INITIAL STUDY AND NEGATIVE DECLARATION FOR GENERAL PLAN AMENDMENT (P13-2533), PLANNED UNIT DEVELOPMENT REZONING AND DEVELOPMENT PLAN (PUD-100), AND PUD MAJOR MODIFICATION (PUD-96-13-02M), CHICK-FIL-A, INC.

OCTOBER 10, 2014

PREPARED BY:

City of Pleasanton
Planning Division
200 Old Bernal Avenue
P.O. Box 520
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THE CITY OF PLEASANTON

An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of applications submitted by Chick-fil-A, Inc. to develop a new restaurant at the intersection of Hopyard Road and the Interstate 580 off-ramp. The project would include the following actions: (1) General Plan Amendments to change the Land Use Designation of an approximately 0.59-acre vacant parcel (formerly Caltrans surplus land) located at the southwest corner of Hopyard Road and the Interstate 580 eastbound Hopyard Road off-ramp from "Open Space – Public Health and Safety" to "Business Park" and to change the Land Use Designation of an approximately 0.18-acre portion of 6111 Johnson Court from "Retail/Highway/ Service Commercial, Business and Professional Offices" to "Business Park"; (2) Rezoning of 6111 Johnson Court from the O (Office) District to the PUD-I/C-O (Planned Unit Development – Industrial/Commercial-Office) District and PUD-O (Planned Unit Development – Office) District, and establishment of a zoning designation of the PUD-I/C-O (Planned Unit Development – Industrial/Commercial-Office) District for the 0.59-acre vacant parcel; (3) PUD Development Plan approval to construct an approximately 5,399-square-foot Chick-fil-A restaurant with two drive-through lanes and related on-site and off-site improvements; and (4) PUD Major Modification to the PUD governing the Pleasanton Square II Shopping Center (PUD-96-13; 5225-6015 Johnson Drive) to accommodate the proposed Chick-fil-A development.

Based upon the following Initial Study that evaluates the environmental effects of the proposed project, the City of Pleasanton has found that the proposed project would not have a significant effect on the environment. The City of Pleasanton has concluded, therefore, that it is not necessary to prepare an Environmental Impact Report (EIR) for this project.

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1. BACKGROUND

1. Project Title:	Chick-fil-A, Inc. P13-2533 (General Plan Amendment), PUD-100 (PUD Rezoning and Development Plan), and PUD-96-13-02M (PUD Major Modification)
2. Lead Agency:	City of Pleasanton Planning Division Community Development Department 200 Old Bernal Avenue Pleasanton, California 94566
3. Contact Person:	Jenny Soo Phone: (925) 931-5615 Fax: (925) 931-5483 Email: jsoo@cityofpleasantonca.gov
4. Project Location:	6111 Johnson Court, former Caltrans Surplus Land, and a portion of the land located within the Pleasanton Square II Shopping Center (5225-6015 Johnson Drive); Pleasanton, CA
5. Project Sponsor Names(s) and Addresses:	Jennifer Daw Chick-fil-A, Inc. 15635 Alton Parkway, Suite 350 Irvine, CA 92618
6. General Plan Designations:	Open Space – Public Health and Safety; Retail/Highway/Service Commercial, Business and Professional Offices, and Business Park
7. Zoning:	Office (O) District, Planned Unit Development-Industrial/Commercial-Office (PUD-I/C-O)District
8. Description of Project:	See the "Project Description" section of the Initial Study
9. Surrounding Land Uses and Settings:	See the "Project Description" section of the Initial Study
10. Other public agencies whose approval is required:	No approvals are needed from other public agencies

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study (IS) and Negative Declaration (ND) evaluate the environmental effects of a proposed Chick-fil-A restaurant, pursuant to the California Environmental Quality Act (CEQA). The applications by Chick-fil-A, Inc. include the following:

General Plan Amendment (P13-2533)

1. Amend the Land Use Element of the Pleasanton General Plan to change the land use designation of an approximately 0.59-acre vacant parcel (formerly CalTrans surplus parcel) located adjacent to the I-580 EB Hopyard Road off-ramp from "Open Space – Public Health and Safety" to "Business Park";
2. Change the General Plan Land Use Designation of an approximately 0.18-acre (7,910 square feet) portion of the existing 1.16-acre site located at 6111 Johnson Court from "Retail/Highway/Service Commercial, Business and Professional Offices" to "Business Park";

Zoning and Rezoning:

3. Establish a zoning designation of PUD-I/C-O District for the approximately 0.59-acre former CalTrans surplus parcel;
4. Rezone an approximately 0.18-acre portion of an approximately 1.16-acre site located at 6111 Johnson Court from the Office (O) District to the Planned Unit Development – Industrial/Commercial-Office (PUD-I/C-O) District;
5. Rezone the remaining approximately 0.98 acres at 6111 Johnson Court from O District to Planned Unit Development – Office (PUD-O) District;

Modification to Pleasanton Square II Shopping Center (PUD-93-16-02M):

6. Adjust the boundaries of Pleasanton Square II to incorporate the Chick-fil-A project site;
7. Modify the existing parking layout, on-site circulation, and landscaping within the shopping center;

Planned Unit Development (PUD-100):

8. Construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk between the two drive-through lanes on an approximately 0.84-acre site and related site improvements;
9. Extend the existing left-turn vehicle storage lane on northbound Hopyard Road to westbound Owens Drive; and,

Lot Line Adjustment:

10. Adjust the lot lines within the project site to accommodate the proposed Chick-fil-A restaurant.

This IS/ND consists of an environmental checklist, a brief explanation of topics addressed in the checklist, and a determination that an EIR is not required.

2.2 ENVIRONMENTAL ANALYSIS

In accordance with CEQA Guidelines Section 15070, the City prepared an IS/ND which shows that there is no substantial evidence, in light of the whole record, that the proposed development may have a significant effect on the environment.

2.3 PROJECT LOCATION

The proposed development is located on Johnson Court off Owens Drive. The site borders the I-580 eastbound (EB) Hopyard Road off-ramp on the north, Hopyard Road on the east, Owens Drive on the south, and Pleasanton Square II (a shopping center) on the west. Figure 1 on the following page shows the project location.

Figure 1: Project Location

2.3.1 Surrounding Land Uses, Area, and Setting

The proposed 1.82-acre project site includes: 1) the former Caltrans surplus land, an approximately 0.59-acre in size, located to the immediate south of the I-580 eastbound Hopyard Road off-ramp, 2) an approximately 0.07-acre portion of the existing Pleasanton Square II Shopping Center (5225-6015 Johnson Drive), and the approximately 1.16-acre office site located at 6111 Johnson Court. The uses on each of the parcels include:

1) Former Caltrans surplus land – vacant; the applicant acquired the land in July 2013;
2) 6111 Johnson Court – office uses;
3) Pleasanton Square II Shopping Center – various commercial uses, including a hotel, and a fast-food restaurant with drive-through service

Figure 2 below is an aerial showing project location and surrounding land uses.

