PUD-103 & P14-0086
PUD & Development Agreement
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EXHIBIT E

Addendum to the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Supplemental Environmental Impact Report for the Summer Hill Apartment Community (PUD-103) City of Pleasanton, Alameda County, California

State Clearinghouse No. 2011052002

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Report Date: February 24, 2014

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SECTION 1: INTRODUCTION

1.1 - Project Details

1. Project Title and Number

Summer Hill Apartment Community (PUD-103)

2. Lead Agency Name and Address

City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

3. Contact Person and Phone Number

Jenny Soo, Associate Planner
925.931.5615

4. Project Location and APN

5850 West Las Positas Boulevard
941-2762-006

5. Project Sponsor's Name & Address

Summer Hill Apartment Communities
3000 Executive Parkway, Suite 450
San Ramon, CA 94583
Contact: Kevin Ebrahimi
650.842.2268

6. General Plan Designation

Business Park/Mixed Use

7. Zoning

Planned Unit Development – Mixed Use (PUD-MU)

8. Description of Project

The project consists of the construction of 177 multi-family apartment units, located within four buildings ranging from two to four stories in height. The project also includes a recreation facility, community space, leasing office, and exterior active and passive recreation uses.

9. Requested Permits/Approvals

A. Planned Unit Development (PUD), Development Plan (PUD 103)
B. Development Agreement (P14-0086)
C. Growth Management Approval (P14-0024)
D. Affordable Housing Agreement
E. Grading Permit
F. Building Permit
G. Heritage Tree Removal Permit

10. Other Public Agency Permits

A. San Francisco Regional Water Quality Control Board -

1.2 - Background

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

On January 4, 2012, under Resolution No. 12-493 (Appendix A), the City of Pleasanton certified the Supplemental Environmental Impact Report (EIR) for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002), hereinafter referred to as the Supplemental EIR. The document provided supplemental information for the City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) relating to an updated Housing Element, the adoption of a Climate Action Plan, and related General Plan Amendments and Rezonings. The Supplemental EIR considered the potential impacts that were likely to result from implementation of the policies and programs contained within the updated Housing Element and Climate Action Plan and the changes in land use designations proposed in the General Plan Amendment and rezonings. Within the Supplemental EIR, the City identified 21 potential sites for rezoning and the buildout potentials of those sites to provide an adequate inventory of housing to meet Pleasanton's share of regional housing needs through 2014 (City of Pleasanton 2011). Not all 21 sites were needed to meet Pleasanton's share of regional housing needs, and the City ultimately selected only nine of the 21 sites for rezoning. The Supplemental EIR provides a conservative analysis of potential impacts resulting from the development of residential land uses on rezoned sites.

The subject property (project site) was included as a potential site for rezoning in the Supplemental EIR as site number 13. Within the Supplemental EIR, all 12.6 acres of the site was considered for potential rezoning for multi-family development with a maximum number of 378 multi-family apartment units. As previously noted, the project involves only 5.9 of the 12.6 acres previously

evaluated. Any future development on the project site would be required to abide by all applicable mitigation included in the Supplemental EIR.

Based on the Supplemental EIR, the project site was rezoned to Planned Unit Development – Mixed Use (PUD-MU). The PUD-MU zoning allows residential development at a density of 30 units per acre, or 177 multi-family apartment units for the 5.9-acre project site, consistent with the assumptions of the Supplemental EIR.

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

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

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

1.3 - Project Site

The project site consists of 5.9 acres located at 5850 West Las Positas Boulevard in the City of Pleasanton, California (Exhibit 1). The project site is roughly square in shape and is bounded by the Arroyo Mocho Canal to the south, which separates the site from Arroyo Mocho and single-family homes; West Las Positas Boulevard and Hart Middle School to the north; and single-story office buildings to the east and west (Exhibit 2).

The project site currently contains a vacant 88,512-square-foot one-story building, which was constructed in 1984. The building is surrounded by a parking lot with associated landscaping consisting of 103 landscape trees, none of which are indigenous to the site or native to the Pleasanton area (Hort Science 2013). Existing onsite impervious surfaces total 224,000 square feet.

1.4 - Project Description

The applicant proposes to build 177 multi-family apartment units along with a recreation facility, community space and a leasing office (Exhibit 3). The project would include 85 one-bedroom units, 77 two-bedroom units, and 15 three-bedroom units. Recreation and community building space would include a clubroom with kitchen facilities and a fitness center. Exterior features would include pedestrian paseos, pocket plazas, picnic, barbeque, and play areas, a tot lot, a swimming pool, spa, passive and active recreation areas and landscaping. The project would provide 1.65 acres of usable open space.

The apartments would be distributed among four buildings. Two "C" shaped buildings along West Las Positas Boulevard and two linear buildings along the Arroyo Mocho Canal. The overall building footprint would be 85,000 square feet, while the gross floor area would be 227,060 square feet. Building heights would vary between two to four stories and would employ contemporary architectural detailing. Table 1 provides a summary of the project.

Table 1: Project Summary

Component	Total
Multi-Family Apartment Units	177
Gross Floor Area	227,060 sq ft
Building Footprint	85,000 sq ft
Building Coverage	33 percent
Landscaped Area	44,530 sq ft
Density	30 DU/AC
Building Heights	2 to 4 stories

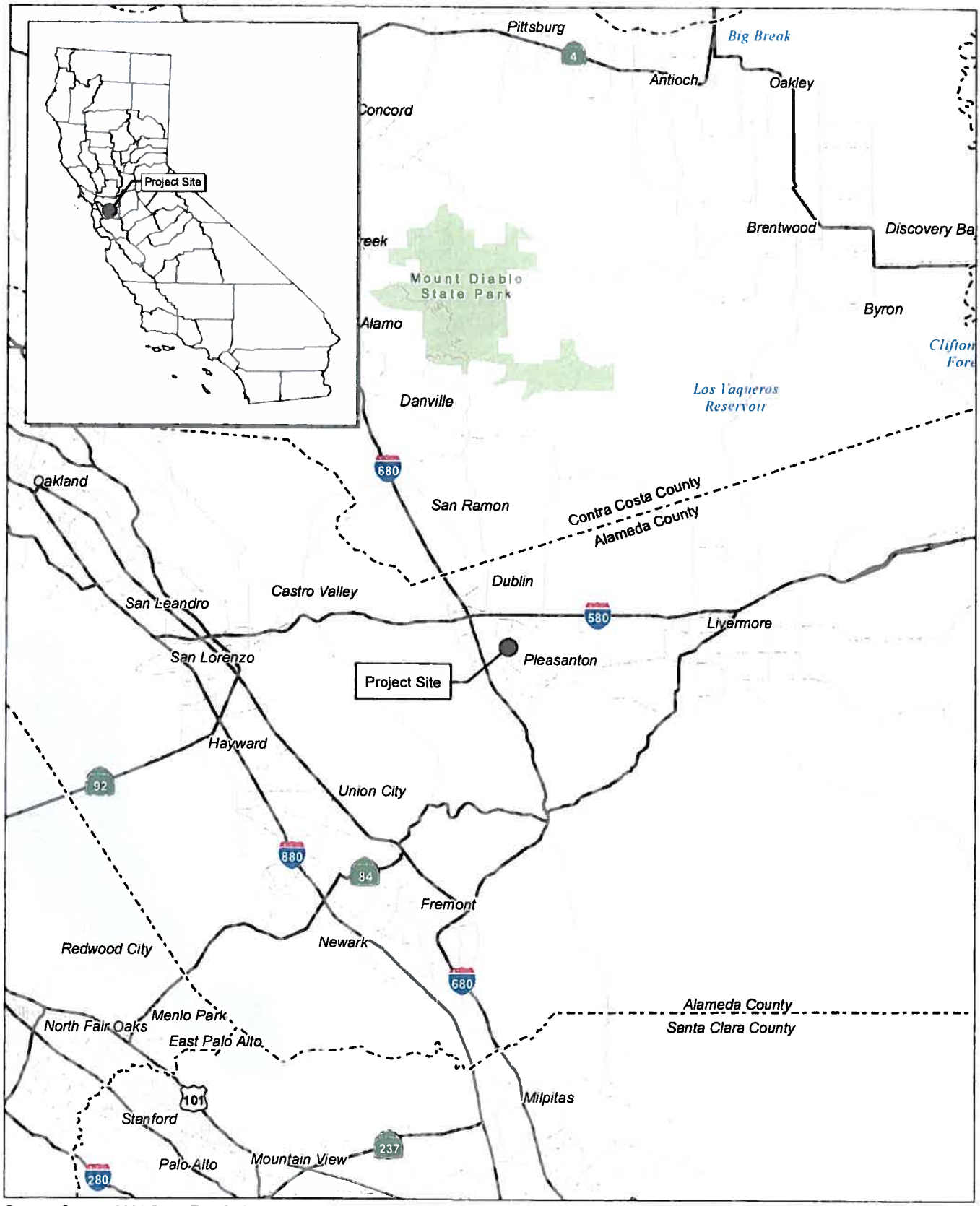
Notes:
sq ft = square feet
DU/AC = dwelling units per acre
Source: Summer Hill Apartment Communities 2013.

A total of 304 vehicle parking spaces, 142 bicycle parking spaces, and 12,200-cubic-feet of residential storage space would be provided. Primary vehicular access to the project site would be from the existing signalized intersection at West Las Positas Boulevard and Hacienda Drive. Secondary access would be provided via an existing driveway along the western property line. A network of internal drive isles would provide onsite vehicular access. Pedestrian access would be provided via the existing sidewalks along West Las Positas Boulevard and pedestrian paseos throughout the project site.

