases were identified along two additional roadway segments: Stoneridge Drive between Johnson Drive and Hopyard Road, and Hopyard Road between Stoneridge Drive and West Las Positas Boulevard. At these locations, increased traffic noise exposure may exceed the City's 60 dB L_{dn} limit within neighboring single-family residential backyards.

To determine the project's potential contribution to these traffic noise impacts , a Noise Assessment Study was prepared by Edward L. Pack Associates, Inc. dated December 17, 2012 (Appendix G). As indicated therein, project-generated traffic noise exposure would be below the 60 dB L_{dn} limit of the City of Pleasanton Noise Element standards at all receptor locations along roadways identified in the Traffic Impact Analysis prepared by Fehr and Peers.

The roadway segments identified in the Supplemental EIR as having potentially significant impacts under the project and cumulative scenarios are not located in the project vicinity. The Noise Assessment Study focused on roadway segments in the project vicinity, which would experience the greatest increase in traffic noise. The segment of West Las Positas from Stoneridge Drive to Santa Rita Road (nearest to the impacted segment of Stoneridge Drive identified in the Supplemental EIR) would experience a traffic generated noise exposure of 42 to 51dB L_{dn}, well below the acceptable 60 dB L_{dn} limit.

Because all impacted roadway segments identified in the Supplemental EIR are located farther away from the project site, the project's contribution would be even smaller and would not represent a considerable contribution to the existing plus project or cumulative impacts identified in the Supplemental EIR. As such, the proposed project would not introduce any new project-related traffic noise impacts not previously disclosed.

The Supplemental EIR also concluded that developments on rezoned sites may be exposed to exterior traffic noise in excess of 65 dB and interior traffic-related noise exposure in excess of the acceptable

45 dB L_{dn} threshold; therefore, impacts would be potentially significant. Residential development is required to comply with Title 24 of the California Code of Regulations, which requires an interior noise exposure of 45 dB L_{dn}/CNEL or less within any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. To ensure compliance and reduce impacts to less than significant, the Supplemental EIR included Mitigation Measure 4.J-5b and 4.J-5c as follows:

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

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

As indicated by the Noise Assessment Study prepared for the proposed project by Edward L. Pack Associates, exterior and interior noise exposures at the proposed project site would be within the limits of the City of Pleasanton and Title 24 standards under current and future conditions. Provision of the Study to the City of Pleasanton fulfills the requirements of both Mitigation Measure 4.J-5b and 4.J-5c and ensures that impacts related to exterior and interior traffic noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

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

Mitigation Measure 4.J-6a: For all of the potential sites for rezoning the City shall require site-specific acoustical assessments to determine noise exposure, impact, and mitigation regarding non-transportation sources. Noise exposure

shall be mitigated to satisfy the applicable City Code criterion using appropriate housing site design.

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

As previously discussed, a Noise Assessment Study has been prepared for the proposed project and has indicated that no additional measures are needed to ensure interior or exterior noise levels remain below acceptable standards. While the project site is located adjacent to a commercial area that includes a Walmart and Kohl's department store, loading areas for these establishments are located on the far side of the buildings, away from the project site, and the Noise Assessment Study indicated that traffic associated with the retail center does not significantly affect the noise environment. The Noise Assessment Study indicated that exterior and interior noise levels would be below acceptable levels at the project site and no additional measures would be needed to attenuate noise levels. As such, the Noise Assessment Study fulfills the requirements of Mitigation Measure 4.J-6a. The project would be required to implement Mitigation Measure 4.J-6c, requiring implementation of noise disclosures and noise complaint procedures. Furthermore, the proposed project would not introduce any new stationary noise source exposure impacts not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.J-6c.

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

Conclusion

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

Mitigation Measures

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 2012, the City of Pleasanton had a population of 71,269 persons, an average of 2.79 persons per household, and a total of 26,132 housing units (California Department of Finance 2012). The proposed project would result in the construction of 305 residential units and 7,520 square feet of retail space.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would have less than significant impacts related to population and housing, and no mitigation was required. As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Substantial Population Growth: The Supplemental EIR concluded that development of all the sites considered for rezoning could result in substantial population growth, resulting in significant impacts. However, the Supplemental EIR indicated that not all of the sites considered for rezoning would actually be rezoned and, in fact, only nine of the 21 sites contemplated for rezoning under the Supplemental EIR have been rezoned. The remaining sites considered for rezoning are not expected to be rezoned as they are not needed to meet the City of Pleasanton's Regional Housing Needs Allocation. Furthermore, the Supplemental EIR indicated that implementation of Housing Element policies would reduce any potential impacts related to future population and housing to less than

significant while still meeting Regional Housing Needs Allocation (RHNA) need and without stressing the City's current infrastructure.