Figure 2: Project Aerial and Surrounding Uses

2.4 PLEASANTON GENERAL PLAN

The southern portion of the project site would include a portion of the existing office parcel located at 6111 Johnson Court. This area has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial uses. The northern portion of the project site is an area abutting the I-580 EB Hopyard Road off-ramp that was CalTrans surplus land before being purchased by the applicant. This area has a General Plan Land Use Designation of "Open Space – Public Health and Safety". The applicant has requested an amendment of the Land Use Element of the Pleasanton General

Plan to change the land use designation of the northern portion of the project site from Open Space – Public Health and Safety to Business Park and to change the southern portion from Retail/Highway/Service Commercial; Business and Professional Offices to Business Park allow commercial uses. With the approval of the General Plan Amendment, the prosed project would be consistent with the General Plan Land Use Designation.

2.5 Zoning

The proposed project site has different zoning designations: 1)the northern portion does not have a zoning designation as it was CalTrans surplus land; 2)the southern portion is currently zoned O District; and, 3) the western portion of the site is zoned PUD-I/C-O District. The applicant is requesting that the entire Chick-fil-A site be rezoned PUD-I/C-O District.

In addition, as part of the proposed development, the remaining portion of 6111 Johnson Court would be rezoned from O District to Planned Unit Development – Office (PUD-O) District.

2.6 PROJECT DESCRIPTION

The applicant, Chick-fil-A, Inc., proposes to construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk building between the two drive-through lanes, an outdoor dining area, surface parking, and related site improvements (e.g., landscape modifications, stormwater treatment areas, etc.) on a site totaling approximately 0.83 acres. As proposed, the project site would include land from the adjoining parcels to the south (the office parcel) and west (the shopping center), and the proposed development would also include modifications to these two adjoining parcels: reconfiguration of parking lots and on-site circulation and modifications to the existing landscaping.

The proposed project consists of the following:

General Plan Amendment (P13-2533)

1. Amend the Land Use Element of the Pleasanton General Plan to change the Land Use Designation of an approximately 0.59-acre vacant parcel (formerly CalTrans surplus parcel) located adjacent to the I-580 EB Hopyard Road off-ramp from "Open Space – Public Health and Safety" to "Business Park";
2. Amend the Land Use Element of the Pleasanton General Plan to change the Land Use Designation of an approximately 0.18-acre (7,910 square foot) portion of the existing 1.16-acre site located at 6111 Johnson Court from "Retail/Highway/Service Commercial, Business and Professional Offices" to

"Business Park";

Zoning and Rezoning:

3. Establish a zoning designation of PUD-I/C-O District for the approximately 0.59-acre former CalTrans surplus parcel;
4. Rezone an approximately 0.18-acre portion of an approximately 1.16-acre site located at 6111 Johnson Court from the Office (O) District to the Planned Unit Development – Industrial/Commercial-Office (PUD-I/C-O) District;
5. Rezone the remaining approximately 0.98 acre at 6111 Johnson Court from O District to Planned Unit Development – Office (PUD-O) District;

Modification to Pleasanton Square II Shopping Center PUD (PUD-93-16-02M):

6. Adjust the boundaries of Pleasanton Square II by transferring approximately 2,959 square feet of land to the project site;
7. Modify the existing parking layout, on-site circulation, and landscaping within the shopping center;
8. Include the proposed Chick-fil-A site as part of Pleasanton Square II Shopping Center;

Planned Unit Development (PUD-100):

9. Construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk between the two drive-through lanes on an approximately 0.84-acre site and undertake related on-site improvements such as parking, drainage, landscaping, and walkways. The restaurant would be located approximately 60 feet from the north property line (I-580 EB Hopyard Road off-ramp), 18 feet from the east property line (Hopyard Road), 42 feet from the west property line, and 100 feet from the proposed southern property line. Figure 3 below is the proposed site plan.
10. Adjust the lot lines within the project site to accommodate the proposed Chick-fil-A restaurant.
11. Construct the extension of the left-turn vehicle storage lane on northbound Hopyard Road to westbound Owens Drive.

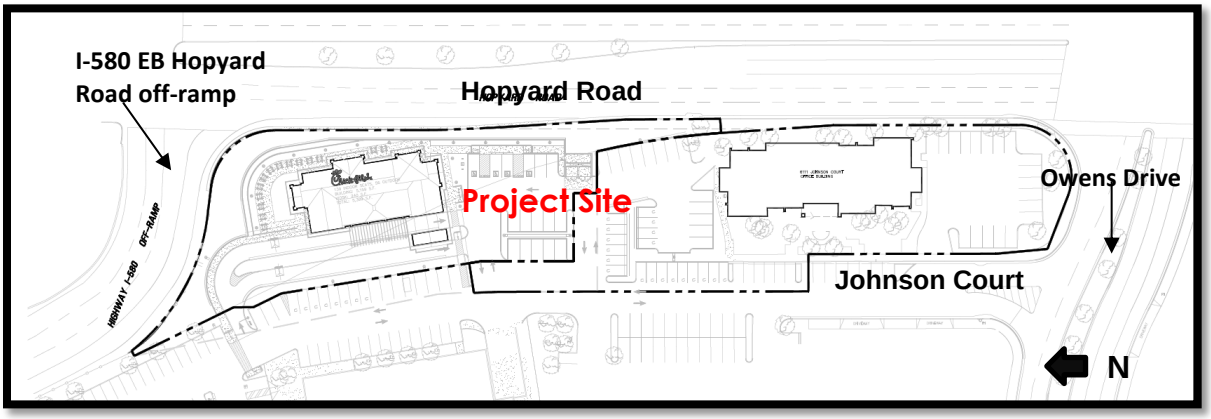
Operational and Design Characteristics:

The proposed restaurant would be open:

Monday – Thursday:	6:00 a.m. – 10:00 p.m.
Friday – Saturday:	6:00 a.m. – 12:00 midnight
Sunday:	Closed

Approximately 15 employees per shift would operate the restaurant.

Figure 3: Proposed Site Plan



The proposed restaurant would contain 139 interior seats and 56 seats in the outdoor dining area. The building would be approximately 24'-8" in height with the tower element approximately 31'-4" in height. Figure 4 on the following page shows the proposed building elevations.