The project would preserve the majority of the existing street trees along West Las Positas. Additional landscaping would be provided throughout the project site and would comply with all current state and local green building landscape requirements.

To ensure that the construction air quality and noise impacts are minimized, the following project design features will be implemented:

- Project construction will not include the simultaneous occurrence of two construction phases (e.g., paving and building construction will not occur simultaneously).
- To ensure the project meets or exceeds Title 24 residential interior noise standards, upgraded sound transmission class (STC) rated 30 windows will be installed in buildings A and B, which border West Las Positas Boulevard. All other locations throughout the project will incorporate STC 28 windows and doors.



Source: Census 2000 Data, The CaSIL

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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CITY OF PLEASANTON • SUMMERHILL APARTMENT COMMUNITY
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND
CAP GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

Source: ESRI Imagery, 2013

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

UNIT MIX:	BUILDING A	B	C	D	TOTAL
1-BEDROOM	32	30	10	13	85
2-BEDROOM	35	30	12		77
3-BEDROOM	6	6		3	15
	73	66	22	16	177 units

PROJECT SUMMARY

Site Area:	5.9 acres or 257,283 sq. ft.	Gross Floor Area:	227,060 sq. ft.
Total Units:	177 DU	Building Footprint:	85,000 sq. ft.
Density:	30.0 DU/AC	Building Coverage:	33%
Building Heights:	2 to 4 Stories	Landscaped Area:	44,530 sq. ft.

DEVELOPMENT STANDARDS:
(Per Housing Site Design Guidelines)

Front Setbacks:	33' min. from public streets
	17' min. from internal streets
Side Setbacks:	8' min. to carports
	50' min. from west property line to bldg.
Rear Setback:	8' min. to carports
Alley Setbacks:*	5' min. to garage door
	3' min. to upper stories
Drive aisle widths:	26' min. internal streets
	24' min. alleys

PARKING REQUIRED:

1.5 spaces per 1-bedrm unit x 85 + 2 =	130 spaces
1.5 spaces per 2-bedrm unit x 77 =	116 spaces
2 spaces per 3-bedrm unit x 15 =	30 spaces
1 visitor space per 7 units x 177 =	25 spaces
	301 spaces required

PARKING PROVIDED:

Garage spaces - 10' x 20' min.	130 spaces (2 accessible)
Carport spaces - 9' x 18' min.**	124 spaces (2 accessible)
Uncovered spaces - 9' x 18' min.	38 spaces (4 accessible)
Compact spaces - 8' x 16' min.	12 spaces
	304 (8 accessible) spaces provided

SECURE BICYCLE PARKING REQUIRED
0.8 per unit x 177 = **142 spaces required**

SECURE BICYCLE PARKING PROVIDED:

Inside Private Garages:	130 spaces
Inside Bicycle Storage Rooms.	20 spaces
	150 spaces provided

RESIDENTIAL STORAGE REQUIRED:
40 cu. ft. per unit x 177 = **7,080 cu. ft. storage required**

RESIDENTIAL STORAGE PROVIDED:

40 cu. ft. patio storage x 153 =	6,120 cu. ft. provided on patios
2'w x 3'd x 6'-8"h typ. locker x 152 =	6,080 cu. ft. provided in storage rooms
	12,200 cu. ft. storage provided

NOTES:
* Zero setbacks to face of carriage buildings, with 2' garage door recess
** Carport depth includes 2' vehicle overhang above landscaping

Source: KTGY Group, Inc. 2013

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Exhibit 3
Conceptual Plan

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Determination

The Supplemental EIR analyzed the development of a larger project site, consisting of 378 multi-family units on 12.6 acres (30 dwelling units per acre). The project as currently envisioned includes 177 multi-family apartment units on 5.9 acres, which is consistent with the 30-unit-per-acre density previously analyzed.

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

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

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

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

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

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

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

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

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

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

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

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

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

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

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

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

Evaluation of Environmental Impacts

Discussion of Environmental Evaluation

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

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

Environmental Setting

The project site is located in an urban area and is currently developed with a vacant 88,512-square-foot one-story office building, surface parking, and mature landscaping. The site is bounded by Arroyo Mocho and single-family homes to the south; West Las Positas Boulevard and Hart Middle School to the north; and single-story office buildings to the east and west. Exhibit 4 provides photographs of the site and surrounding areas.

Findings

The Supplemental EIR concluded that residential development would have a less than significant impact related to each aesthetic checklist question, and no mitigation specific to the project site was required. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

Scenic Vistas

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

Scenic resources include Mt. Diablo to the north, the Pleasanton Ridgelands west of Interstate 680 (I-680), and hills to the west, southeast, and east. As shown on Exhibit 4, views of these resources

are mostly obstructed by mature trees and by surrounding urban development. Therefore, the project would not substantially alter these views, and thus, would not introduce any new impacts to scenic vistas. Impacts would continue to be less than significant and no mitigation is necessary.

State Scenic Highway

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

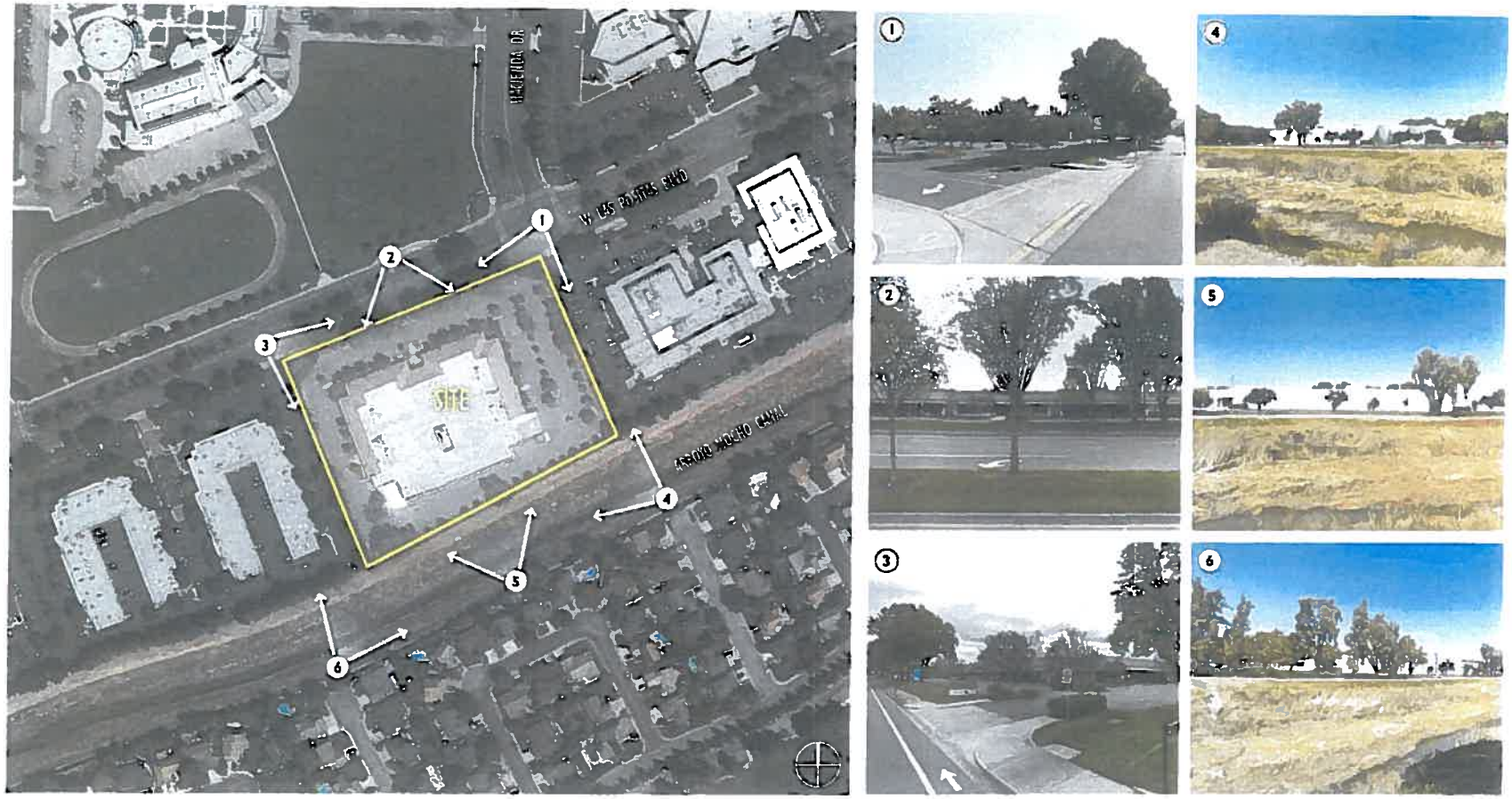
Visual Character

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

Light/Glare

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

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



Source: KTGY Group, Inc. 2013

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Exhibit 4
Site Photographs

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

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

Findings

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

Important Farmland

The Supplemental EIR concluded that the project would not result in conversion of farmland to non-agricultural use. No changes have occurred to the status of the project site's non-farmland designation as indicated by the most recent Alameda County Farmland Mapping and Monitoring Program (California Department of Conservation 2010). Therefore, the project would not introduce any new agricultural land conversion impacts not previously disclosed and no impact would occur.

Agricultural Zoning or Williamson Act

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

Forest Land or Timberland Zoning

The Supplemental EIR concluded that the project would not result in any impacts to forest land or timberland. The project site is not zoned for forest or timberland uses and does not contain any forest or timberland. Therefore, the project would not introduce any new forestland or timberland zoning impacts not previously disclosed. No impact would occur.