The proposed project site is one of the nine sites that have been rezoned by the City for the development of residential uses to ensure housing allocations of the RHNA are met. Under the Supplemental EIR, the project site was contemplated as containing up to 420 residences and up to 10,000 square feet of retail space. The project site would develop 305 residences that, at a rate of 2.79 persons per household, would house approximately 851 people. The additional housing could result in direct population growth. Furthermore, the proposed 7,520 square feet of retail space would be expected to provide additional jobs, resulting in indirect population growth; however, this nominal amount of retail space would not be expected to create enough jobs to create substantial population growth. The project would not include the extension of road or infrastructure that could result in indirect population growth.

The proposed project would develop less than maximum number of residential units and retail space considered in the Supplemental EIR, and would assist the City in meeting the housing allocation as determined by RHNA. Furthermore, it has been designed to be consistent with the policies included in the Housing Element. As such impacts would continue to be less than significant and no mitigation is necessary.

Displace Housing: The Supplemental EIR concluded that impacts related to the displacement of existing homes, necessitating the construction of replacement housing elsewhere would be less than significant. The Supplemental EIR identified four existing homes that may be displaced as a result of rezoning, however, the project site does not contain any housing. The proposed project would result in the addition of 305 residences that would assist the City in meeting RHNA needs. As such, impacts would continue to be less than significant and no mitigation is needed.

Displace Persons: The Supplemental EIR indicated that development of potential sites for rezoning, such as the proposed project, would not displace residents, but would build on existing neighborhoods by utilizing in-fill development, would be compatible with surrounding residential development and would be consistent with land use and housing policies in the General Plan. As such, the Supplemental EIR concluded that impacts related to the displacement of substantial numbers of people would be less than significant.

The project site does not contain any existing housing. The proposed project would result in the addition of 305 residences that would assist the City in meeting RHNA needs. The proposed project would not result in the displacement of people. As such, impacts would continue to be less than significant and no mitigation is needed.

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

Public services are provided to the project site by the Livermore-Pleasanton Fire Department (LPFD), Pleasanton Police Department, and the Pleasanton Unified School District.

The nearest fire station to the project site is located at 3200 Santa Rita Road, approximately 0.4 mile from the project site.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would have less than significant impacts related to fire, police, school, parks and other public service facilities. As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Fire Protection: The Supplemental EIR concluded that because all the proposed rezoning sites, including the project site, are located within a 5-minute response radius of a fire station; and, as required by the General Plan's Public Safety Element, Program 8.2, new development would be required to pay for related fire safety improvement needs it generated, impacts to fire protection services would be less than significant.

The proposed project would construct 305 residential units and 7,520 square feet of residential space, a parking structure and additional surface parking on a site that is currently developed as a parking lot and landscaping areas. As such, an increase in demand for fire protection would occur. However, the

project is located approximately 0.4 mile from the nearest fire station, is within a 5-minute response radius, and is not located in an area designated as a Special Fire Protection Area. In accordance with General Plan's Public Safety Element, Program 8.2, the project developer is required to pay a Public Facilities Fee that provides for the fire safety improvement needs generated by proposed project related to both the housing and retail components. Payment of this fee would effectively mitigate any increase in demand for services. As such, the proposed project would not introduce any new impacts related to fire services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Police Protection: The Supplemental EIR indicated that new development on sites proposed for rezoning would increase demand for police services. However, General Plan Public Safety Element's Program 26.2 requires that all new development pay for police safety improvements required of that development. As such, the Supplemental EIR concluded that impacts to police protection would be less than significant.

The proposed project would construct 305 residential units and 7,520 square feet of residential space, a parking structure and additional surface parking on a site that is currently developed as a parking lot and landscaping areas. As such, the proposed project would result in increased demands for police services that could result in increased response times. However, in accordance with Program 26.2, the project developer would be required to pay for police safety improvements required of the proposed project, which would provide for capital facilities and equipment costs. As such, the proposed project would not introduce any new impacts related to police protection not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

The proposed project would result in the construction of 305 residential units that would likely house families with school-aged children. As such, increased enrollment at nearby schools would occur. However, the project developer would be required to pay fees to the Pleasanton Unified School District that would cover facility costs created by the residential development. As such, the proposed project would not introduce any new impacts related to school services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Park Services: The Supplemental EIR indicated that additional population resulting from sites rezoned for residential development, including the project site, could result in impacts to park services. The Supplemental EIR concluded that because the City plans to build approximately 131

acres of new community parks in Pleasanton by 2025, impacts to park services would be less than significant.