Figure 4: Proposed Building Elevations

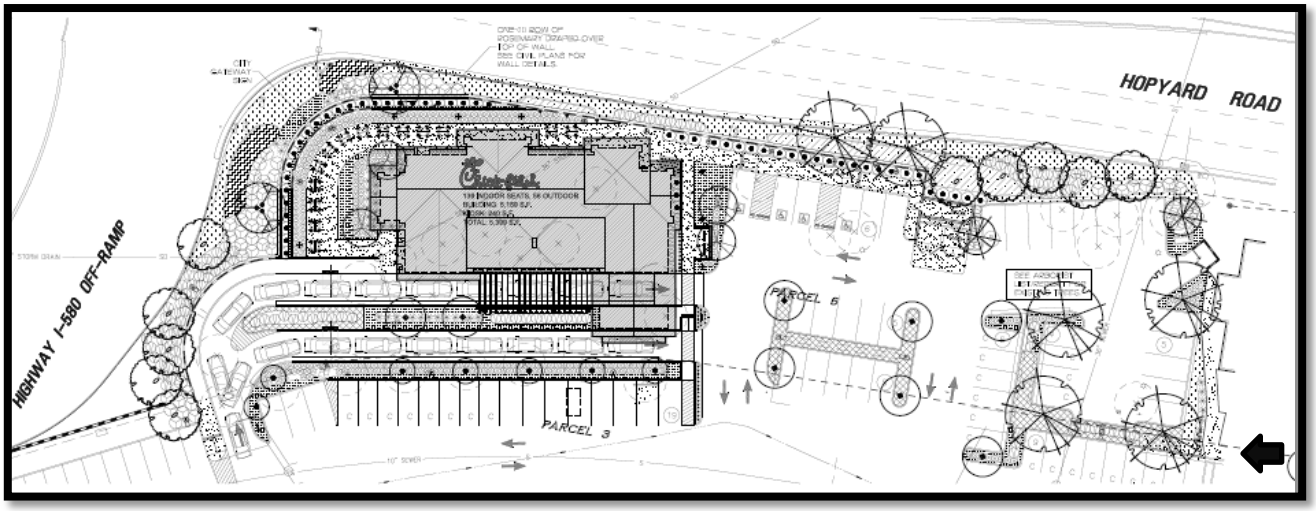
Vehicular access to the site would be provided from two new driveways; vehicles using the drive-through lanes would enter from the northern driveway and exit from the southern driveway.

In order to accommodate the new development, the northern parking area of the adjoining office site would be reduced and reconfigured, resulting in a reduction of parking spaces from 72 spaces to 55 spaces. However, the resultant number of parking spaces would meet the minimum number of parking spaces (49) required by the Municipal Code for non-medical/dental office uses.

A total of 67 surface parking spaces are proposed for the restaurant, including 16 on-site parking spaces; the remaining parking spaces would be located within the Pleasanton Square II Shopping Center. The current anchor tenants at the shopping center include Lay Z Boy, Larkspur Landing (a hotel), BevMo, Smart&Final, and In-N-Out Burger. The business park was constructed with more parking spaces than required by the City's parking ordinance. A reciprocal access and parking agreement is in place for all tenants in the shopping center. This agreement will be modified to include the proposed Chick-fil-A restaurant.

Related site modifications/improvements, including grading, construction of retaining walls, tree removal, and installation of new paving and landscaped areas. The arborist report identified 34 trees within the project site. The proposed development would remove all but three existing trees. The proposed landscape plan, Figure 5 below, shows the proposed planting scheme, which would include two 60-inch box sized trees, 37 24-inch box sized trees, and a variety of shrubs and groundcover.

Figure 5: Proposed Landscape Plan



3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

4. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Jenny Soo

Jenny Soo

10-10-2014

Date

5. ENVIRONMENTAL CHECKLIST

The following section contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

- **Potentially Significant Impact:** An impact that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
- **Less Than Significant With Mitigation Incorporated:** An impact for which mitigation has been identified to reduce the impact to a less-than-significant level.
- **Less Than Significant:** Any impact that would not be considered significant under CEQA relative to existing standards.
- **No Impact:** Any impact that does not apply to the project.

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The project site currently consists of vacant land, an existing parking lot, and an office building. Current views into the site are partially screened by adjacent buildings and existing trees along the site's southern, western, and northern perimeters.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter or degrade the existing visual character or quality of the project site;
- Have a substantial effect on a scenic resource; or,
- Substantially increase light or glare in the project site or vicinity, which would adversely affect day or nighttime views.

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

DISCUSSION

a. Intermittent views of Pleasanton Ridge (a scenic vista) are available through the site from viewpoints on Hopyard Road. The proposed project would be

generally low-profile, with a maximum height of 31'4" and would not substantially block views of surrounding hillsides. In addition, the southern portion of the site would consist of a surface parking lot, allowing for the retention of westerly views of Pleasanton Ridge. This would be a *less-than-significant impact*.

b. Per the California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm),the segment of I-580 located adjacent to the project site is not designated as a State Scenic Highway. No rock outcroppings or historic buildings exist on the site. The arborist report identified 34 trees on the project site. A maximum of 31 existing trees on the project site would be removed due to the construction of the proposed development, including 16 heritage trees. The proposed preliminary landscape plan shows the planting of two 60-inch box sized trees, 37 24-inch box sized trees and a variety of shrubs and groundcover to mitigate the loss of existing trees. In addition, four heritage trees would be removed from the Hopyard Road median to allow for construction of the left-turn lane extension. The applicant will be required to mitigate the heritage tree removal by making a payment to the Urban Forestry Fund, based on the appraised value of the heritage trees, or paying a proportionately reduced amount by increasing the size of some or all of the proposed trees that are shown on the landscape plan, or increasing the quantity of trees. The payment to the City's Urban Forestry Fund would be used to plant trees elsewhere in the City. Therefore, this would be a *less-than-significant impact*.

c. Development of the site would not degrade the existing visual character of the site because it would result in development that would be aesthetically compatible with surrounding commercial development. The design of the proposed project would be compatible with the surroundings in terms of architectural details (earth-tone colored stucco building, stone veneer wainscot, horizontal score lines and trim to break up the building mass, and a trellis on the west side of the building) and landscaping. The proposed development includes a landscaped City gateway sign and landscape buffer along the northern and eastern perimeters of the site that would minimize the visual effect of the new building near the freeway off-ramp and along Hopyard Road, a major arterial in the City; the landscaping would also screen the outdoor dining area from the roadway. The changes to the existing visual character of the area are not considered significant. Therefore, this would be a *less-than-significant impact*.

d. The proposed development may potentially introduce evening light and glare associated with the building-mounted lights and new parking lot lighting. Conditions for the project will require that all exterior lighting be directed

downwards and/or contain shields to minimize light pollution and glare. The proposed parking lot lights are consistent with the existing parking lot lights in the adjoining commercial area. Additionally, final design and location of the lighting would be subject to review and approval by the Director of Community Development prior to issuance of a building permit. Therefore, this would be a *less-than-significant impact*.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

The project site is located in an urbanized area. The site currently comprises vacant land and a parking lot. It is not currently being used for farmland, agricultural production, or forestry. The California State Department of Conservation designates the subject property as "Urban and Built-Up Land," which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel[1].

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- Conflict with or result in the cancellation of a Williamson Act contract; or
- Adversely affect agricultural production.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Agricultural and Forest Resources</u>				
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?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Conflict with existing zoning for, or cause rezoning	☐	☐	☐	X

of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in 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?	☐	☐	☐	X
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?	☐	☐	☐	X

DISCUSSION

a.-e. No agricultural or forestry land is located on the site. The proposed project will not result in the conversion of any farmland and the subject property is not zoned for agricultural use and does not have a Williamson Act contract in place. No loss or conversion of forest land will occur as a result of the proposed project. Therefore, these would be *no-impact*.