Conversion or Loss of Forest Land or Agricultural Land

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

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

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

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

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

Following certification of the Supplemental EIR by the City of Pleasanton on January 4, 2012, the Alameda County Superior Court issued a judgment, which found that BAAQMD's adoption of new thresholds of significance within the 2010 Air Quality Guidelines did not comply with the informational requirements of CEQA. BAAQMD successfully appealed the trial court's ruling and the case is now under review by the California Supreme Court, with a decision expected in 2014. This lawsuit was primarily concerned with whether BAAQMD violated CEQA's procedural requirements, and did not challenge the substantive adequacy of the thresholds, or the scientific data in support of the thresholds.

Nonetheless, in view of the legal uncertainty, the BAAQMD released a new version of the Air Quality Guidelines in May 2012, which removed the 2010 Air Quality Thresholds. The BAAQMD recommends that lead agencies determine their own appropriate air quality thresholds of significance based on substantial evidence within the lead agency's administrative record. Lead agencies may still rely on the BAAQMD's 2010 Air Quality Guidelines for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. The City of Pleasanton has determined that the BAAQMD's 2010 Air Quality Thresholds are based on substantial evidence, as identified in Appendix D of the CEQA Guidelines, and has therefore adopted and incorporated them into this analysis.

Table 2 and Table 3 compare the 2010 Air Quality Thresholds to the thresholds established in the original 1999 Air Quality Guidelines.

Table 2: BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
ROG	None	54 lbs/day
NO_x	None	54 lbs/day
PM_{10}	None	82 lbs/day (exhaust)
$PM_{2.5}$	None	54 lbs/day (exhaust)
$PM_{10}/PM_{2.5}$ (fugitive dust)	BMPs	BMPs
TACs	None	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index (chronic or acute) • Ambient PM2.5 increase >0.3 µg/m3 annual average

Table 2 (cont.): BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
Cumulative TACs	None	• Increased cancer risk of >100 in a million • Increased non-cancer risk of >10 Hazard Index (chronic) • Ambient PM2.5 increase >0.8 µg/m3 annual average

Notes:
lbs/day = pounds per day
O_x = nitrous oxides
CO = carbon monoxide
TACs = toxic air contaminants
ROG = reactive organic gases
PM = particulate matter
BMPs = best management practices
Source: Bay Area Air Quality Management District 1999, 2011.

Table 3: BAAQMD Project-Level Operational Related Thresholds

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

Table 3 (cont.): BAAQMD Project-Level Operational Related Thresholds

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

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

The Supplemental EIR utilized the 2010 Air Quality Guidelines and the 2010 Air Quality Thresholds. Although BAAQMD is no longer recommending the 2010 Air Quality Thresholds, this document uses the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds for screening and analysis purposes for most impacts. In certain circumstances, consistent with the May 2012 Update to the 2010 CEQA Guidelines, this document uses alternative thresholds where deemed appropriate and supported by substantial evidence. Pursuant to the 2010 Air Quality Guidelines if a project does not exceed the thresholds contained within the 2010 Air Quality Guidelines or alternative thresholds, it will result in a less than significant impact.

Findings

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

The project includes the development of 177 multi-family apartment units on 5.9 acres, which is consistent with the density anticipated by the Supplemental EIR (30 units per acre).

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

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

- The projected rate of vehicle miles traveled (VMT) associated with the Housing Element and associated rezonings would not be greater than the projected rate of increase in population, and

- The Housing Element and associated rezonings demonstrate reasonable efforts to implement control measures contained in the 2010 Clean Air Plan.

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

Air Quality Standards or Violations

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

Carbon Monoxide Hotspot

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

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

- The project is consistent with an applicable congestion management program established by the county Congestion Management Agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

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

Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would have no effect on any intersections where vertical and/or horizontal mixing is substantially limited, thereby meeting the second and third screening criteria. As shown in the Traffic Impact Analysis (Appendix H), Hopyard Road/Las Positas Boulevard is the project-affected intersection with the current highest volume, experiencing a PM peak-hour volume of 4,387 vehicles. Based on the BAAQMD screening methodology, this volume of traffic would have a less than significant impact on CO concentrations. As such, the project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Construction Fugitive Dust Emissions

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

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

Cumulatively Considerable Net Increase of a Nonattainment Pollutant

The Supplemental EIR concluded that the implementation of residential development on rezoned sites would have less than significant impacts related to cumulatively considerable net increases of criteria pollutants, for which the project region is in nonattainment after implementation of Mitigation Measure 4.B-1a. As discussed below, the project would not introduce any new significant

impacts not previously disclosed. Further analysis of the project's potential impacts and emissions modeling output is provided below and in Appendix B.

Construction Exhaust Pollutants

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

1. The project is below the applicable screening level size (see Table 4).
2. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction.
3. Construction-related activities would not include any of the following:
   a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing;
   b) Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
   c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);
   d) Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
   e) Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

Table 4: Criteria Air Pollutant and Precursors Screening Level for Construction Emissions

Land Use	Screening Size	Project Size
Apartment Mid Rise	240 DU	177 DU

Note:
DU = dwelling units
Source: BAAQMD 2011.

The project includes 177 multi-family apartment units in four buildings ranging two to four stories in height, which is consistent with the "apartment mid-rise" land use category of the BAAQMD's

screening levels. The project is less than the screening level of 240 dwelling units, indicating that construction activities would not be considered to have the potential to generate significant quantities of air pollutants.

The project would also meet all of the other screening criteria listed above, indicating that impacts would remain less than significant:

- The project would include all basic construction mitigation measures;
- Construction-related activities would not violate the screening criteria above;
- Construction would involve demolition, but would be consistent with District Regulation 11, Rule 2 regarding asbestos;
- The project would not involve the simultaneous occurrence of more than two construction phases or construction of more than one land use type;
- Site preparation is not expected to be greater than default values,
- The project would require 8,000 cubic yards of cut and 2,500 cubic yards of fill. The removal of 5,500 cubic yards of soil is below the screening criteria of 10,000 cubic yards. As such, the project would not require extensive material transport requiring a considerable amount of haul truck activity.

Operational Pollutants

The 2010 Air Quality Guidelines provide operational emissions screening criteria developed for criteria pollutants and precursors. As shown in Table 5, the project's proposed land use is less than the BAAQMD's screening level for criteria air pollutants and precursors. Therefore, the project would have a less than significant impact with respect to criteria pollutants and ozone precursors.

Table 5: Criteria Air Pollutant and Precursors Screening for Operational Emissions

Land Use	Screening Size	Project Size
Apartment Mid Rise	494 DU	177 DU

Note:
DU = dwelling units
Source: BAAQMD 2011.

In summary, the project would not introduce any new impacts related to cumulatively considerable net increases of nonattainment pollutants not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Expose Receptors to Substantial Pollutants

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

Implementation of Mitigation Measure 4.B-4 requires project-specific health risk assessments and the implementation of any combination of measures required by the health risk assessment to reduce receptor exposures to a level below the threshold. Measures could include the incorporation of design features, trees, and/or high-efficiency central heating and ventilation systems. As discussed below, the project would not introduce any new substantial impacts not previously disclosed. Further analysis of the project's potential toxic air contaminant (TAC) impacts and emissions modeling output are provided below and in the Health Risk Assessment prepared by Illingworth & Rodkin, Inc. on October 30, 2013 (Appendix B), consistent with Mitigation Measure 4.B-4.

Sensitive receptors near the project site include Hart Middle School north of the project site, commercial uses on either side of the project site, and residential uses south of the project site, across the Arroyo Mocho Canal.

Construction Localized Fugitive Dust

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

Construction Toxic Air Contaminants Generation

As discussed in the BAAQMD's Air Quality Guidelines, construction activity using diesel-powered equipment emits diesel particulate matter (DPM), a known carcinogen. A 10-year research program (Air Resources Board (ARB), 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. Moreover, the current methodological protocols required by ARB when studying the health risk posed by DPM assume the following: (1) 24-hour constant exposure; (2) 350 days a year; (3) for a continuous period lasting 70 years.

The majority of heavy diesel equipment usage would occur during the grading phase of construction, which would occur over a brief duration. Nearby sensitive receptors that surround the project site would be exposed to construction contaminants only for the duration of construction. This brief exposure period would substantially limit exposure to hazardous emissions. In addition, construction-emitted pollutants would rapidly disperse from the project site. The brief exposure period presented by the project is substantially less than the exposure period typically assumed for

the health risk analysis, as provided above. Further, Mitigation Measure 4.B-1 requires the preparation of an air quality plan and submittal to the City that demonstrates BAAQMD recommended control measures will minimize risks to sensitive receptors. Therefore, impacts from exposure to construction-generated DPM would be less than significant.

Operational Toxic Air Contaminants Exposure

The project is not a land use known to generate TACs in substantial quantities; therefore, risks to adjacent receptors from the project would be less than significant. The project would result in the construction of a sensitive receptor land use. As such, this impact analysis focuses on the potential impacts to onsite residents from nearby sources of TACs. The BAAQMD provides three tools for use in screening potential sources of TACs. These tools are:

- **Surface Street Screening Tables**. The BAAQMD pre-calculated potential cancer risk and $PM_{2.5}$ concentration increases for each county within their jurisdiction. The look-up tables are used for roadways that meet the BAAQMD's 'major roadway' criteria of 10,000 vehicles or 1,000 trucks per day. Risks are assessed by roadway volume, roadway direction, and distance to sensitive receptor.
- **Freeway Screening Analysis Tool**. The BAAQMD prepared a Google Earth file that contains pre-estimated cancer risk, hazard index, and $PM_{2.5}$ concentration increases for highways within the Bay Area. Risks are provided by roadway link and are estimated based on elevation and distance to the sensitive receptor.
- **Stationary Source Risk and Hazard Screening Tool**. The BAAQMD prepared a Google Earth file that contains the locations of all stationary sources within the Bay Area that have BAAQMD permits. For each emissions source, the BAAQMD provides conservative cancer risk and $PM_{2.5}$ concentration increase values.

