

REVISED DRAFT
ENVIRONMENTAL IMPACT REPORT

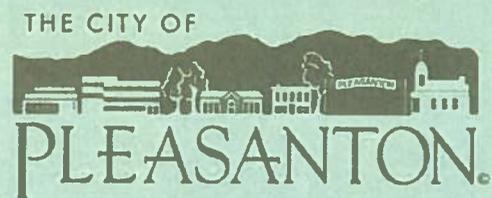
**LUND RANCH II
PUD-25
1500 LUND RANCH ROAD**

STATE CLEARINGHOUSE # 2003092021

PREPARED BY
GEIER & GEIER CONSULTING, INC.

IN ASSOCIATION WITH
**FEHR & PEERS TRANSPORTATION CONSULTANTS
WILLIAM KANEMOTO & ASSOCIATES
MOAIC ASSOCIATES, LLC
WILDLAND RESOURCES MANAGEMENT, INC.
WALTER LEVISON**

UNDER CONTRACT TO



REVISED
JULY 2014

EXECUTIVE SUMMARY

2.1 PROJECT DESCRIPTION

GHC Lund Ranch LLC is requesting approval of a Planned Unit Development (PUD) development plan, which would allow the construction of a total of 50 residential units on the 195-acre Lund Ranch II property. The project site is presently designated for Rural Density (1 dwelling unit per 5 gross acres) and Low Density (less than 2 dwelling units per gross acres) Residential uses. The subject property is zoned "PUD-LDR/OS," Planned Unit Development – Low Density Residential) District.

Approval of the PUD application would result in the development of residential uses on approximately 22.7 acres of the Lund Ranch site. The proposed gross residential density for the site would be 0.26 dwelling units per acre. The development proposal also includes the extension of Lund Ranch Road from its present terminus at the Lund Ranch property boundary to the southeast for approximately 1,500 feet onto the property. The proposed extension of this roadway would also entail the construction of three cul-de-sacs to serve the planned residential uses on the Lund Ranch site. Additionally, two driveways would be constructed from the ends of "Court C" and the Lund Ranch Road to provide access to the two estate lots proposed as part of this project.

The project plans designate the majority of the Lund Ranch property for open space uses. Approximately 161 acres (83%) of the site would be dedicated for public open space use, while 11.1 acres of the two estate lots would be undeveloped private open space area. The public open space would be owned by the City and maintained by either the City of the development's homeowners' association (HOA).

The project also provides access to the public open space with the development of trails that would extend from the ends of Sunset Creek Lane, Sycamore Creek Way, and the proposed Lund Ranch Road extension. The trails would generally follow an existing unpaved road from the western side of the property, cross the site's creek east of the proposed Lund Ranch subdivision, and climb to ridges on the eastern and northern portions of the subject property. The trails would end at the Foley property on the eastern edge of the project site and at its boundary with the Bonde Ranch property on the north. The latter trail terminus is proposed to connect with a trail that crosses the Bonde Ranch property.

The proposed project would be responsible only for trail construction on Lund Ranch property and for a short trail section (approximately 300 feet) that traverses the City's water reservoir site at the end of Sycamore Creek Way. The proposed Trail Plan includes the construction of a foot bridge across the site's creek channel immediately east of the future Lund Ranch Road cul-de-sac.

The following discussion includes a detailed description of the proposed project facilities, with additional information concerning residential and recreational uses, access, grading, landscaping, and other project improvements.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

Based on analysis of the proposed project, technical studies completed by the applicant's consultants, City staff review, City-contracted peer review, and environmental consultant review, the project would not result in any significant environmental impacts that could not be mitigated to a less-than-significant level with recommended mitigation measures. Chapter 4 of the Draft EIR presents a description of the existing environmental setting, an analysis of environmental impacts resulting from development of the proposed project, and required or proposed mitigation measures. These impacts and mitigation measures are summarized in Table 2-1. Impacts are identified as either "Less Than Significant With Mitigation," "Less Than Significant," or "No Impact." If an impact is Less Than Significant With Mitigation, mitigation measures are identified to reduce the potentially significant impact to less-than-significant levels. Within Chapter 5 of the Draft EIR, Table 5-1 addresses the extent to which alternatives to the proposed project would mitigate the potentially significant effects found to be less than significant with mitigation associated with the proposed project.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

All significant and potentially significant impacts that are identified in this EIR for the proposed project would be mitigated to less-than-significant levels by mitigation measures specified in this EIR. Therefore, the project would not result in any significant unavoidable adverse impacts.