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

The Bay Area Air Quality Management District (BAAQMD) monitors air quality and administers permitting authority over most stationary emission sources within the nine-county the San Francisco Bay Area. The standards for levels of ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10), particulate matter - fine (PM2.5), sulfates, lead, hydrogen sulfide, and vinyl chloride have been established by both the California Environmental Protection Agency and the United States Environmental Protection Agency. As of the writing of this document, the BAAQMD reports that the Bay Area Air Basin is under non-attainment status for levels of ozone, particulate matter (PM10), and particulate matter - fine (PM2.5) under the State standards. For Federal standards, the air basin is under non-attainment status for ozone and particulate matter - fine (PM2.5) (during the 24-hour period).[2]

In May of 2011, the BAAQMD published an update to its 1999 CEQA Air Quality Guidelines[3]. These guidelines establish screening criteria which provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon

monoxide impacts, odor impacts, and construction-related impacts. If the project emissions would exceed the screening criteria, then an air quality analysis is required to determine if the project's air quality impacts are below BAAQMD's significance thresholds (roughly equivalent to the CEQA thresholds of significance used to ascertain whether an impact would be significant). If the impacts are above the significance thresholds, then mitigation measures would need to be incorporated into a project to reduce air quality impacts to a less than significant level. If such mitigation measures are deemed infeasible, an EIR would be required.

The BAAQMD's adoption of significance thresholds contained in the 2011 CEQA Air Quality Guidelines was called into question by a court order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order required BAAQMD to set aside its approval of the thresholds until it conducted environmental review under CEQA. In August 2013, the Appellate Court struck down the lower court's order to set aside the thresholds. However, this litigation remains pending as the California Supreme Court recently accepted a portion of CBIA's petition to review the appellate court's decision to uphold BAAQMD's adoption of the thresholds. Because the court case is unresolved, BAAQMD recommends that lead agencies determine appropriate air quality thresholds of significance based on substantial evidence in the record. Since the air quality thresholds in the 2011 CEQA Air Quality Guidelines are more stringent than the previously adopted 1999 thresholds, the more conservative 2011 thresholds were used for the analysis of this project.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by BAQMD in either the short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact

<u>Air Quality</u>

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?	☐	☐	X	☐
b) 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)?	☐	☐	X	☐
c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐

DISCUSSION

a. An air quality plan is intended to bring a region's air quality into compliance with State and Federal requirements. The BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has developed the 2010 Clean Air Plan (adopted in September of 2010) and the 2005 Ozone Strategy (adopted in January of 2006). The assumptions and growth projections used in these documents rely on the General Plans of communities. The proposed development includes an amendment to the City's General Plan but the net change in anticipated development between existing and proposed land use designations (and associated vehicle trips/emissions) would not be substantial and would not conflict with or obstruct implementation of the 2010 Clean Air Plan and 2005 Ozone Strategy. Therefore, this would be a *less-than-significant-impact*.

b-c. Stationary sources of pollution which would trigger review by BAAQMD are not proposed on the site. The screening threshold for a restaurant with drive-through is 6,000 square feet. The approximately 5,399 square foot restaurant with drive-through does not exceed this threshold and would thus not be expected to generate a considerable net increase in related criteria pollutant emissions.

The City of Pleasanton has adopted a Climate Action Plan (CAP)[4]. At the time the CAP was developed, the City contained approximately 9.2 million square feet of commercial space and a total of 9.8 million square feet was assumed for development within the Hacienda Business Park. The resulting

residual from these values includes additional square footage that may be constructed without exceeding the growth assumed in the CAP. Further, the project would be developed on an infill site, in close proximity to existing transportation infrastructure, and would incorporate bicycle racks for employees and customers. A Wheels bus stop is located approximately 1,600 feet from the project site on the west side of Johnson Drive. These features of the project would also be consistent with the CAP and would reduce the criteria pollutants generated by the project.

Carbon monoxide impacts are measured by a project's consistency with a local congestion management plan and a project's effects on traffic volumes. As discussed in Section 5.16, the project would not generate a substantial amount of traffic that would conflict with the City's level of service criteria or congestion management plan. In addition, the project is not located near tunnels, underpasses, canyons, or below-grade roadways where carbon monoxide would concentrate. The project would also not be expected to generate a substantial number of new vehicle trips that would generate a considerable net increase of criteria air pollutants or violate an air quality standard.

Demolition of a portion of the existing parking lot at 6111 Johnson Court and construction of the proposed project are expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Construction activity on the site would be required to incorporate dust control measures (e.g., periodic watering of the site, cover all trucks hauling soil, sand, and other loose material, etc.) to control airborne particulates. All construction equipment is required to meet current exhaust standards for emissions. These requirements will be made conditions of project approval.

Overall, the proposed project would result in small, incremental, and insignificant increases in emissions. Therefore, these would be *less-than-significant impacts*.

d. No sensitive receptors are located in close proximity to the project site and the proposed project is a restaurant that is not considered a sensitive receptor by the BAAQMD. Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as residences or a hospital, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk for siting a new sensitive

receptor or a new source of TACs. As the proposed development would be located in close proximity to I-580, Hopyard Road and Owens Drive, a health risk screening memorandum for the proposed development was prepared by FirstCarbon Solutions[7] dated October 14, 2013. Although BAAQMD does not require such an analysis for outdoor restaurant uses (as restaurant customers are not considered a sensitive population), a health risk study was prepared for the project in order to cautiously evaluate potential health risks that could occur due to the site's proximity to Interstate 580, which is a high-volume freeway. The health risk screening was prepared following BAAQMD recommendations as contained in the Recommended Methods for Screening and Modeling Local Risks and Hazards version 3.0, published May 2012. The health risk screening analyzed the proposed development in relation to BAAQMD thresholds, toxic air contaminants and health concerns. The memorandum concluded that proposed restaurant customers would not be considered sensitive receptors. Furthermore, health risk levels at the site would not reach levels that would be considered significant even for residential occupants. Construction activities would temporarily generate TACs (e.g., construction equipment fueled by diesel which emits diesel particulate matter) that could affect sensitive receptors in the project vicinity. However, such emissions would be reduced to less than significant levels with the implementation of standard best practice construction management measures that would be required as conditions of project approval. As a result, the project would have a *less-than-significant* impact related to the exposure of sensitive receptors to air pollutants.