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

For project-level analysis, BAAQMD specifies both individual and cumulative-level thresholds of significance for risks and hazards. The BAAQMD's individual cancer risk threshold of significance is 10 in a million, and the cumulative risk threshold is 100 in a million. For projects that consist of new receptors, it is generally appropriate to only use the cumulative-level threshold because the project itself is not a source of TACs and, thus, the individual project-level threshold is not relevant. The cumulative risk threshold accounts for all potential sources of TACs and $PM_{2.5}$ in proximity to new receptors. Because the project is a residential development and is not considered a source of TACs, this analysis is focused to the cumulative impact of nearby sources of TACs to the project.

Consistent with the requirements of Supplemental EIR Mitigation Measure 4.B-4, a Health Risk Assessment (HRA) was prepared by Illingworth & Rodkin, Inc. to assess community risks and hazards related TACs (Appendix B). Mitigation Measure 4.B-4 requires that exposure to TACs fall below "BAAQMD's threshold of significance at the time of project approval." The following evaluates impacts from potential offsite sources (stationary and mobile sources within 1,000 feet of the project's boundary) on new onsite sensitive receptors.

Permitted Stationary Sources

The BAAQMD database for permitted stationary sources indicates that there are two permitted sources of air pollutants within the 1,000-foot zone of influence of the project with non-trivial TAC emissions, Zantaz and Verizon Wireless Pleasanton Switch. The potential risks from those sources are provided in Table 6.

Mobile Sources

The BAAQMD provides screening tables and data to determine if roadways with traffic volumes of over 10,000 vehicles per day may have a significant effect on sensitive receptors. Table 6 provides the potential risk for residences within 10 feet of an east-west roadway with an ADT count of 20,000 vehicles as indicated by BAAQMD's thresholds.

Table 6 includes West Las Positas Boulevard, because this roadway has an average daily traffic (ADT) count of 18,500 vehicles in the vicinity of the project site (City of Pleasanton, 2013), which is close to the 20,000 ADT threshold. (Note that proposed apartment units would be 30 feet from the roadway, rather than 10 feet assumed for the purposes of screening).

Health Risk Assessment Results

As shown in Table 6, the maximum estimated total cancer risk for new residents due to stationary and mobile sources is 29.79 in a million, and does not exceed the cumulative significance threshold of 100 in a million. Similarly, the estimated chronic hazard index and the annual average $PM_{2.5}$ concentrations fall below the corresponding cumulative significance thresholds. Detailed analysis is provided in Appendix B.

Table 6: Stationary and Mobile Risk Hazard Analysis

Source	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Stationary Sources			
Zantaz (17686)	2.77	0.001	0.003
Verizon Wireless Pleasanton Switch (14691)	21.55	0.008	0.038
Mobile Sources			
W Las Positas Blvd	5.47	<0.03	0.223
Total Risk from All Local Sources	**29.79**	**0.039**	**0.264**
Cumulative Risk Threshold	100	10	0.8
Exceeds Threshold?	No	No	No

Source: Illingworth & Rodkin 2013, BAAQMD 2011.

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

Odors

The Supplemental EIR indicated that residential development on the rezoned sites could potentially expose occupants to sources of substantial odors. The project site is within the BAAQMD recommended one-mile buffer of the sewage treatment plant located between Johnson Drive and I-680. The Supplemental EIR concluded that Policy 8, Program 8.1 and Program 8.2 of the Air Quality Element of the Pleasanton General Plan require odor generators within the City to minimize impacts. Furthermore, the City has indicated that it has not received any recent odor complaints associated with this source. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

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

Mitigation Measure

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

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

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

Environmental Setting

Ecologically, the project site consists of urban/developed land, including an office building and parking lot with mature landscaping. The project site is surrounded by urban/developed land, including other residential and commercial properties, and a school. The Arroyo Mocho Canal borders the project site to the south. This segment of the Arroyo Mocho Canal is unlined, with moderate to shallow vegetated banks. Vegetation is limited to low growing shrubs and grasses;

there are no trees within the Canal or on the adjacent banks, and riparian vegetation is limited to the bottom of the canal.

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

Findings

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

Candidate, Sensitive, or Special Status Species

The project would remove some onsite trees and landscaping and would provide new landscaping throughout the common areas. The majority of existing trees along West Las Positas would be preserved.

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

Riparian Habitat or Other Sensitive Natural Community

The Supplemental EIR concluded that construction of the project may result in degradation of water quality and aquatic habitat; degradation of wetland habitat; and accidental discharge of sediment or toxic materials into the Arroyo Mocho Canal. As indicated in the Supplemental EIR, these impacts would require implementation of Mitigation Measure 4.C-2, which requires 20-foot setbacks from the edge of riparian vegetation or top of bank whichever is further from the creek centerline.

The project would also be required to comply with the City's General Plan Policies related to protection of riparian habitat, which require site plans, design, and BMPs to be consistent with

applicable water quality regulations including the applicable National Pollutant Discharge Elimination System (NPDES) permit. Adherence to these policies would provide further protection for identified riparian habitat along Arroyo Mocho.

Areas that would be disturbed by the project include landscaping and parking areas, and would be redeveloped with similar uses. The distance from the top of bank to the project site's property line is greater than 20 feet. Therefore, no new grading or development would occur onsite within 20 feet of Arroyo Mocho Canal's top of bank. The project as designed is consistent with the requirements of Mitigation Measure 4.C-2. Therefore, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

Federally Protected Wetlands

There are no wetlands onsite. The project would be required to comply with the City's General Plan Policies related to protection of water quality, which require site plans, design, and BMPs to be consistent with applicable water quality regulations including the applicable NPDES permit. Adherence to these policies would ensure that impacts would continue to be less than significant and no mitigation is necessary.

Species, Wildlife Corridors, or Wildlife Nursery Sites

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

Local Policies or Ordinances

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

According to the Tree Report prepared by Hort Science (Appendix C), the project site contains 103 trees, of which 27 are considered heritage trees. Of the heritage trees, 13 evergreen ash trees (*Fraxinus uhdei)* and one cork oak tree (*Quercus suber*) are the best candidates for preservation, as they are located along the West Las Positas Boulevard frontage and the southwestern corner of the project site, respectively (Hort Science, 2013). In addition, six red Ironbark (*Eucalyptus sideroxylon*) and five Callery Pear (*Pyrus calleryana*) heritage trees would be preserved or replanted (Hort Science, 2013). The remaining two heritage trees would be removed as a part of the project. Overall, 46 onsite trees would be preserved.

The heritage trees proposed for removal either are in poor condition or are located in such a manner that they prohibit the construction of project improvements for the economic benefit of the property. The landscaping plan includes the planting of additional trees to offset the removal of mature vegetation and heritage trees, consistent with the Tree Preservation Ordinance. Therefore, removal of onsite trees and heritage trees would be implemented in accordance with Chapter 17.16 of the Pleasanton Municipal Code. Impacts would be less than significant and no mitigation is necessary.

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

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

Conclusion

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

Mitigation Measures

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

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

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

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

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

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

Environmental Setting

No historic properties, archaeological resources, or paleontological resources were identified on the project site during the cultural resource assessment conducted for the Supplemental EIR. Historical aerial photographs indicate that the project site was primarily agricultural until construction of the current use in 1984. The Hewlett Canal formerly crossed the northwest corner of the project site, but was filled sometime in the 1970s (ENGEO 2013b).

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would result in less than significant impacts to archaeological resources and human remains after the implementation of mitigation.

The Supplemental EIR concluded that a significant and unavoidable impact would occur with the demolition of a potentially significant historic resource on Site 6. The project is located on Site 13, and would not contribute to the impact to Site 6.

The Supplemental EIR concluded that no impact to paleontological resources or unique geologic features would occur as a result of development of the project site.

The project would not disturb any areas that were not previously disturbed by construction of the current onsite facilities, which occurred in 1984. Coupled with the fact that the area was disturbed by agricultural activities prior to 1984, there is a reduced likelihood of any intact cultural resources beneath the existing development. As discussed below, the project would not result in any new

substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

Historical Resource

The current one-story, vacant office building and the associated parking lot were constructed in 1984 and do not meet the threshold for consideration as a potential historic resource.

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

Archaeological Resource

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

The City requires a standard condition of approval for projects requiring Planning Department approval that would require that all construction stop in the event that cultural resources are uncovered during excavation. With implementation of this standard condition, the project would be expected to have a less than significant effect on unknown cultural resources. Therefore, the project would not introduce any new impacts to archaeological resources that were not previously disclosed in the Supplemental EIR. Impacts would be less than significant and no mitigation is necessary.

Unique Paleontological Resource or Site or Unique Geologic Feature

The Supplemental EIR indicated that the City has moderate paleontological sensitivity. While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils.

The City implements a standard condition of approval that requires all construction to stop in the event that paleontological resources are uncovered during excavation. With implementation of this standard condition, projects would be expected to have a less than significant effect on unknown paleontological resources. The Supplemental EIR included Mitigation Measure 4.D-3, which requires construction to temporarily stop if paleontological resources are encountered and assessment by a qualified paleontologist occurs.