The proposed project would construct 305 new residential units that would result in an increase in population and park usage. However, the proposed project would provide onsite recreation opportunities to serve the existing residents. Furthermore, as noted in the Supplemental EIR, the City plans to build additional parks to serve the expected population growth of the City, including the population growth of the proposed project as considered in the Housing Element. As such, the proposed project would not introduce any new impacts to park services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

There are no existing recreational or park facilities on the project site. As indicated by Figure 3-13 of the Pleasanton General Plan, the Tassajara Canal Trail is planned along Tassajara Creek on the project's southeastern border.

The parks nearest to the project site are Owens Plaza Park and Creekside Park.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would result in less than significant impacts related to the use or construction recreational facilities. As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

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

The proposed project would construct 305 new residential units that would result in an increase in population and park usage. The 7,520 square feet of retail space would not be expected to create a significant demand for park services. The proposed project would provide onsite recreation amenities

to serve the existing residents that would decrease the project's overall demand for public recreational facilities. As noted in the Supplemental EIR, the City plans to build additional parks to serve the expected population growth of the City, including the population growth of the proposed project as considered in the Housing Element. Increased recreational facility use resulting from the proposed project has been planned for in the General Plan. As such, the proposed project would not introduce any new impacts related to the substantial physical deterioration of a recreational facility. Impacts would continue to be less than significant and no mitigation is necessary.

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

The proposed project would include recreational amenities, including a pool and spa, a fitness building, a community building with community kitchen, an outdoor barbeque area, a children's playground, a play lawn, two bicycle/pedestrian connections to the future Tassajara Canal Trail , pet zones, and garden areas. The environmental effects of constructing these components have been considered in this document, and the implementation of mitigation and compliance with applicable regulations as discussed throughout would ensure that any potential impacts are reduced to less than significant. Furthermore, increased offsite recreational facility use resulting from the proposed project has been planned for in the General Plan and analyzed by the General Plan EIR. As such, the proposed project would not introduce any new impacts related to the construction or expansion of recreational facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

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

Mitigation Measures

None required.

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

Environmental Setting

The project site is located at the southwest corner of Owens Drive and Rosewood Drive within the California Center corporate campus office complex's southern parking lot area. California Center, and the project site, is currently accessed via six driveways including two on Owens Drive and four on Rosewood Drive. Of the two Owens Drive driveways, one provides full access and the other is restricted to right-in/right-out operation only. Of the Rosewood Driveways, two provide full access and the remaining two are restricted to right-in/right-out operation only. Local roadways that serve the project site include Hacienda Drive, Owens Drive, Rosewood Drive, and West Las Positas Boulevard. Regional Roadways that serve the project site include Interstate 580 (I-580). The project

site is located one mile east of the Dublin/Pleasanton BART station. Pedestrian facilities in the immediate project site vicinity include pedestrian crosswalks, push buttons and signals are provided at the signalized intersections of Owens Drive/Rosewood Drive and the Full Access Wal-Mart Driveway/Rosewood Drive. Class II bike lanes are provided on Owens Drive along the project site frontage as well as on Rosewood Drive, east of the project site. A future pedestrian/bike trail is identified in the City's Bicycle Plan along Tassajara Creek, which forms the eastern boundary of the California Center Campus.

Fehr and Peers conducted a Transportation Assessment for The Residences at California Center, dated January 24, 2013.

As indicated in the Transportation Assessment, the proposed project would include the following circulation changes:

- Access to the office parking supplies from Owens Drive would be discouraged by design from the existing full access driveway and the existing right-in/right-out driveway would be modified to provide full access.
- Two new right-in/right-out driveways serving the retail portion of the Project would be constructed, with one driveway on Owens Drive and the other on Rosewood Drive.

Study Area and Analysis Scenarios

The following intersections were analyzed in the Transportation Assessment as they provide access to the Project site and are likely to be affected by the proposed project:

1. Interstate 580 Westbound Ramps at Hacienda Drive (signalized)
2. Interstate 580 Eastbound Ramps at Hacienda Drive (signalized)
3. Owens Drive at Hacienda Drive (signalized)
4. Rosewood Drive at California Center (signalized)
5. Owens Drive at Rosewood Drive (signalized)
6. Owens Drive at Proposed Right-in/Right-out Driveway (unsignalized)
7. Owens Drive at Primary Residential Access Driveway (unsignalized)
8. Owens Drive at Secondary Access Driveway (unsignalized)
9. Owens Drive at West Las Positas Boulevard (signalized)
10. Rosewood Drive at Proposed Right-in/Right-out Driveway (unsignalized)

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

- **Existing -** Existing conditions based on recent traffic counts.
- **Existing plus Occupancy of Existing Vacant Office Space** – the recent traffic counts from the existing conditions assessment reflect approximately 50 percent occupancy of the existing office uses on the site; typical occupancies are above 90 percent.
- **Existing plus Occupancy of Existing Uses Plus Project** – the above scenario plus the addition of Project traffic.
- **Existing Plus Approved Projects** – Near-term conditions, which consider existing traffic plus anticipated traffic from approved developments that would substantially affect the volumes at the study intersections.
- **Existing Plus Approved Projects Plus Project** – Near-term conditions plus Project related traffic.
- **Cumulative Without Project** – Future forecast conditions, which considers local and regional traffic growth.
- **Cumulative With Project** – Future forecast conditions plus Project-related traffic.