e. Diesel exhaust fumes would be generated by equipment during demolition and construction. Diesel fumes would result in odors that may be perceptible to hotel guests and business tenants in the immediate vicinity of the project site. However, diesel odors would dissipate within a short distance from the project site. Therefore, diesel odors would not be expected to adversely impact the surrounding hotel guests and business tenants. Food preparation may generate odors which may be objectionable to some surrounding tenants. Conditions of approval would require the applicant to install filtering devices in the exhaust fans that would minimize odors. Therefore, the project would result in a *less-than-significant-impact*.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The proposed Chick-fil-A site is urbanized and contains a total of 34 trees of five species: three coast live oak, nine coast redwood, 10 Holly oak, three white alder, and nine eucalyptus trees. Of the 34 surveyed trees, 16 are heritage trees. No

wetlands or creeks occur on the project site. The proposed development would remove all but three existing trees on the project site. These trees are located to the north of the proposed northern driveway. In addition, four heritage trees would be removed from the Hopyard Road median to allow for construction of the left-turn lane extension.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Adversely affect, either directly or through habitat modification, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Regulations (Sections 17.11 or 17.12) or their habitats (including but not limited to plants, fish, insects, animals, and birds);
- Have a substantial adverse impact, either directly or through habitat modification, 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS);
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Adversely affect federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites; or,
- Conflict with any local or regional policies or ordinances designed to protect or enhance biological resources, such as a tree preservation policy or ordinance.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Biological Resources</u>				
Would the project:				
a) Have a substantial adverse effect, either directly	☐	☐	X	☐

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 Wildlife 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 Wildlife or United States Fish and Wildlife Service?				X
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?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?			X	

DISCUSSION

a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject property. The project site is partially developed and is surrounded by urban development. As part of the project, all but three existing trees located on the project site, and four trees located in the street median would be removed. These trees may be used by common wildlife species adapted to urban environments. Thus tree removal would not substantially interfere with the movement of native wildlife species. Therefore, these would be *no-impacts and less than significant impacts*.

f. The proposed development would result in the removal of 31 existing trees on the project site. Among the trees that would be removed on site, 16 are considered heritage trees according to the Pleasanton Municipal Code. The proposed development would also remove four heritage trees located in the Hopyard Road median for the construction of the Hopyard Road (NB) left-turn lane extension (discussed in Section 5.16 below). Per the City's Tree Preservation Ordinance, the applicant will be required to mitigate the heritage tree removal by making a payment to the Urban Forestry Fund, based on the appraised value of the heritage trees, or paying a proportionately reduced amount by increasing the size of some or all of the proposed trees that are shown on the landscape plan or by increasing the quantity of proposed trees when possible. The payment to the City's Urban Forestry Fund would be used to plant trees elsewhere in the City. Therefore, the proposed project would not substantially conflict with local policies or ordinances related to biological resources. Therefore, this would be a *less than significant impact*.

f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project site and, thus, this issue is not applicable to this project. Therefore, this would be *no-impact*.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

The project site is not located in an area identified as having site-specific archeological, paleontological, or geologic features or resources. It is possible (although unlikely) that archaeological resources could be identified on the site during ground disturbance activities.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Cause a substantial change in the significance of a historical or archeological resource as defined in the CEQA Guidelines Section 15064.5; or,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

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

DISCUSSION

a. The project site consists of a portion of a parking lot and a vacant parcel. No structures existing on the project site. The site is not listed on the California Register of Historic Resources. Therefore, the project would not adversely affect identified historic resources and this would be *no impact*.

b-d. There are no known archaeological or unique paleontological resources or human remains on the site. However, there is a slight potential for such resources to be encountered during the construction period. A condition of approval for the project will require work to stop within 20 meters (66 feet) of any prehistoric, historic artifacts, or other cultural resources found during the project construction period. Subsequent to the find, the services of the appropriate qualified professional will be secured to determine the best course of action that is consistent with the requirements of the California Environmental Quality Act (CEQA). Therefore, these would be *less-than-significant impacts*.

5.6. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

The northern portion of the project site slopes up towards the north while the southern portion is generally flat. Project specific grading for the proposed project

would be limited to that required for preparation of the building foundation, retaining walls near the outdoor dining area, surface parking lots, and drive aisles.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a project being built that will introduce geologic, soils, or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Geology and Soils</u> *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.				X
ii) Strong seismic ground shaking?			X	
Iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	

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?	☐	☐	X	☐
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?	☐	☐	☐	X

DISCUSSION

a. The project site not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey[5]. Also, the project will be required to meet the requirements of the California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The site has generally flat terrain and there are no known landslides on the property. Therefore, these would be *less-than-significant impacts or no-impact*.

b-d. The northern portion of the proposed site includes a northerly upslope of approximately eight vertical feet. The preliminary grading plan shows that a two-tiered retaining wall would be installed in this area to create an outdoor dining area for the restaurant. Conditions of approval will require that this two-tiered retaining wall be designed adequately to hold the surcharge from the slope above. Additionally, conditions of approval would require the project engineer to provide structural calculations to demonstrate the strength of the wall. In addition, the proposed development will be required to comply with stormwater runoff requirements and other applicable erosion-control measures. A site-specific soils analysis would be required in conjunction with the building permit review. Therefore, these would be *less-than-significant impacts*.

e. The project scope does not entail the use of septic tanks and will utilize existing or proposed new infrastructure to connect to existing water and sewer lines. Therefore, this would be *no-impact*.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The BAAQMD encourages local jurisdictions to adopt a qualified Greenhouse Gas (GHG) Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. AB 32 mandated local governments to adopt strategies to reduce GHG emissions. Consistent with the objectives of AB 32, the City has adopted a Climate Action Plan (CAP) to outline strategies to reduce GHG emissions to 1990 levels by the year 2020. The CAP was reviewed by the Bay Area Quality Management District and

was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Be inconsistent with a qualified GHG Reduction Strategy.

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

DISCUSSION

a-b. The proposed project is designed to meet the City's Climate Action Plan (CAP). Specifically, the project site is located within one mile of a BART station and several Wheels bus lines. The proposed development is generally consistent with the Land Use Goal 1 of the CAP: (to reduce vehicle miles traveled (VMT) through infill and higher density development) primarily because it would allow travelers on the freeway to access a restaurant use in close proximity to a freeway interchange rather than traveling a greater distance. The proposed development would also provide bike racks for employees and patrons. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project or will be required in conditions of approval. The project will be required to incorporate a landscape plan that would meet the State of California's Model Water Efficient Landscape Ordinance and Bay Friendly Basics requirements for water-saving and drought-resistant planting and to meet green building and energy efficiency measures through the City's Green Building Ordinance and the State's Green Building Standards Code (CALGreen). Therefore, these would be less-than-significant impacts.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The project site is currently vacant land and a parking lot. To date, there is no known soil or groundwater contamination on the site. In addition, the site is not on the list of hazardous materials sites (Cortese List).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exposing people to existing contaminated soil during construction activities;
- Result in exposing people to asbestos containing materials;
- Result in exposing people to contaminated groundwater if dewatering activities take place.