GROWTH-INDUCING IMPACTS

As required by Section 15126.2 (d), an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. The EIR must also discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or precedents that directly or indirectly encourage additional growth.

In general, a project may foster growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, a change in zoning or general plan approval); or economic expansion in response to the project (e.g., changes in revenue base, employment expansion etc.). These circumstances are further described below:

- **Elimination of Obstacles to Growth:** This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

**TABLE 2-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Impact Significance	Mitigation Measure
<i>Land Use</i>		
4.1-1: The project proposes to develop residential uses at densities that are consistent with the average densities assumed for buildout of the General Plan.	Less than Significant	None Required
4.1-2: The project would alter former and existing land uses on the site.	Less than Significant	None Required
<i>Aesthetics</i>		
4.2-1: The project development would potentially affect hillside views from Bernal Community Park (Pleasanton Avenue), Bernal Avenue, and Valley Floor viewpoints.	Less than Significant	None Required
4.2-2: The project development would potentially affect hillside and ridgeline views from Hopkins Way viewpoints.	Less than Significant	None Required
4.2-3: The project development would potentially affect hillside and ridgeline views from Lund Ranch Road.	Impacts to Views, but at Less than Significant Levels	None Required
4.2-4: The project could potentially affect nearby views from viewpoints in the vicinity of Livingston Way, Middleton Place and Livingston Place.	Impacts to Views, but at Less than Significant Levels	None Required
<i>Biological Resources</i>		
4.3-1: Project construction would result in a loss of oak woodland/savanna habitat and would require the removal of 146 trees, including 80 Heritage trees.	Less than Significant with Mitigation	<p>Mitigation Measure 4.3-1a: An Oak Woodland Restoration and Management Plan shall be prepared by a qualified biologist and submitted to the City prior to the issuance of a Grading Permit. This Plan shall include provisions to:</p> <ul style="list-style-type: none"> ▪ Maximize the diversity of plants and animals native to oak woodlands of the region; ▪ Encourage natural regeneration of native oaks (including blue oaks, valley oaks and coast live oaks) within undeveloped portions of the project site; ▪ Reduce fire hazards during the dry season; and ▪ Restrict livestock grazing. <p>The oak woodland management plan would address tree replacement requirements as stipulated through City consultation with the CDFW for the project. Presently, the CDFW generally specifies a replacement ratio of 3:1 for the replacement of native oaks, regardless of the lost trees' positions relative to the riparian zone. The management plan should include restrictions on livestock grazing to ensure natural regeneration of oaks within the open space areas.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>Mitigation Measure 4.3-1b: The relevant provisions of the City of Pleasanton's Tree Ordinance, including acquisition of a tree removal permit (Section 17.16.020), reporting requirements for new property development (Section 17.16.050) and protection of existing trees (Section 17.16.070) should be implemented. The Oak Woodland Restoration and Management Plan discussed above should indicate the ratio, location, species, source of plant material and timing for planting. It shall also describe plans for maintenance and irrigation. Heritage trees should be replaced at a ratio consistent with the City's tree ordinance with small nursery stock. These ratios shall compensate for habitat values lost from the removal of mature trees. Planting time between November and January is recommended. To preserve the genetic integrity of trees of the site, acorns and seeds to be propagated should be collected on-site. A minimum maintenance and irrigation time of three years is recommended.</p> <p>In order to optimize tree preservation on-site, the following measures formulated by HortScience shall be implemented to protect trees that are proposed to be retained:</p> <p><u>Design Recommendations</u></p> <ol style="list-style-type: none"> 1. Verify the location and tag numbers of all trees within 25 feet of the proposed construction areas. 2. Allow the Consulting Arborist to review all future project submittals including grading, utility, drainage, irrigation, and landscape plans. 3. Prepare a site work plan which identifies access and haul routes, construction trailer and storage areas, etc. 4. Establish a Tree Protection Zone around each tree to be preserved. For design purposes, the Tree Protection Zone shall be the edge of grading. No grading, excavation, construction or storage of materials shall occur within that Zone. 5. Install protection around all trees to be preserved, to be located three feet outside the limit of grading. No entry is permitted into a Tree Protection Zone without permission of the project superintendent. 6. Route underground services including utilities, sub-drains, water or sewer around the Tree Protection Zone. Where encroachment cannot be voided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury. 7. Use only herbicides safe for use around trees and labeled for that use, even below pavement. 8. Design irrigation systems so that no trenching shall occur within the Tree Protection Zone. <p><u>Pre-Construction and Demolition Treatments and Recommendations</u></p> <ol style="list-style-type: none"> 1. The demolition contractor shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection. 2. Trees to be removed shall be felled so as to fall away from Tree Protection Zone and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the consultant may require first severing the major woody root mass before extracting the