No roadway improvements were assumed at the study intersections, except for changes proposed as part of the Project.

To provide a conservative estimate of traffic increases resulting from the proposed project, the Transportation Assessment considered both the trip generation of the proposed 305 residential units and 7,520 square feet of retail space, as well as potential trips generated from the currently vacant 562,204 square feet of office space at the adjacent California Center corporate campus. As shown in Table 12, the Project is expected to generate approximately 163 morning and 217 evening peak hour trips.

Table 11: Vehicle Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Offsite Vehicle Trip Generation							
Existing occupied office[1]	502,796 square feet	631	48	679	74	575	649
Existing vacant office [2]	562,204	772	105	877	142	696	838
Total office vehicle trips		1,403	153	1,556	216	1,271	1,487
Net new trips		**772**	**105**	**877**	**142**	**696**	**838**

Table 11 (cont.): Vehicle Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total

Notes:
[1] From driveway counts collected in March 2012.
[2] AM and PM trip generation based on rates for Office (Land Use 710) in ITE Trip Generation (9th Edition) as presented below (where: T = trip ends and X = 1,000 square feet):
AM Rate: (T) = 1.56 (X) (inbound = 88%, outbound = 12%)
PM Rate: (T) = 1.49 (X) (inbound = 17%, outbound = 83%)
Source: ITE's Trip Generation, 9th Edition and Fehr & Peers, December 2012

Table 12: Vehicle Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Project Vehicle Trip Generation							
Apartments[1]	305 units	31	125	156	126	66	189
Retail[2]	7,520 square feet	4	3	7	13	15	28
Net New Project Trips		**35**	**128**	**163**	**139**	**81**	**217**

Notes:
1. AM and PM trip generation based on rates for Apartment (Land Use 220) in ITE Trip Generation (9th Edition) as presented below (where: T = trip ends and X = number of dwelling units):
AM Rate: (T) = 0.51 (X) (inbound = 20%, outbound = 80%)
PM Rate: (T) = 0.62 (X) (inbound = 65%, outbound = 35%)
2. AM and PM trip generation based on rates for Shopping Center (Land Use 820) in ITE Trip Generation (9th Edition) as presented below(where: T = trip ends and X = 1,000 square feet):
AM Rate: (T) = 0.96 (X) (inbound = 62%, outbound = 38%)
PM Rate: (T) = 3.71 (X) (inbound = 48%, outbound = 52%)
Source: ITE's Trip Generation, 9th Edition and Fehr & Peers, December 2012

Findings

The Supplemental EIR concluded that development facilitated by the General Plan Amendment and rezoning would have less than significant impacts to the levels of service at local intersections under existing plus project conditions and cumulative plus project conditions. The Supplemental EIR also concluded that less than significant impacts would result related to traffic safety hazards, emergency vehicle access, temporary construction traffic, and consistency with adopted policies, plans or programs supporting alternative transportation. The Supplemental EIR concluded that no impact would result related to air traffic.

The Supplemental EIR concluded that impacts to the regional roadway network under cumulative plus project conditions would be significant and unavoidable. As discussed below, the proposed

project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

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

As discussed under the following Level of Service Standards discussion, the proposed project would not cause any study intersections to operate below acceptable level of service (LOS) standards (Fehr and Peers 2012). Further, because the proposed project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation related policies of the General Plan. As such, the proposed project would not introduce any new impacts related to applicable transportation plans and policies not previously disclosed. Impacts would continue to be less than significant.

Level of Service Standards:

Intersection Operations

The Supplemental EIR concluded that development facilitated by rezonings would result in less than significant impacts to levels of service at the local study intersections under existing plus project conditions because all of the study intersections would continue to operate at LOS D or better during both peak periods evaluated. Note that the Supplemental EIR assumed that the proposed project site would be built out to include up to 420 residences and up to 10,000 square feet of retail space. However, the proposed project includes only 305 residences and 7,520 square feet of retail space, and therefore over estimated traffic increases at the project site.

As indicated in the Transportation Assessment, in the near-term and cumulative conditions both without and with the proposed project, the signalized intersections are expected to continue operating at overall acceptable service levels.