Issues (Cont.)	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Hazards And Hazardous Materials</u> *Would the project*:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
e) For a project located within an airport land use plan				X

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

DISCUSSION

a-b. During construction potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to nonemergency hazardous materials reports. Small amounts of commercially-available hazardous materials (e.g., fuels, solvents, fertilizers) may be used on-site during operation of the project, but these materials would be used in compliance with applicable regulations. Therefore, they would not generate a substantial risk to human health. The proposed development is not anticipated to release any hazardous materials into the environment in the event of any accident; however, in case of an emergency or an accident, such as a grease fire, the operator of the business will need to follow regulations by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and California Occupational Safety and Health Administration (Cal-OSHA). The City has in place an Emergency Response Plan to reduce impacts should a spill or a hazardous event take place. Therefore, these would be *less-than-significant impacts.*

c. There are no schools located within one-quarter mile of the project site. Therefore, it would be *no-impact*.

d. Per the Department of Toxic Substances Control, the project site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, it would be *no-impact.*

e-f. The project site is located approximately 5.5 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within the

Airport Influence Area (AIA) indicated in the Livermore Municipal Airport's Airport Land Use Compatibility Plan or within the vicinity of a private airstrip. Therefore, these would be *no-impact*.

g-h. The project site is located in an urbanized area and modifications to the property would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The existing left-turn lane from northbound Hopyard Road to westbound Owens Drive would be extended to better facilitate queuing and through vehicles on Hopyard Road. This modification to the roadway would not interfere with emergency access. Wildlands do not exist within or adjacent to the subject site. Therefore, these would be *less-than-significant impacts*.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sources originate and diffuse over a wide area rather than from a definable point. Two types of non-point source discharges are controlled by the NPDES program: discharges caused by general construction activities and discharges to the municipal storm water system. The project site does not contain creeks, wetlands, or other water bodies, and is partially covered with impervious surfaces.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board due to increased sediments or other contaminants generated by consumption and/or operation activities;
- Expose people or property to the risk of injury and damage in the event of a 100-year flood.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Hydrology and Water Quality</u>				
Would the project:				

a) Violate any water quality standards or waste discharge requirements?			X	
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)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			X	
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?			X	
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?			X	
f) Otherwise substantially degrade water quality?			X	
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?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION

a-f. No streams, rivers, drainage channels, etc. run through the site and, therefore, the project would not alter the course of any body of water. The northern portion of the site is sloped, and the proposed preliminary drainage plan for the project indicates that the existing CalTrans stormwater drainage system would be relocated within the project site to continue to handle the runoff from the freeway. The proposed preliminary drainage plan also includes a drainage system that would handle the on-site runoff for the proposed development. As a portion of the site is undeveloped, the proposed development would increase impervious area by approximately 90%. As proposed, site drainage will be directed towards bio-retention planters located in various areas of the site before draining into the City's storm drain system. The project would be required to incorporate best management practices (BMP's) during construction to minimize erosion and stormwater pollution. The project would be required to comply with all applicable stormwater runoff requirements. The project would not use a well to pump ground water. The coverage of impervious surfaces on the site would change with implementation of the project. However, groundwater recharge would not be substantially affected because the site would include stormwater management features that would allow stormwater to percolate into the aquifer. Therefore, these would be *less-than-significant impacts* or *no-impact*.

g-j. The project site is not located within the 100-year flood zone[6] and the proposed project does not include any housing units. The project would not impede or redirect flood flows or expose people or structures to a significant risk of flooding. The project site is not in a location where the project would be subject to a seiche, tsunami, or mudflow. Therefore, these would be *no-impact*.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The project site comprises vacant land, a parking lot, and a portion of a shopping center. It is bordered on the west by Pleasanton Square II Shopping Center and commercial uses west of Johnson Court; on the north by the I-580 EB Hopyard Road Off-Ramp; on the east by Hopyard Road and commercial uses on the east side of Hopyard Road; and on the south by Owens Drive.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter an approved land use plan that would result in physical change to the environment.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Land Use Planning</u>				
Would the project:				
a) Physically divide an established community?				X
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?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION

a. The project site is surrounded by roadways, office and commercial uses. The proposed project is an infill development and would not physically divide an established community. The project would not obstruct access in the vicinity of the site. Therefore, this would be categorized as *no-impact*.

b. The southern portion of the project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial and service uses. The northern portion of the site has a General Plan Land Use Designation of "Open Space – Public Health and Safety", which does not allow development. The applicant requests a General Plan Amendment to designate the land use of the project site as "Business Park." The applicant also requests to rezone the entire project site to Planned Unit Development – Industrial/Commercial-Office for the construction of and operation of a restaurant with drive-through. The proposed project with a Floor Area Ratio (FAR) of 18.5% is below the maximum 60% FAR allowed for the Business Park Land Use designation by the General Plan. With the approval of the General Plan Amendment and rezoning, the proposed project will conform to the General Plan policies and programs listed below:

Land Use Element

Sustainability
Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Overall Community Development
Program 5.2: Consider surrounding land uses and potential impacts when changing land-use designations.

Industrial, Commercial and Office
Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.

Program 13.1: Zone sufficient land for neighborhood, community, and regional commercial uses to support Pleasanton's increasing business activity.

The proposed development would also result in the rezoning of the remaining parcel at 6111 Johnson Court. This site is currently zoned Office (O) District and conforms to the O District's development standards including the maximum allowable Floor Area Ratio (FAR) of 30%. With the proposed development and land transfer from the existing office site located at 6111 Johnson Court to the proposed Chick-fil-A site, the resultant FAR would be 34.5%, exceeding the maximum allowable FAR of 30% for the O District. As such, the site located at 6111 Johnson Court would be rezoned from O District to Planned Unit Development – Office (PUD-O) District to allow a higher FAR. The proposed 34.5% FAR would conform to the maximum 60% FAR allowed by the General Plan. In addition, as described in this IS/MND, the physical changes resulting from proposed changes to the General Plan land use designations, and the proposed rezoning would not result in any significant environmental impacts. Therefore, this would be a *less-than-significant impact*.

c. There is no habitat conservation plan or natural community conservation plan applicable to the project area. Therefore, this would be categorized as *no-impact*.

5.11. MINERAL RESOURCES

ENVIRONMENTAL SETTING

The project site is urbanized and mineral extraction would be infeasible.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	X
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?	☐	☐	☐	X

DISCUSSION

a-b. The project site is not known to contain any mineral resources and thus the proposed project would not result in the loss of the availability of locally important mineral resources. Therefore, these would be *no-impact*.

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the site include traffic noise from the adjacent Interstate freeway and freeway off-ramp, City streets, and adjacent land uses (which consist of office and retail uses). In addition, project-related noise could increase ambient noise levels.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance;
- Generate exterior noise levels above 70 dBA at the property plane (excluding construction noise).

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise				
Would the project:				
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?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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?				X
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?				X

DISCUSSION

a. The project site is located within the future (2025) 70 A-weighted decibels (dBA) on the day-night equivalent level (L_{dn}) noise contour as indicated in the 2005 – 2025 Pleasanton General Plan. This noise level is considered to be "*Conditionally Acceptable" for "Office Buildings, Business Commercial, and Professional*" land uses according to the Pleasanton General Plan. With respect to potential noise impacts generated by the proposed project, the City's Noise Ordinance (Chapter 9.04 of Pleasanton Municipal Code) does not allow any person to produce any noise or allow any noise to be produced

by any machine, animal, device, or any combination of the same, on commercial property, in excess of 70 dBA at any point outside of the property plane. The proposed development would result in an increase in ambient noise levels. Typical noise sources that would be associated with the proposed development include mechanical ventilation systems and delivery trucks for the proposed business. An increase in traffic volumes would also generate an increase in noise levels. However, the proposed development would abut an interstate freeway off-ramp and a major city thoroughfare and is located in a commercial area. There are two hotels (Larkspur Landing and Motel 6) nearby. The nearest residential development is approximately 0.57 miles to the south of the project site on Allbrook Circle and a mixed-use development located approximately 0.41 miles northwest of I-580 in the City of Dublin. However, the noise from the project is unlikely to exceed ambient noise levels; thus hotel guest and/or residents would not likely be impacted. Therefore, this would be a *less-than-significant impact*.

b-d. The development of the proposed restaurant with drive-through would generate added urban noise, such as that associated with traffic, loading and unloading of delivery trucks, etc. However, given the existing noise levels produced by nearby street traffic and the existing commercial and office uses in the area, noise levels would not change substantially from those currently experienced in the area.