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

Human Remains

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

Conclusion

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

Mitigation Measures

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

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

Mitigation Measure 4.D-4: The site has no known human remains, including those interred outside of formal cemeteries. However, it is impossible to be sure about the presence or absence of human remains on a site until site excavation and grading occurs. As required by State law, in the event that such remains are encountered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The County Coroner would be contacted and appropriate measures implemented. These actions would be consistent with the State Health and Safety Code Section 7050.5, which prohibits disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery.

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

Environmental Setting

The project site is generally flat and is located in an area with minimal topographical relief. According to the General Plan, active faults in or near the Pleasanton Planning Area include the Calaveras, Verona, Concord-Green Valley, Greenville, Hayward, Mt. Diablo Thrust, and San Andreas Faults. Figure 5-3 of the General Plan indicates that the project site is located in an area susceptible to severe to violent intensity of peak ground shaking during earthquakes. The Calaveras and Verona

Faults are the nearest faults designated as Alquist-Priolo Earthquake Fault Zones; however, these faults do not traverse the project site (City of Pleasanton 2012).

The project site contains soils that are classified as Sycamore silt loam over clay and Clear Lake clay 0 to 3 percent slopes (Natural Resources Conservation Service 2013).

Figure 5-4 of the City of Pleasanton General Plan indicates the Arroyo Mocho Canal, located directly south of the project site is susceptible to liquefaction (City of Pleasanton 2013).

ENGEO conducted a Geotechnical Feasibility Evaluation for the project (Appendix D).

Findings

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

Fault Rupture

The Supplemental EIR indicated no fault lines traverse the project site. No changes have occurred to the project site that would alter this conclusion. Furthermore, the Geotechnical Feasibility Evaluation determined that the project site would not be at risk to fault rupture. Therefore, the project would not result in any impacts related to fault rupture.

Seismic Ground Shaking

The Supplemental EIR concluded implementation of goals and policies of the Public Safety Element of the Pleasanton General Plan would minimize the risk from ground shaking, including a requirement for site-specific soil and geological studies that include recommendations for minimizing seismic hazards.

Consistent with Goal 2, Policy 5 of the Public Safety Element of the Pleasanton General Plan, a site-specific Geotechnical Feasibility Evaluation has been completed by ENGEO (Appendix D). The Geotechnical Feasibility Report indicated that compliance with the California Building Code would mitigate structural failure resulting from potential seismic-related ground shaking. The project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Seismic-related Ground Failure

The Supplemental EIR concluded that the project site is not located within a liquefaction hazard zone. In addition, the Geotechnical Feasibility Evaluation concluded that onsite liquefaction risks are minor. Nonetheless, compliance with the soil and foundation support parameters in Chapter 16 and 18 of the California Building Code (CBC), as well as the grading requirements in Chapter 18 of the CBC, as required by city and state law, would ensure the maximum practicable protection available

from ground failure for structures and their foundations. Therefore, the project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Landslides

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

Erosion

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

Unstable Soils

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

In accordance with Goal 2, Policy 5, and the recommendations from the Geotechnical Feasibility Evaluation, the project would include the completion of a design-level geotechnical analysis prior to the issuance of a building permit and prior to the approval of final improvement plans. Recommendations from the design level geotechnical analysis would ensure unstable soil risks are minimized. The design-level geotechnical analysis would also provide site-specific soil remediation and construction practices that would ensure geologic stability on-site. Therefore, the project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Expansive Soil

The Supplemental EIR indicated that expansive soils are typically found within the upper 5 feet of ground surface, and are often found in low-lying alluvial valleys such as the valley in which Pleasanton is located. The Supplemental EIR concluded that adherence to the City's codes and

policies and the California Building Code Chapter 16 and 18, would ensure maximum practicable protection from expansive soils, thereby reducing impacts to a less than significant level.

The Geotechnical Feasibility Evaluation indicated that expansive soils are a present onsite, and indicated that the project should include considerations for moisture conditioning and compaction, as well as underlayment of low- to non-expansive import fill or onsite lime treatment to mitigate expansive soil conditions. Additionally, appropriate foundation and site subdrainage and surface drainage should be considered in design. Implementation of these recommendations would ensure that appropriate earthwork is performed prior to building construction to ensure that subsidence does not occur. Therefore, the project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Septic Tanks

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

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

Table 7 compares the greenhouse gas aspects of the 2010 Air Quality Thresholds to the thresholds established in 1999 (1999 Air Quality Thresholds).

Table 7: BAAQMD Operational Greenhouse Gas Thresholds

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

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

The Supplemental EIR utilized the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds. As shown in Table 7, the 2010 Air Quality Thresholds are more stringent than the 1999 Air Quality Thresholds. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. As with the rezonings analyzed in the Supplemental EIR, the project would result in emissions related to construction and operation.

Findings

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

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

Greenhouse Gas Generation

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

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

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

Operational greenhouse gas emissions by source are shown in Table 8. Total operational emissions were estimated at 1,590.97 $MTCO_2e$. Project construction emissions were calculated as 614 $MTCO_2e$. If annualized over 30 years, construction emissions equal 20.47 $MTCO_2e$. With an average of 2.79 persons per household, as indicated by the Supplemental EIR, the project is estimated to accommodate 493 residents. The project would generate approximately 3.3 $MTCO_2e$ per service person at year 2020. Therefore, the project would not exceed the BAAQMD's 2010 Air Quality Threshold of 4.6 $MTCO_2e$ for greenhouse gases, and would not have a significant generation of greenhouse gases. (The CalEEMod output is included in Appendix B.)

Table 8: Project Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$)
Area Sources	9.96
Energy	241.41
Mobile (Vehicles)	1,262.61
Waste	37.04
Water	39.95
Total Operational Emissions*	**1,590.97**
Annualized Construction Emissions	**20.47**
Total Project Emissions	**1,611.44**
Service Population (Residents)	**493**
Project Emission Generation	**3.3 $MTCO_2e$/SP**
BAAQMD 2010 Threshold	**4.6 $MTCO_2e$/SP**
Does project exceed threshold?	**No**

Notes:
* Based on non-rounded emissions output
$MTCO_2e$ = metric tons of carbon dioxide equivalent
Source: FCS 2013, Appendix B.

Greenhouse Gas Plan Consistency

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

This project would construct 177 multi-family apartment units, which is consistent with the density analyzed by the Supplemental EIR (30–unit- per-acre). Therefore, the project would not conflict with the City's Climate Action Plan, or any other applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses, and would result in fewer emissions than considered under the Supplemental EIR.

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

According to the Phase I Environmental Site Assessment (ESA) prepared by ENGEO (Appendix E), the onsite building, constructed in 1984, was previously occupied by telecommunication administrative offices. The building has been vacant since 2007, and an aboveground 2,500-gallon diesel storage tank and associated emergency generator were removed at that time.

According to the Phase I ESA, the project site is listed on four databases in relation to the former aboveground storage tank and emergency generator:

- FINDS- Facility Index System
- HAZNET - Facility and Manifest Data
- EMI – Toxics and criteria pollutant emissions data
- AST – Aboveground Petroleum Storage Tank Facilities

In addition, three sites were listed on various databases of hazardous sites within one mile of the project site; however, none of these sites were identified as posing an environmental concern to the project site.

Based on a records review and site reconnaissance, the Phase I ESA concluded that no recognized environmental conditions were identified for the project site.

Findings

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

Transport, Use, or Disposal of Hazardous Materials

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

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

impacts related to the routine use of hazardous materials not previously disclosed and impacts would continue to be less than significant.

Hazardous Material Upset or Accident

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

In accordance with Supplemental EIR Mitigation Measure 4.G-2, a Phase I ESA was prepared for the project site, which found no evidence of recognized environmental conditions in connection with the property.

The project would not introduce any new impacts related to hazardous material upset or accident not previously disclosed. Mitigation Measure 4.G-2 has already been implemented through the preparation of the Phase I ESA for the project site. Impacts would be less than significant, as concluded in the Supplemental EIR, and no mitigation is required.

Hazardous Materials in Proximity to Schools

The project site is located approximately 125 feet from Hart Middle School, separated by West Las Positas Boulevard. The Supplemental EIR concluded that development facilitated by the Housing Element would not result in the handling of significant quantities of hazardous materials, substances, or wastes; therefore, risk of hazardous material releases within the vicinity of schools would be less than significant.

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

Hazardous Materials Sites

The Supplemental EIR indicated that development of sites known to be contaminated by hazardous materials or wastes could occur on potential sites for rezoning. However, the project site was not identified by the Supplemental EIR as containing hazardous materials. In compliance with Mitigation Measure 4.G-2, as discussed above, a Phase I ESA has been completed for the project site, which identified no recognized environmental conditions. Therefore, the project would not introduce any new impacts related to hazardous material sites not previously disclosed. No further mitigation is required.

Public Airports

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

Since the completion of the Supplemental EIR, a revised Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport has been completed. The project site is located approximately 3.5 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space. Furthermore, none of the buildings would exceed 200-feet in height.

Part a. and b. of Mitigation Measure 4.G-5 do not apply to the project. However, as required by part c., prior to the issuance of a grading or building permit for the project, verification of compliance with the FAA Part 77 would be required. Therefore, the project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant with the implementation of mitigation.

Private Airstrips

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

Emergency Response Plan or Emergency Evacuation Plan

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

Wildland Fires

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

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

Conclusion

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

Mitigation Measure

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

Mitigation Measure 4.G-5:

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

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

Environmental Setting

The site currently includes 224,000 square feet of impervious surfaces, and an existing stormwater collection and discharge system. Directly south of the project site is the Arroyo Mocho Canal, which runs westward, becoming Alameda Creek, which eventually discharges to the San Francisco Bay.