As shown in Table 13, the intersections affected by the proposed project would continue to operate at overall acceptable levels in all analysis scenarios. Delays and LOS shown in parentheses are for the worst approach.

Table 13: Peak Hour Intersection Levels of Service

Intersection	Control	Peak Hour	Existing		Existing Vacant Office		Existing With Project		Near-Term Without Project		Near-Term With Project		Cumulative Without Project		Cumulative with Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. I- 580 Westbound Ramps at Hacienda Drive	Signal	AM PM	7 7	A A	7 7	A A	7 7	A A	8 7	A A	8 7	A A	9 7	A A	9 7	A A
2. I-580 Eastbound Ramps at Hacienda Drive	Signal	AM PM	14 11	B B	17 14	B B	17 14	B B	15 14	B B	15 14	B B	18 13	B B	19 14	B B
3. Owens Drive at Hacienda Drive	Signal	AM PM	15 26	B C	16 28	B C	16 31	B C	18 36	B D	18 41	B D	18 31	B C	19 35	B C
4. Rosewood Drive at California Center	Signal	AM PM	7 9	A A	7 11	A B	7 11	A B	7 10	A A	7 10	A A	7 11	A B	7 11	A B
5. Owens Drive at Rosewood Drive	Signal	AM PM	7 8	A A	9 9	A A	10 11	A B	9 9	A A	11 10	B A	11 9	B A	13 9	B A
6. Owens Drive at Proposed Right-in/ Right-out Driveway	Side-Street Stop-Controlled	AM PM	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 (11) 0 (11)	A (B) A (B)	N/A N/A	N/A N/A	0 (11) 0 (10)	A (B) A (A)	N/A N/A	N/A N/A	0 (11) 0 (11)	A (B) A (B)
7. Owens Drive at Primary Residential Access Driveway	Side-Street Stop-Controlled	AM PM	5 (33) 4 (46)	A (D) A (E)	7 (70) 7 (61)	A (F) A (F)	4 (43) 3 (49)	A (E) A (E)	5 (42) 5 (130)	A (E) A (F)	5 (45) 4 (93)	A (E) A (F)	8 (73) 7 (207)	A (F) A (F)	5 (44) 4 (116)	A (E) A (F)
8. Owens Drive at Secondary Access Driveway	Side-Street Stop-Controlled	AM PM	0 (11) 1 (11)	A (B) A (B)	0 (11) 1 (11)	A (B) A (B)	7 (109) 7 (29)	A (F) A (D)	0 (11) 1 (10)	A (B) A (A)	4 (47) 3 (16)	A (E) A (C)	0 (11) 1 (11)	A (B) A (B)	3 (30) 3 (18)	A (D) A (C)

Table 13 (cont.): Peak Hour Intersection Levels of Service

Intersection	Control	Peak Hour	Existing		Existing Vacant Office		Existing With Project		Near-Term Without Project		Near-Term With Project		Cumulative Without Project		Cumulative with Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9. Owens Drive at West Las Positas Boulevard	Signal	AM PM	12 13	B B	13 13	B B	14 14	B B	10 16	A B	11 17	B B	12 19	B B	13 20	B B
10. Rosewood Drive at Proposed Right-in/Right-out Driveway	Side-Street Stop-Controlled	AM PM	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 (0) 0 (0)	A (A) A (A)	N/A N/A	N/A N/A	0 (0) 0 (0)	A (A) A (A)	N/A N/A	N/A N/A	0 (0) 0 (0)	A (A) A (A)

Notes:
1. Signal = Signalized Intersection; at 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, November 2012.

With the addition of traffic from the occupation of the vacant office uses, the unsignalized full access driveway on Owens Drive (Intersection 7) is expected to degrade to LOS F for movements from the side street during both peak hours. This primarily represents additional delay for southbound vehicles from the site during the morning peak hour and for northbound left-turning vehicles from the Archstone Apartment complex during the evening peak hour, with approximately 18 vehicles in the morning and 16 vehicles in the evening experiencing degraded operations. The increase delay comes from a combination of increased through traffic on Owens Drive, as well as increased turning movements to/from the California Center site.

With construction of the Project and associated driveway changes and traffic shifts, operations of the primary access intersection would improve, although the side street movements would continue to experience LOS E or F conditions. Vehicles exiting Archstone have the option of exiting the complex at Rosewood Drive at Owens Drive signalized intersection.

As a restricted access driveway, the easternmost driveway (Intersection 8) operates with minimal delay for vehicles turning from the site to westbound Owens Drive. With the construction of the project and modifications to this driveway to provide full-access, delay for vehicles exiting the site would increase during both peak hours, with vehicles exiting the site experiencing LOS F conditions in during the morning peak hour in the Existing Plus Project (plus vacant office space occupied) scenario.