The construction phase of the project may entail activities that result in ground-borne vibrations. The nearest residential uses are located approximately 0.57 miles to the south of the project site on Allbrook Circle (where construction-related noise on the site would not be perceptible). The hours of construction would be limited to minimize any impact to surrounding land uses. Construction equipment would be required to meet Department of Motor Vehicle (DMV) noise standards and be equipped with muffling devices. Once constructed, the operation of the proposed use would be required to meet the City's Noise Ordinance, which stipulates that businesses not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane. Therefore, these would be *less-than-significant impacts*.

e-f. The project site is located approximately 5.5 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within its Airport Influence Area (AIA) or General Referral Area. Therefore, the project would not expose people to excessive aircraft noise levels. Therefore, these would be *no-impact*.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

The subject property does not contain any housing units and the scope of the subject project does not include any housing units.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Induce substantial growth that is inconsistent with the approved land use plans in place;
- Displace affordable housing.

Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

DISCUSSION

a-c. The proposed project is an infill development that would not induce growth in surrounding areas. The proposed project would provide additional commercial services to the community. Infrastructure has been extended to the boundaries of the project site in conjunction with other, nearby development. Therefore, the project would not result in direct or indirect growth-inducing impacts in the City of Pleasanton. No housing units would be lost or created as part of the project scope and thus no replacement housing is necessary and no direct population growth would occur. Therefore, these would be categorized as *no-impact*.

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure to meet the demand associated with build out of the General Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Create an increase in demand for police protection services which could substantially interfere with the ability of the Police Department to provide adequate response time to the project site;
- Create an increased demand for fire protection services that would substantially interfere with the ability of the Fire Department to provide adequate response time to the project site;
- Create an increased demand for schools that would exceed existing school capacity; or,
- Create an increased demand for parks and other public facilities that would exceed existing capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services				
Would the project:				
a) 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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X

iv) Parks?				X
v) Other public facilities?			X	

DISCUSSION

a) The proposed project would result in the development of a restaurant with drive-through. The project would be compliant with the Fire Code and would not substantially increase demand for fire protection services. Up to 15 employees would work at the proposed restaurant at any one time. The increase in employees in the area would not have a substantial effect on public services. Construction sites with an open storage yard may attract theft. Staff has included conditions requiring the project developer to secure the construction site and all open storage of materials and to provide fencing around supplies and equipment to prevent theft; another condition of approval would require that on-site construction trailers have emergency contact information posted. Because the project would not result in the construction of new housing, it would not directly increase enrollment in local schools. However, the applicant will be required to contribute funds to the Pleasanton Unified School District to offset this project's indirect impacts to school facilities; the funds would be used to construct and/or procure classrooms. Adequate park facilities exist to serve the minor increase in the demand for park services that would be generated by this project and the developer would be required to pay a Public Facilities Fee and other development impact fees to offset the project's minor increases in the demand for City services. Therefore, these would be categorized as *no impacts* or *less-than-significant impacts.*

5.15. RECREATION

ENVIRONMENTAL SETTING

The project site currently does not contain any neighborhood, community, or regional parks. The project site contains a partial parking lot and an open space area with existing vegetation.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the failure to meet City standards for the provision of parkland.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Recreation</u> *Would the project*:				
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?	☐	☐	X	☐
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?	☐	☐	☐	X

DISCUSSION

a-b. The proposed project involves development of a restaurant with a drive-through. Employees at the project site could modestly increase the usage of local park and recreation facilities. However, this relatively small increase in visitation would not accelerate the substantial deterioration of existing park or recreation facilities near the project site nor require the construction or expansion of recreational facilities. The proposed project does not include recreational facilities. Therefore, these would be *no impact and less-than-significant impact*.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

The project site would be located near the end of Johnson Court, surrounded by the I-580 eastbound Hopyard Road off-ramp on the north, a major City arterial (Hopyard Road) on the east, Owens Drive on the south, and Johnson Court and commercial uses on the west. The East Dublin/Pleasanton BART station is located less than one mile from the project site and several existing Wheels bus lines service the area. Existing sidewalks along Hopyard Road, Owens Drive, and Johnson Drive provide pedestrian access to the project site. The project would be required to dedicate land for a future bicycle lane along Hopyard Road.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*. *Gateway intersections are intersections located at the edges of the city and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation and 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?	☐	☐	X	☐
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?	☐	☐	X	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	X	☐
e) Result in inadequate emergency access?	☐	☐	X	☐
f) Conflict with adopted policies, plans, or programs	☐	☐	☐	X

regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	___	___	___	___

DISCUSSION

a. Program 2.2 of the Circulation Element of the General Plan states:
Require site-specific traffic studies for all major developments which have the potential to cause the level of service at one or more major intersections to exceed Level of Service (LOS) D, and require developers to implement the mitigation measures identified in these studies. In general, require development to improve congested intersections adjacent to such development or to pay its pro-rata share of the cost of such improvements, and to pay traffic development fees for use in mitigating traffic impacts in other areas of the city.

A project-specific traffic impact analysis[8], dated November 4, 2013, was prepared for the City of Pleasanton by Hexagon Transportation Consultants, for the purpose of identifying the potential traffic impacts of the proposed project.

The traffic study analyzed the following traffic scenarios with and without project traffic:

1. Existing conditions - The existing conditions scenario is based on traffic counts conducted from the year 2012 and obtained from the City's Synchro database.
2. Existing plus project condition - The existing plus project conditions were estimated by adding to existing traffic volumes the additional traffic generated by the project. This scenario was used to identify short-term project impacts to the transportation system.
3. Existing plus approved conditions - The existing plus approved conditions scenario includes the existing traffic conditions plus traffic from all approved but not yet built projects including the Housing Element update. This scenario does not include the proposed project.
4. Buildout conditions - The buildout scenario consists of traffic from approved but not yet built projects plus traffic from development that has not received approval from the City but has been identified to be completed in the long term with the buildout of the 2005-2025 Pleasanton General Plan and the Housing Element update. The buildout traffic volumes do not include the proposed project.
5. Buildout plus project conditions - The buildout with project conditions were estimated by adding the traffic generated by the project to the buildout traffic volumes. The buildout with project conditions were

evaluated relative to buildout without project conditions in order to determine potential long–term project impacts.