Findings

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

Water Quality, Flooding, Polluted Runoff

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

Because of the project, the total impervious surfaces would decrease to 223,050 square feet, a decrease of 950 feet or less than one percent, as indicated by the project's Impervious Surface Form (Appendix F). In compliance with C.3 requirements, the project includes bioretention basins located throughout the project site. The bioretention basins would slow and capture stormwater sediments, and reduce runoff rates to ensure no net increase in offsite flow during storm events. The project's grading and drainage plans must be reviewed and approved prior to construction. Implementation of any recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). As such, the project would not introduce any new water quality, flooding, or polluted runoff related impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Groundwater

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

The project site's growth has been included in future water supply planning and would not deplete groundwater supplies. Furthermore, the project site currently contains primarily impervious surfaces and therefore does not provide substantial groundwater recharge. Implementation of the project would decrease the total impervious surface area by less than one percent, and therefore would not substantially change any existing onsite groundwater recharge. Landscaping and vegetated bioswales included in the project would allow some groundwater recharge to occur on-site. In summary, the project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Drainage Resulting in Erosion or Flooding

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

Flood Hazards

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

As indicated by Federal Emergency Management Agency Flood (FEMA) Insurance Rate Map No. 06001C0317G, the project site is located within Zone X and is not located within a 100-year flood zone (FEMA 2009). Arroyo Mocho Canal is located within Zone AE (within the 100-year flood zone); however, floodwaters are contained in the channel and would not affect the project site. As such, the project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Levee or Dam Failure

The Supplemental EIR indicated that most of the City of Pleasanton is within the 5- to 40-minute Del Valle Dam inundation area. However, catastrophic dam failure is considered highly unlikely, as the dam is regularly maintained and inspected. Flood retention facilities, including levees, throughout the City are undergoing updates under the Stream Management Master Plan. Residential development is not allowed within levee failure zones without being designed to acceptable flood protection standards. Accordingly, the Supplemental EIR concluded that impacts related to levee or

dam failure would be less than significant. No changes have occurred that would alter this conclusion. Therefore, the project would not introduce any new levee or dam failure hazard impacts not previously disclosed in the Supplemental EIR and impacts would be less than significant.

Seiche, Tsunami, or Mudflow

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project site is located in an area of residential and commercial land uses within the Hacienda Business Park. The project site has a General Plan designation of Mixed Use/Business Park, and is zoned Planned Unit Development- Mixed Use (PUD-MU).

Findings

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

Division of an Established Community

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

Land Use Plan, Policy, or Regulation

The Supplemental EIR indicated that several of the potential sites for rezoning are located in areas that, if not properly addressed, could result in conflicts with General Plan policies related to air

quality and noise, due to their proximity to point sources of air pollution and to noise sources. However, the Supplemental EIR indicated that compliance with mitigation measures set forth in Section 4.B, Air Quality and 4.J, Noise, as well as consistency with applicable policies of the Housing Element would ensure that sites rezoned for residential development would be consistent with the General Plan and impacts would be less than significant. The project would implement mitigation measures from the Supplemental EIR as applicable to ensure consistency with General Plan Policies. Therefore, impacts would continue to be less than significant.

General Plan Consistency

The project site is located within the Hacienda Business Park, which includes over 7.9 million square feet of office, research, development, and commercial uses, and as many as 1,530 residential units (City of Pleasanton 2009). The development of the project's multi-family residential land use would be consistent with the existing and planned uses for the Hacienda Business Park.

The General Plan identifies mixed-Use development as the combination of various land uses such as office, commercial, hotel, institutional, and residential in a single building, on a single site, or on adjacent sites that are physically and functionally inter-related. The purpose of mixed-use development is to provide additional housing close to jobs, services, and transit as a way to create land-efficient development in-fill areas and to reduce the number of auto-related trips, compared to conventional development (City of Pleasanton 2009). The project's 177 multi-family apartment units on a single site in close proximity to existing jobs and services and the East Dublin/Pleasanton BART station would contribute to the mixed-use development envisioned for the project area. Therefore, the project would be consistent with the purpose of the mixed-use land designation.

Zoning Consistency

Since the certification of the Supplemental EIR, and because of City of Pleasanton Ordinance No. 2033 (January 4, 2012), the 5.6 acre project site has been rezoned to Planned Unit Development/Mixed Use (PUD-MU). The project's 177 multi-family apartment units are consistent with the PUD-MU zoning's allowable density of 30 units per acre.

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

In Summary, the project has been designed to be consistent with existing General Plan and Zoning Designations, as well as the Housing Site Development Standards and Design Guidelines. Impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

Habitat Conservation Plan or Natural Communities Conservation Plan

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

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

Findings

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

Conclusion

Consistent with the conclusions of the Supplemental EIR, the project would not result in any mineral resource impacts and no mitigation is required.

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project site is located in a developed area and in proximity to existing transportation and commercial noise sources. Interstate 580 (I-580) and BART are located approximately one mile to the north and I-680 is located approximately one mile to the west.

As indicated by the General Plan Figure 11-2, the project site is located within the future (2025) 60 dBA L_{dn} noise contour of West Las Positas Drive. The Supplemental EIR indicated that existing traffic noise on West Las Positas Boulevard is 67 dB L_{dn} to 69 dB L_{dn} at a distance of 60 feet from the centerline. The General Plan indicates that by year 2025, increases in traffic noise will result in noise contours of 70 dBA L_{dn} at 60 feet from the centerline, 65 dBA L_{dn} at 120 feet from the centerline, and 60 dBA L_{dn} at 260 feet from the centerline of West Las Positas Boulevard east of Hopyard Road.

The Environmental Noise Assessment prepared for the project by Charles M. Salter Associates, Inc. (Appendix G) indicates that existing onsite noise levels range from 54 dBA L_{dn} (approximately 340 feet southeast of the roadway centerline) to 65 dBA L_{dn} (approximately 85 feet southeast of the roadway centerline).

As indicated on General Plan Figure 11-4, a single-family residential neighborhood is located across the Arroyo Mocho Canal to the south, and is considered a noise sensitive receptor (City of Pleasanton 2009).

The Noise Element of the City of Pleasanton General Plan contains land use compatibility guidelines for environmental noise in the community. Table 9 below summarizes these guidelines for multi-family residential land uses.

Table 9: Noise Compatibility Guidelines for Multi-Family Residential

DNL Value in Decibels	Compatibility Level
65 dB or less	Normally Acceptable: Specified Land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements
60 to 75 dB	Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
Greater than 75 dB	Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of Pleasanton 2009, as summarized by Charles M. Salter Associates, 2013.

The new residential uses are a noise sensitive land use and are subject to the following applicable General Plan guidelines:

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

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

- Stationary/non-transportation noise limit of 60 dB L_{max} at any point outside of the property plane (Section 9.04.030).

- Construction noise limit from individual construction equipment and tools of 83 dB L_{eq} at a distance of 25 feet or a cumulative construction noise limit of 86 dB L_{eq} outside of the project boundary (Section 9.04.100).

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

Findings

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

Excessive Noise Levels

Construction Noise Levels

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

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

Construction Vibration Levels

The Supplemental EIR concluded that vibration exposure at neighboring sensitive uses, which are expected to be greater than 100 feet removed from the rezoned construction sites, would not be expected to exceed the applicable criteria outlined by the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, except in situations where pile driving occurs. Should pile driving occur, the Supplemental EIR concluded that implementation of Mitigation Measure 4.J-2 would reduce construction-related vibration to a less than significant level.

The project site is more than 100 feet from nearby sensitive receptors; therefore, typical construction vibration levels would not exceed acceptable levels at nearby receptors. Furthermore,

construction would not require the implementation of pile driving. Therefore, the project would not introduce any new construction-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Exposure to Train Vibration

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

Traffic Noise Increase

The Supplemental EIR indicated that increases in traffic noise resulting from traffic pattern changes would be in the range of 1 to 3 dB at 100 feet. The Supplemental EIR concluded that project-related traffic noise level increases of 1 dB along two segments (Hopyard Road between West Las Positas Boulevard and Valley Avenue, and Stoneridge Drive between West Las Positas Boulevard and Santa Rita Road) may increase traffic noise exposure to above 60 dB L_{dn} within single-family residential back yards, and therefore would be potentially significant. The Supplemental EIR included Mitigation Measure 4.J-5a, which requires rezoned residential sites that would add traffic noise in excess of 55 dBA at 100 feet from roadway centerline (as described in Table 4.J-6 of the Supplemental EIR) to conduct an offsite noise study. The noise study would determine the project's contribution to offsite roadway noise and, if required, would identify the project's fair-share contribution to mitigate the noise impact.

As indicated in the Traffic Impact Analysis, the project would increase peak-hour traffic volumes by less than one percent on each of the impacted roadway segments. A one percent increase in traffic volumes would not result in a perceptible noise increase and therefore, impacts would be less than significant.

The Supplemental EIR also considered roadway noise impacts in the cumulative noise scenario (Year 2035). As indicated in Table 4.J-7 of the Supplemental EIR, potentially significant, cumulatively considerable traffic noise increases were identified along two additional roadway segments: Stoneridge Drive between Johnson Drive and Hopyard Road, and Hopyard Road between Stoneridge Drive and West Las Positas Boulevard. At these locations, increased traffic noise exposure may exceed the City's 60 dB L_{dn} limit within neighboring single-family residential backyards. To reduce this impact to less than significant, the Supplemental EIR included Mitigation Measure 4.J-9 which, similar to Mitigation Measure 4.J-5a, required projects that would add traffic noise in excess of 55 dBA as described in Table 4.J-7 of the Supplemental EIR, to conduct an offsite noise study to determine the project's contribution to offsite roadway noise, and contribute its fair-share to mitigate the established noise impact. However, as indicated by the Traffic Impact Analysis, the project would increase peak-hour traffic volumes by less than one percent on each of the impacted roadway segments. A one percent increase in traffic volumes would not be perceptible. Therefore,

the project would not result in a cumulatively significant noise impact related to offsite traffic noise increases.