The City's LOS D or better standard, as established in General Plan Circulation Element Policy 2, applies only to major intersections, which are "those intersections of two or more arterials or one arterial and one collector street." Therefore, the project driveways do not need to meet the LOS D or better standard per the General Plan (although they have still been analyzed here within from a traffic circulation standpoint). As such, impacts to LOS at the project's driveways would not be considered significant. Signalized intersections are expected to continue operating at overall acceptable service levels in the Existing, Near-Term and Cumulative conditions both with and without the project.

Signal warrants based on peak hour volume and delay were evaluated for the unsignalized full access intersections on Owens Drive (Intersections 6, 7, and 8). Neither signal warrant was satisfied during the AM peak hour at either driveway intersection. During the PM peak hour, the volume warrant is satisfied at the existing full access driveway and would continue to be satisfied with the occupation of the vacant office space. With the Project and expected traffic shifts to the easterly driveway, the volume warrant would no longer be satisfied at the existing main access intersection, but would be satisfied at the easterly access intersection. However, the location of the proposed parking garage within the site could affect how vehicle trips load to the roadway network as there are many driveways that serve the site. Additionally, the trip generating characteristics of future office tenants could differ from what was assumed in this analysis and signalization may not be warranted based on actual future conditions. Monitoring of the easterly driveway, as previously described, would ensure that a signal would be implemented when warranted.

Vehicle Queues

Vehicle queues were evaluated for turning movements where the project is expected to have an effect on traffic volumes, including the eastbound and southbound movements to/from the driveways on Owens Drive, the eastbound left-turn movement from Owens Drive to Rosewood Drive, and the westbound left-turn from Owens Drive into the Archstone apartments. Calculated vehicle queue lengths are provided in Appendix H. The expected 95th percentile vehicle queues for movements from Owens Drive are expected to be accommodated within the available storage, including the westbound left-turn on Owens Drive into the Archstone Apartment complex.

Although vehicle queues for movements on Owens Drive would be accommodated within the available storage, vehicles waiting to turn onto Owens Drive from the Project site or from Archstone could extend beyond the available storage. At the secondary driveway, vehicle queues could extend beyond the designated driveway throat and periodically block access to on-street parking with the project. As such, the project includes separate left- and right-turn lanes at the easterly Project driveway for approximately 50 feet into the site, with a 37-foot wide cross-section to accommodate a 15-foot wide entry lane and two 11-foot exit lanes. This would reduce the vehicle queues to less than 100 feet during the evening peak hour and reduce delay for vehicles exiting the site during the morning peak hour. Provision of separate turn lanes from the site would also facilitate the future signalization of the intersection if warranted by actual conditions.

Vehicles turning left to Owens Drive from the Archstone apartments could extend approximately 75 feet into that site, potentially impeding their onsite circulation. However, with the Project, traffic would shift to the easterly Project site driveway, reducing the vehicle queue and improving operations. Additionally, vehicles exiting Archstone could use the traffic signal at the driveway opposite Rosewood Drive and avoid delays and vehicle queues at the unsignalized driveway.

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

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

The proposed project would be required to pay any applicable fair-share funds as required by Mitigation Measure 4.N-7. As noted in the Transportation Assessment, the proposed project would not result in any in any unacceptable LOS levels in the cumulative scenario. Furthermore, the proposed project would result in a reduced contribution to the significant unavoidable impact because the project includes 115 fewer residential units and 2,480 fewer square feet of retail space (and therefore less traffic trips) than that anticipated by the Supplemental EIR.

In summary, the proposed project would not introduce any new impacts related to LOS not previously disclosed and would reduce the overall level of impact concluded by the Supplemental EIR.

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

Since the completion of the Supplemental EIR, a revised ALUCP for the Livermore Municipal Airport has been completed. The project site is located approximately 3 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Nonetheless, as required by part c. of the Supplemental EIR's Mitigation Measure HAZ-4.G-5, prior to the issuance of a grading or building permit for the proposed project, verification of compliance with FAR Part 77 would be required. As such, the proposed project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant with the implementation of mitigation.

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

Emergency Access: The Supplemental EIR concluded that impacts related to emergency access would be less than significant because development facilitated by the proposed Housing Element, such as the proposed project, would not significantly alter or modify the circulation system in the Planning Area and therefore would not adversely affect travel times of emergency vehicles. Further,

compliance the City's Fire Code and Subdivision regulations would ensure adequate onsite emergency vehicle access.