The proposed project would generate 2,009 daily vehicle trips with 185 trips occurring during the a.m. peak hour (94 inbound trips and 91 outbound trips) and 132 trips during the p.m. peak hour (68 inbound trips and 64 outbound trips.

Project trip distribution was completed using the City of Pleasanton Travel Demand Forecast (TDF) model. Four intersections were included in the traffic analysis:

1. Hopyard Road and I-580 EB Off Ramp
2. Hopyard Road and Owens Drive
3. Johnson Drive and Owens Drive (southern end)
4. Johnson Drive and Owens Drive (northern end; non-signalized)

All of the study intersections currently operate at LOS D or better. Under thestudy scenarios, all of the signalized study intersections would continue to operate at LOS D or better during the AM and PM peak hours with one exception: Hopyard Road and I-580 EB Off Ramp would operate at LOS E under the Buildout scenarios during the PM peak hour. As a "gateway intersection" per the General Plan, this intersection is exempt from requirement to maintain LOS D. To satisfy the City's Complete Streets requirements, the proposed project includes the dedication of a portion of the land along Hopyard Road for future construction of a right-turn only lane and a bicycle lane. In addition, the applicant would be required to participate in the City and Tri-Valley Traffic Impact Fee (TIF) programs.

As listed above, at the Hopyard Road and Owens Drive intersection, the LOS standards would be met under all study scenarios. However, this intersection has a northbound left-turn queue that will exceed the storage capacity of the left-turn lane in the existing and existing plus approved conditions without and with project conditions in the AM and PM peak hours. The estimated maximum vehicle queues for the eastbound left turn lanes would exceed the existing vehicle storage capacity under existing, existing plus approved and buildout conditions during the PM peak hour.

As analyzed in the traffic study, the proposed project would add up to a five-car increase in queue length, resulting in inadequate storage capacity for all scenarios in the PM peak hour. The solution to reduce this queue capacity shortage is to either: 1) extend the existing northbound left-turn lane from the existing 125 feet to 250 feet, or 2) construct a second

northbound left-turn lane to accommodate the anticipated queues. The proposed project includes the extension of the existing left-turn lane south approximately 125 feet. This extension will require removal of a portion of the existing landscaped median. Since the developer would construct the lane extension, the developer will receive a credit towards its Pleasanton Traffic Improvement Fee for the cost of constructing the improvement. Therefore, the conditions of approval will ensure that potential traffic impacts are *less than significant*.

b. The Alameda County Congestion Management Agency's (CMA) threshold for a significant impact to County transportation facilities is the addition of 100 or more new peak-hour trips. The proposed Chick-fil-A project would add more than 100 peak hour trips. However, the Alameda County CMA does not have a policy for determining a threshold of significance for the Congestion Management Program (CMP) requirements and expects that professional judgment will be used to determine project impacts. If a roadway segment operates at an unacceptable LOS without the project, the impact of the project on CMA facilities is considered significant if the contribution of project traffic results in an increase in the volume-to-capacity ratio of more than 3%. It is estimated that less than 50% of project trips will use Hopyard Road north of Owens Drive. Based on the relatively modest peak hour trip generation of the project (185 a.m. peak hour trips and 132 p.m. peak hour trips) and dispersed trip distribution patterns, the project would not increase the volume-to-capacity threshold of Hopyard Rd. or I-580 (the two roadways closest to the project site that are under CMA jurisdiction) by more than 3%. *Therefore, this would be a less-than-significant impact*.

c. The project site is not located in close proximity to public or private airports. The proposed restaurant building would have a building height lower than the adjacent office building. The proposed building height of approximately 31'-4" would not conflict with existing flight paths. Furthermore, the proposed restaurant would not increase air traffic levels. Therefore, this would be *no-impact*.

d-e. The project will not increase hazards due to design features or incompatible uses. The project driveways and drive aisles will be designed to City standards and would provide adequate sight distances and accommodate the safe turning radius of emergency and non-emergency vehicles. Emergency access to the project site will not be compromised due to the proposal. Therefore, these would be less-than-significant impacts.

g. The proposal will also not be in conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities. The project will

incorporate bicycle racks for employees and customers. Existing and proposed public sidewalks along Hopyard Road and Owens Drive would provide access to the site. Americans with Disabilities Act (ADA) compliant pedestrian pathways will be required to be shown on construction plans prior to issuance of permits. Additional private walkways would traverse throughout the project site and nearby commercial sites in the business park. Therefore, this would be *no-impact*.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure planned to meet the buildout of the General Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the construction of new water facilities or expansion of existing facilities;
- Result in exceeding the wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in or require the construction or expansion of existing wastewater treatment facilities;
- Be served by a landfill that has inadequate permitted capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Utilities and Service Systems</u> *Would the project*:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	X	☐
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?	☐	☐	X	☐

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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provided 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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION

a-g. The proposed project would be required to comply with Regional Water Quality Control Board (RWQCB) requirements for wastewater treatment. Business operations associated with the proposed business would generate wastewater. However, the operation of the proposed development would not contribute a substantial amount of new demand for wastewater treatment and such demand would not exceed projected wastewater treatment requirements. While it is anticipated there are sufficient water supplies available to serve the project, approval of the project would not guarantee the availability of sufficient water to serve the project and the City may withhold building permits if the City determines that sufficient water is not available at the time of application of building permits. The proposed development would include the construction of a bioswale system within the project site to treat stormwater runoff from impervious surfaces. The bioswale system will filter pollutants, regulate flows, and increase infiltration. The project will not require the construction of off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) would be required to be recycled. The remaining construction waste would not result in a substantial reduction in the capacity of a landfill. Therefore, these would be *less than significant impacts*.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Mandatory Findings of Significance</u>				
Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	X	☐
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)?	☐	☐	X	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

DISCUSSION

a. The project site is surrounded by urban development, an interstate freeway off-ramp, and a major public street. There are no existing rivers, streams, lakes, or other water bodies on the project site and there are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there are no known historical, archaeological, or paleontological sites or structures on the project site. Thus, this would be a *less-than-significant-impact*.

b. Constructing the project would incrementally increase impacts related to certain environmental factors, but the increases would not be cumulatively considerable. The project includes the extension of the left-turn queueing lane from northbound Hopyard Road to westbound Owens Drive and the dedication of a portion the existing parcel abutting Hopyard Road for future roadway improvements, including a right-turn lane and bicycle lane. Therefore, this would be a *less-than-significant-impact*.

c. The project would not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and would incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval would reduce potential impacts to a no *impact*.

6. ENDNOTES

[1] California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025

[2] Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: http://www.baaqmd.gov/

[3] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011

[4] Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012

[5] Figure 5-5 of the City of Pleasanton General Plan 2005-2025

[6] Figure 5-7 of the City of Pleasanton General Plan 2005-2025

[7] Pleasanton Chick-fil-A Health Risk Screening Memorandum by FirstCarbon Solutions, dated October 14, 2013

[8] Traffic Impact Analysis by Hexagon Transportation Consultants, Inc., dated November 4, 2013