The Supplemental EIR also concluded that developments on rezoned sites may be exposed to exterior traffic noise in excess of 65 dB and interior traffic-related noise exposure in excess of the acceptable 45 dB L_{dn} threshold; therefore, impacts would be potentially significant. To ensure compliance and reduce impacts to less than significant, the Supplemental EIR included Mitigation Measure 4.J-5b and 4.J-5c, which required acoustical analysis to ensure buildings would limit interior traffic noise to 45 dB Ldn/CNEL or less, and also required that outdoor activity areas are designed such that traffic noise exposure does not exceed 65 dB L_{dn}.

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

Interior Noise
Residential development is required to comply with Title 24 of the California Code of Regulations, which requires an interior noise exposure of 45 dB L_{dn}/CNEL or less within any habitable room, and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. The Environmental Noise Assessment estimated that future noise at the setback of the residences ranges from DNL 56 dB in the shielded portions of the site to DNL 67 dB along West Las Positas Boulevard. These noise levels fall into the City's normally and conditionally acceptable categories for residential projects.

As recommended by the Environmental Noise Assessment, the project would employ upgraded STC rated 30 windows and doors to achieve the required DNL 45 dB or less indoors. The STC 30 rated windows and doors would be located along West Las Positas Boulevard to reduce traffic noise levels. All other locations throughout the project would incorporate STC 28 rated windows and doors. Furthermore, it is required by the CBC that all rooms where windows need to be closed to reach interior noise goals, must include ventilation or an air-conditioning unit. This requirement of the CBC would apply to both Buildings A and B. Implementation of the upgraded STC 30 rated windows and incorporation of air conditioning units would ensure that interior noise levels would not exceed 45 dB L_{dn} standards. The project design and associated Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5b and ensures that impacts related to interior traffic noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exterior Noise
The Environmental Noise Assessment estimated the outdoor use areas, between Buildings A and B, to be DNL 65 dB and below. This estimated level is consistent with City goals for this type of area. In addition, future noise levels in this area could vary depending on the distance and shielding from vehicles located on West Las Positas Boulevard. The submittal of the Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5c, and ensures impacts related to exterior noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exposure to Stationary Noise Sources

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

The Environmental Noise Assessment prepared for the project did not specifically quantify potential noise impacts from the adjacent land uses; however, surrounding uses include residential to the south, school to the north, and commercial offices to the east and west, which are typically compatible with residential uses. Existing noise levels range from 54 dB DNL to 65 dB DNL, (inclusive of stationary noise sources) which are within the normally acceptable range for multi-family residential uses as indicated by the Pleasanton General Plan. The project would be required to implement Mitigation Measure 4.J-6c, requiring noise disclosures and noise complaint procedures. The project does not include any stationary noise sources that would be expected to impact adjacent land uses, and any exterior mechanical equipment must adhere to the City's Municipal Code noise limits. Furthermore, a six-foot tall concrete masonry unit wall to be constructed along the Arroyo Mocho Canal would provide additional noise attenuation for the existing residences located to the south. As noted in a memorandum dated February 6, 2014 (Appendix G), the six-foot tall wall would not reflect noise from south of the existing residences back to the existing residences at a distinguishable, increased level. In conclusion, the project would not result in significant impacts related to stationary noise sources, and impacts would continue to be less than significant after the implementation of Mitigation Measure 4.J-6c as concluded in the Supplemental EIR.

Temporary or Periodic Increase In Ambient Noise Levels

As discussed in the Supplemental EIR, the existing ambient noise exposure levels at the rezoning sites are expected to be in the range of 61-79 dB L_{dn}. The ambient noise level associated with West Las Positas Boulevard was estimated to be 67-69 61-79 dB L_{dn}.

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

Aviation Noise

The Supplemental EIR concluded that maximum noise levels from aircraft departures to the west from Livermore Municipal Airport may exceed the applicable 50/55 dB L_{max} criteria within habitable rooms at sites near the left-hand pattern of Runway 25L. The project is not located near the left-

hand pattern of Runway 25L and, therefore, would not be exposed to aircraft-related noise. Impacts would continue to be less than significant and no mitigation is necessary.

Private Airstrips

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

Conclusion

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

Mitigation Measures

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

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

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

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

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

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

e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

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

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

Environmental Setting

According to the California Department of Finance, as of January 2013, the City of Pleasanton had a population of 71,871 persons, an average of 2.82 persons per household, and 26,174 housing units (California Department of Finance 2013).

Findings

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

Population Growth

The Supplemental EIR indicated that development of all the sites considered for rezoning could result in substantial population growth. However, only nine of the 21 sites contemplated for rezoning under the Supplemental EIR have been rezoned. The remaining sites considered for rezoning are not currently needed to meet the City of Pleasanton's Regional Housing Needs Allocation. The project site is one of the nine sites that have been rezoned to ensure the City meets its Regional Housing Needs Assessment (RHNA) housing allocations. The Supplemental EIR assumed that the project site would be developed at a density of 30 units per acre, and evaluated the construction of up to 378 residences on the full 12.6 acres. Consistent with this density, the project includes 177 multi-family apartment units on 5.9 acres. Therefore, the likely population of the project is within the assumptions of the Supplemental EIR. The project would not include the extension of road or infrastructure that could result in indirect population growth. The project has been designed to be

consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

Displacement of Housing

The project would not require the displacement of any housing. Impacts would continue to be less than significant and no mitigation would be necessary.

Displacement of People

The project site does not contain any existing housing, and would not result in the displacement of people. Impacts would continue to be less than significant and no mitigation would be necessary.

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

Fire protection is provided by the Livermore-Pleasanton Fire Department (LPFD). The nearest fire station to the project site is located at 3200 Santa Rita Road, approximately 1.1 mile northeast of the project site.

Police services are provided by the City of Pleasanton Police Department. The nearest police station is approximately 1.8 miles south of the project site, located on Bernal Avenue.

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

The City of Pleasanton offers 42 community and neighborhood parks, the closest of which are Creekside Park, located on West Las Positas Boulevard, and Pleasanton Sports and Recreation Park located south of Parkside Drive. Park facilities are intended for community wide use and offer a variety of amenities. The city also has approximately 24 miles of trails, the closest of which is the Arroyo Mocho Trail along the south side of Arroyo Mocho, adjacent to the south side of the project.

Findings

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

Fire Protection

The Supplemental EIR concluded that impacts to fire protection services would be less than significant because all proposed rezoning sites, including the project site, are located within a 5-minute response radius of a fire station. No changes have occurred to alter this conclusion. The

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

Police Protection

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

Schools

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

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

Parks

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

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

Other Public Facilities

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

There are no existing recreational or park facilities on the project site. The Arroyo Mocho Trail is located south of Arroyo Mocho, which borders the project site to the south. Parks nearest to the project site include Creekside Park and the Pleasanton Sports and Recreation Park.

Findings

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

Use of Recreational Facilities

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

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

Construction or Expansion

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

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

Conclusion

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

Mitigation Measures

No mitigation is required.

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

Environmental Setting

The project site is currently accessed via a right-in/right-out only driveway on West Las Positas Boulevard and the signalized intersection of West Las Positas Boulevard and Hacienda Drive. The project would maintain these same access points.

Local roadways that serve the project site include West Las Positas Boulevard, Stoneridge Drive, Hacienda Drive, Willow Road and Hopyard Road. The project site is located approximately 1 mile

south of the East Dublin/Pleasanton Bay Area Rapid Transit (BART) station. The project site is served by the Livermore-Amador Valley Transit Authority (LAVTA) Wheels Bus Service (Wheels). All streets in the project vicinity have sidewalks and crosswalks at signalized intersections. Class I multi-use bike paths include Iron Horse Trail, Alamo Canal Trail, and Arroyo Mocho Trail near the study area. Within the project vicinity, Class II bike lanes exist on West Las Positas Boulevard west of Hacienda Drive, Willow Road, and Stoneridge Drive. Currently, bike lanes do not exist on West Las Positas Boulevard between Stoneridge Drive and Hacienda Drive.

Information and analysis in this section are based on a Traffic Impact Analysis prepared by Whitlock and Weinberger Transportation, Inc. dated February 10, 2014 (Appendix H).

Study Area and Analysis Scenarios

The following intersections were analyzed in the Traffic Impact Analysis as they provide access to the project site and are likely to be affected by the project:

1. Stoneridge Drive at Hacienda Drive
2. Willow Road at Gibraltar Drive (south)
3. Hacienda Drive at Gibraltar Drive (south)
4. West Las Positas Boulevard at Hopyard Road
5. West Las Positas Boulevard at Willow Road
6. West Las Positas Boulevard at Hacienda Drive
7. West Las Positas Boulevard at Stoneridge Drive

Study intersection operations were evaluated during the peak hour of traffic for weekday morning (7:00 a.m. to 9:00 a.m.) and weekday evening (4:00 p.m. to 6:00 p.m.) peak periods for the following scenarios:

- **Existing Conditions.** Existing conditions based on the City's traffic volume model.
- **Existing plus Project Conditions.** Project traffic volumes were added to the existing conditions traffic volumes to represent existing plus project conditions.
- **Existing plus Approved Project Conditions.** The City of Pleasanton traffic model reflects all approved development in the city, including the Housing Element update (which includes the project). Therefore, the existing plus approved conditions (without project) traffic volumes were estimated by subtracting the traffic generated by the project from the traffic model volumes.
- **Existing plus Approved Projects plus Project Conditions.** All approved development in the city, including the project as included in the Housing Element update. (No adjustments to traffic model volumes.)
- **Cumulative Conditions.** The cumulative without project conditions were estimated by subtracting the traffic generated by the project from the cumulative traffic model volumes.
- **Cumulative plus Project Conditions.** All future traffic volume data includes the project-generated traffic; therefore, no adjustments were made to the cumulative traffic model volumes.