The proposed project's roadways and circulation infrastructure have been designed in accordance with the applicable regulations and would not be expected to result in any roadway hazards or traffic safety issues. As indicated by the Transportation Assessment, emergency vehicle access would be provided both from the Project frontages on Owens Drive and Rosewood Drive, and from the existing California Center campus circulation system on the north site of the site. Based on the level of access to the site, and the extent of the internal roadway system, the Project is not expected to result in inadequate emergency access. The project's plans are subject to review by the City and the Fire Department as part of the standard building permit process to ensure consistency with the City's Fire Code to allow apparatus access and maneuverability.

Sight Distance: A sight distance assessment was conducted for vehicles turning to/from the easterly Project driveway, since that driveway would be modified with the Project. For this assessment, the stopping sight distance and corner sight distance were reviewed. Stopping sight distance is defined as the distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the road becomes visible and in advance of reaching the object. Corner sight distance is defined as the line of sight maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Based on the existing speed limit of 40 miles per hour on Owens Drive, and assumptions of the prevailing travel speed of 45 miles per hour, the minimum stopping sight distance is 360 feet and the corner sight distance is 495 feet. Vehicles traveling on Owens Road need approximately 360 feet to be able to stop in sufficient time if there is a vehicle turning to/from the Driveway within their travel path. For vehicles turning into or out of the site, they would be able to complete their turning movement within the time it takes an on-coming vehicle to travel approximately 495 feet, which indicates there is sufficient sight distance at the easterly driveway for the new turning movements. To insure site distance is maintained, landscaping shrubs at the easterly driveway intersection will be limited to 30 inches in height and tree canopies will be maintained at approximately six feet or higher from the ground.

Accidents: Incident data was reviewed for the Owens Drive project site frontage from January 1, 2009 to February 1, 2012. Four incidents were reported in proximity to the existing full access driveway into the site. Of the four reported incidents in the driveway influence area, three incidents resulted in rear-end collisions and one resulted in a sideswipe. Primary collision factors included unsafe speed and improper turning. Two of the incidents resulted in injuries. However, because the proposed project would reduce the number of turning conflicts at the main access intersection and shift traffic to the easternmost driveway, which is a 3-way intersection with sufficient sight distance, the project site access changes would not worsen the incident experience along the Owens Drive Project frontage.

Delivery Vehicle Access: Access to the site by moving trucks, furniture delivery, and trash collection vehicles are expected to occur on a regular basis. No designated loading areas are shown on the site plan. Trash collection areas are shown throughout the site, including the parking garage and at the end of an approximately 200 foot drive-aisle. Based on information provided by the project applicant, trash enclosures in hard to reach areas would be brought to a central location for pick-up, eliminating the need for garbage vehicles to enter the parking garage or other dead-end drive aisles.

To minimize internal vehicle conflict, residents of the proposed project would be encouraged to conduct move-in/move-out large vehicle maneuvers during off-peak hours, such as mid-day or weekends. In addition, delivery moving trucks/delivery vehicles would be allowed to park in parallel parking stall(s) to maintain two-way travel on internal roadways. For the retail portion of the Project, large vehicles deliveries would be encouraged to occur during off-peak hours as there are no designated loading areas within the retail portion of the project site.

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

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

Pedestrians: As part of the project, new pedestrian paths would be constructed within the project site and connect to the existing pedestrian system within the California Center campus. Curb extensions and high visibility crosswalks would also be provided at potentially high volume crossing locations. A pedestrian path would also connect the retail center to the residential common area, continuing to the office uses, minimizing the number of drive aisles pedestrians would have to cross to access the retail center from the office uses.

Pedestrian access to the Project site would occur from a number of locations on Owens Drive and Rosewood Drive. Sidewalks are provided along both sides of most internal roadways, with the exception of the easterly access driveway where there are no active uses on the east side of the street. Based on the level of pedestrian enhancements proposed as part of the project, the project is not expected to create a significant impact to pedestrian system in the vicinity of the site.

Transit: Transit currently serves the Project area, with stops on Rosewood Drive, north of Owens Drive and on Owens Drive, west of Rosewood Drive. No changes to the number of transit stops or

level of transit service are proposed as part of the project. A driveway serving the retail center from Rosewood Drive is proposed to be constructed south of the existing bus pull-out area. Existing employees and residents of the Archstone, Avila, Siena, and Verona communities within the Hacienda Business Park receive an ECO pass, which allows for free use of the Wheels transit system that provides connections to the BART station, and other locations within the Hacienda Business Park and the Tri-Valley Area. Similarly, residents of proposed project would be provided with ECO passes to encourage transit use.

Bicycles: Class II bicycle facilities (bike lanes) are currently provided on Owens Drive along the project site frontage. The proposed project may include two pedestrian/bicycle connections to the future Tassajara Canal trail, which is ultimately proposed to connect to other existing and planned trails in Pleasanton in the South and Dublin in the north. The project accomplishes the goals of the City Bicycle Plan by connection to the future Tassajara Canal trail and providing onsite bicycle storage. Long-term bicycle parking would be provided throughout the site, including private garages and shared bicycle storage rooms. Short-term bicycle parking is proposed adjacent to the retail building and at three locations within the residential community.

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

Conclusion

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

Mitigation Measures

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

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

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

Environmental Setting

Utilities and services including water, sewer, stormwater, and solid waste collection are provided to the project site by the City of Pleasanton. The project site currently has existing water and stormwater infrastructure. Water, sewer, and stormwater facilities are located within the Rosewood Drive and Owens Drive rights-of-way.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would require mitigation to reduce impacts related to water supply, but that impacts to wastewater treatment, stormwater, landfills, and solid waste regulations would be less than significant. As discussed below, the proposed project would not result in any new substantial impacts

and would not exceed the level of impacts previously identified, due to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

Wastewater Treatment Requirements of the RWQCB: The Supplemental EIR did not indicate that impacts would occur regarding the exceedance of wastewater treatment requirements of the RWQCB.

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

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

The proposed project's 305 residential units and 7,520 square feet of retail space would be expected to require only a small portion of the water and wastewater service increases contemplated in the Supplemental EIR, because it analyzed rezoning 21 sites for residential development where the City ultimately chose only nine sites to implement the rezoning. As such, the proposed project would not result in impacts related to the construction or expansion of water or wastewater treatment facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

The proposed project is required to abide by C.3 provisions of the ACCWP NPDES Permit and the City's regulations regarding grading and drainage. The project includes up to 14,910 square feet of bioretention treatment areas located throughout the residential and retail portions of the project site and 9,690 square feet of bioretention areas located within the surface parking areas. The bioretention areas would slow stormwater rates and ensure no net increase. Review of the project's stormwater management plan by both the RWQCB and the City would ensure no net increase would occur. As such, the proposed project would not require or result in the construction of new offsite water or wastewater treatment facilities or expansion of existing facilities. Impacts would continue to be less than significant and no mitigation is necessary.

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

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

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

The proposed project would result in 305 residential units and 7,520 square feet of retail space. Both would require water service in excess of what is currently used at the project site. The project would include water saving features such as low-flow fixtures, high-efficiency irrigation systems, drought-tolerate native landscaping, and minimized turf areas.

The Supplemental EIR considered the construction of up to 420 residential units and 10,000 square feet of retail space on the project site, which exceeds the water usage that would be expected of the proposed project's reduced residential and retail uses. Accordingly, the proposed project's expected

water uses were considered at a greater amount in the Supplemental EIR. The proposed project would not introduce any new water supply impacts not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.L-2.

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

The proposed project's 305 residential units and 7,520 square feet of retail space would be expected to produce solid waste to be disposed of at the Vasco Road Landfill via the Pleasanton Garbage Service. The project would implement a Waste Diversion Plan consistent with General Plan Program 26.18, which would include onsite 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. The Supplemental EIR considered the construction of up to 420 residential units and 10,000 square feet of retail space at the project site; therefore, the construction of 305 residential units and 7,520 square feet of retail space would produce less solid waste than previously considered and could be readily accommodated at the Vasco Landfill. As such, the proposed project would not introduce any new impacts related to landfill capacity not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

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

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

Conclusion

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

Mitigation Measures

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

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

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

Environmental Setting

The project site is located in an urban, densely developed area, and is currently developed as a parking lot with mature landscaping.

The project proposes the demolition of the existing parking lot, associated landscaping and 101,605 square feet of turf area and the construction of 305 residences in eight buildings, 7,520 square feet of retail space in two buildings; a 941-space, 5-story structured parking garage; and two surface parking lots.

Findings

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

or new information or changed circumstances that would result in any new significant impact or increase the severity of any previously identified impact.

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

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

Cumulatively Considerable Impacts: The Supplemental EIR concluded that implementation of the proposed project in combination with potential development in the surrounding areas would result in significant and unavoidable impacts under cumulative conditions related to transportation. As indicated in the Supplemental EIR, transportation impacts are considered significant and unavoidable on regional roadways under the buildout of the General Plan, as the City would not be fully responsible for addressing feasible infrastructure improvements on regional roadways. The proposed project's contribution to traffic on regional roadways would contribute to this significant and unavoidable impact that is cumulatively considerable. As concluded in the Supplemental EIR, this impact would be significant and unavoidable.

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

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

Conclusion

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

SECTION 3: REFERENCES

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