Trip Generation

As shown in Table 10, the project is expected to generate 1,177 daily vehicle trips, with 90 trips occurring during the AM peak hour and 110 trips occurring during the PM peak hour. Details regarding project trip distribution are shown in Appendix H

Table 10: Project Trip Generation Estimates

		Rate				AM Peak Hour			PM Peak Hour		
Land Use	Size	Daily	AM	PM	Daily Trips	In	Out	Total	In	Out	Total
Apartments	177 Units	6.65	0.51	0.62	1,177	18	72	90	71	39	110

Note:
Rates based on ITE Trip Generation, 9th Edition, 2012: average rates for Apartments (ITE 220).
Source: Whitlock and Weinberger Transportation, Inc., 2014.

Findings

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

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

Plan, Ordinance, or Policy Consistency

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

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

Congestion Management Program

Level of Service Standards

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

As indicated in the Traffic Impact Analysis and shown here in Table 11, all of the study intersections would continue to operate at acceptable LOS during the AM and PM peak hours under all analysis scenarios. This conclusion is based on the incorporation of the project's intersection improvements to West Las Positas Boulevard at Hacienda Drive, and the cumulative scenario planned traffic impact fee (TIF) improvements at the intersections of West Las Positas Boulevard at Hopyard Road, and West Las Positas Boulevard at Stoneridge Drive.

Table 11: Peak-Hour Intersection Levels of Service

Intersection	Control	Peak Hour	Existing		Existing + Project		Existing + Approved No Project		Existing + Approved With Project		Build-out – No Project		Build-out – With Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Stoneridge Drive and Hacienda Drive	Signal	AM	21.4	C	21.7	C	27.0	C	27.1	C	27.7	C	27.9	C
		PM	25.7	C	25.9	C	23.5	C	23.9	C	21.5	C	21.8	C
2. Willow Road and Gibraltar Drive (south)	Signal	AM	1.2	A	1.2	A	1.2	A	1.1	A	1.6	A	1.6	A
		PM	3.5	A	3.5	A	3.5	A	3.5	A	3.5	A	3.5	A
3. Hacienda Drive at Gibraltar Drive (south)	Signal	AM	6.8	A	6.8	A	7.4	A	7.4	A	7.9	A	7.9	A
		PM	6.1	A	6.0	A	6.4	A	6.4	A	6.5	A	6.5	A
4. West Las Positas Boulevard at Hopyard Road	Signal	AM	29.0	C	29.3	C	24.7	C	25.1	C	25.7	C	26.0	C
		PM	23.5	C	23.7	C	32.9	C	33.3	C	28.4	C	28.6	C
5. West Las Positas Boulevard at Willow Road	Signal	AM	16.0	B	16.3	B	15.0	B	15.2	B	16.3	B	16.4	B
		PM	10.7	B	10.7	B	8.5	A	8.4	A	8.5	A	8.4	A
6. West Las Positas Boulevard at Hacienda Drive	Signal	AM	14.8	B	17.8	B	17.4	B	20.5	C	19.3	B	22.6	C
		PM	15.6	B	17.7	B	17.5	B	18.8	B	18.7	B	20.1	C
7. West Las Positas Boulevard at Stoneridge Drive	Signal	AM	19.0	B	19.0	B	29.4	C	29.4	C	33.2	C	33.3	C
		PM	24.0	C	24.1	C	36.6	D	25.2	D	30.4	C	30.7	C

Notes:
Delay is measured in average seconds per vehicle.
LOS= Level of Service
Source: Whitlock and Weinberger Transportation, Inc., 2014

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

The project would be required to pay any applicable fair-share funds as required by Mitigation Measure 4.N-7 and General Plan Transportation Element Program 1.1. Further, the Sunol Boulevard (First Street) roadway segment between Vineyard Avenue and Stanley Boulevard and the Hopyard Road roadway segment between Owens Drive and I-580, identified in the Supplemental EIR as having potentially significant and unavoidable impacts, are not located within the vicinity of the project. In summary, the project would not introduce any new impacts related to LOS not previously disclosed and implementation of Mitigation Measure 4.N-7 from the Supplemental EIR is required.

Vehicle Queues

A vehicle queuing analysis was conducted for the study intersection of West Las Positas Boulevard and Hacienda Drive to determine adequate left-turn lane storage (Appendix H). Results from the analysis show that with the inclusion of project roadway and traffic signal improvements, left-turn lane storage would be adequate at this intersection during both peak hour traffic periods, with and without the addition of project-generated traffic under all analysis scenarios. Therefore, no significant impact would occur.

Air Traffic Patterns

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

Since the completion of the Supplemental EIR, a revised ALUCP for the Livermore Municipal Airport has been completed. The project site is located approximately 3.5 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or FAR Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the projects onsite buildings would exceed 200 feet in height. Nonetheless, as required by part c. of Mitigation Measure

4.G-5, prior to the issuance of a grading or building permit for the project, verification of compliance with the FAA Part 77 would be required. Therefore, the project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant with the implementation of mitigation.

Design Feature or Incompatible Use

The Supplemental EIR concluded that impacts related to roadway hazards and traffic safety would be less than significant because each individual residential development would be required to adhere to design standards and traffic safety protocols outlined in the City's General Plan, Caltrans's Highway Design Manual, the California Manual of Uniform Traffic Control Devices, and the City Standard Specifications and Details. The project does not include any features that would result in unanticipated roadway hazards. As indicated by the Traffic Impact Analysis, sight distances at the existing signalized project driveway on West Las Positas Boulevard are adequate in both directions. Furthermore, a collision history analysis indicates that all study intersections experience collision rates lower than the statewide averages for similar facilities. Impacts would be less than significant and no mitigation is necessary.

Emergency Access

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

The project's roadways and circulation infrastructure have been designed in accordance with the applicable regulations and would not be expected to result in any roadway hazards or traffic safety issues. Emergency access to the project site would be provided via the signalized intersection of West Las Positas Boulevard at Hacienda Drive, as well as the right-in/right-out only driveway on West Las Positas Boulevard. The signalized intersection of West Las Positas Boulevard at Hacienda Drive is a common driveway easement. Based on the level of access to the site, and the extent of the internal roadway system, the project is not expected to result in inadequate emergency access. However, project plans are subject to review by the City and the Fire Department, as part of the standard building permit process, to ensure consistency with the City's Fire Code to allow apparatus access and maneuverability. Therefore, the project would not introduce any new impacts related to roadway hazards not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Public Transit, Bicycle, or Pedestrian Facilities

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

transportation would be less than significant. According to the Traffic Impact Analysis, existing pedestrian, bicycle and transit facilities would adequately serve the project site. The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities. Therefore, the project would not introduce any new impacts related to alternative transportation not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

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

Mitigation Measures

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

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

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

Environmental Setting

Utilities and services including water, sewer, stormwater, and solid waste collection are provided to the project site by the City of Pleasanton. The project site currently has onsite utilities serving the existing office building.

Findings

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

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

Wastewater Treatment Requirements

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

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

Construction or Expansion of Water or Wastewater Treatment Facilities

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

The project would include the construction of 177 multi-family apartment units, all of which were considered as part of the demand generated by the rezonings contemplated in the Supplemental EIR. Therefore, the project would not result in impacts related to the construction or expansion of water or wastewater treatment facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Stormwater Drainage Facilities

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

The project includes bioretention basins to ensure no net increase in offsite stormwater flow would occur in accordance with C.3 guidelines. Furthermore, the City has reviewed the project's grading and drainage plan for compliance with C.3 guidelines. Therefore, the project would not require or

result in the construction of new offsite water or wastewater treatment facilities or expansion of existing facilities. Impacts would continue to be less than significant and no mitigation is necessary.

Water Supply

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

The project is consistent with the density considered in the Supplemental EIR and planned for by the City of Pleasanton with regards to potable water needs. In addition, the project would include water saving features such as low-flow fixtures, high-efficiency irrigation systems, drought-tolerant native landscaping, and minimized turf areas. Therefore, impacts would continue to be less than significant with the implementation of Mitigation Measure 4.L-2.

Landfill Capacity

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

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

Solid Waste Statutes and Regulations

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

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

Conclusion

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

Mitigation Measures

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

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

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

Environmental Setting

The project site is located in an urban area and contains a commercial office building. The project proposes the demolition of the existing structure and associated parking lot and landscaping, and the subsequent construction of 177 multi-family apartment units and associated amenities.

Findings

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

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

The Supplemental EIR concluded that development of the sites considered for rezoning would result in less than significant impacts regarding the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination prehistoric resources. The Supplemental EIR also concluded that significant and unavoidable impacts would occur related to historical resources.

As discussed in the preceding sections, the project would not contribute to the significant and unavoidable impact related to historical resources. With the implementation of mitigation measures from the Supplemental EIR, the project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination of prehistoric resources.

Cumulatively Considerable Impacts

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

Adverse Effects on Human Beings

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

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

Conclusion

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

Mitigation Measures

Refer to mitigation measures throughout this document.

SECTION 3: REFERENCES

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