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.3-2: The project would result in the loss of habitat for the California tiger salamander and individual California tiger salamanders may be taken during construction of the project	Less than Significant with Mitigation	<p>trees, or grinding the stump below ground.</p> <p><u>Tree Protection During Construction</u></p> <ol style="list-style-type: none"> 1. Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures. 2. Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Consulting Arborist. 3. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied. 4. Fences shall be erected to protect trees to be preserved. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without permission of the project superintendent. 5. Construction trailers, traffic and storage areas must remain outside fenced areas at all times. 6. No materials, equipment, spoil, waste or wash-out water may be deposited, stored, or parked within the Tree Protection Zone (fenced areas). 7. Any additional tree pruning needed for clearance during construction must be performed by a qualified arborist and not by construction personnel. 8. All trees shall be irrigated on a schedule to be determined by the Consulting Arborist. Each irrigation shall wet the soil within the Tree Protection Zone to a depth of 30 inches. 9. Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw. <p>Mitigation Measure 4.3-2a: To mitigate for the loss of aestivation habitat and potential impacts to any aestivating California Tiger Salamander (CTS) on-site, the project applicant shall permanently preserve and manage potential CTS upland aestivation habitat located on the project site between the proposed development area and Pond 2, located on the adjacent Oak Grove property. The amount of such preserved and managed habitat shall be not less than the amount of land developed as a result of project construction (i.e., 1:1 acreage ratio). The applicant shall preserve such habitat through the recording of a deed restriction, conservation easement, or other equivalent instrument which precludes future development or the construction of physical barriers to the movement of CTS across the preserved habitat. The applicant shall also develop, and arrange for the implementation of a habitat management plan for the preserved habitat. Prior to the issuance of a grading permit, the applicant shall provide a copy of the recorded instrument (which will identify the precise size and location of the permanently preserved habitat), the habitat management plan and the federal and state take authorizations to the City. The applicant shall also provide copies of the incidental take authorizations secured for the project from the USFWS and CDFG to the City.</p> <p>Mitigation Measure 4.3-2b: To avoid and minimize the loss of individual California Tiger Salamander (CTS), the applicant shall be responsible for implementing the</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.3-3: Project construction could disturb a maternity colony of bats and roosting special-status bats on the project site, resulting in the loss of individual bats or the abandonment of an active maternity colony.</p>	<p>Less than Significant with Mitigation</p>	<p>following measures prior to and during construction:</p> <ul style="list-style-type: none"> ▪ Prior to ground disturbance, an employee training program for operators/contractors shall be conducted by a qualified biologist to explain the endangered species concerns at the project site; ▪ Site grading shall be conducted outside of the rainy season months during which CTS would be breeding or migrating; ▪ A qualified biologist shall identify conduct a preconstruction survey prior to the onset of site grading. All suitable habitat features that may be used by aestivating CTS shall be identified, marked and mapped during the preconstruction survey. The removal or destruction of suitable habitat features shall be conducted under the direct supervision of the qualified biologist prior to the onset of site grading. Any observed CTS shall be turned over to the USFWS or CDFG personnel for relocation, or shall be relocated by a biologist possessing an Endangered Species Act 10(a)(1)(A) permit as directed by the USFWS and CDFG; ▪ Best Management Practices shall also be implemented to minimize the potential mortality, injury or other impacts to CTS. Any installed erosion control materials shall not include small-mesh plastic netting. All trash items shall be removed from the project site to reduce the potential for attracting predators of CTS, such as crows and ravens. <p>Mitigation Measure 4.3-3: The implementation of the following measures would ensure that maternity colonies of bats and roosting pallid bats and Townsend's big-eared bats would not be disturbed.</p> <ol style="list-style-type: none"> a. A qualified biologist, knowledgeable about local bat species and experienced with bat survey methods, shall inspect all structures and trees that could support bats in the project area prior to the start of site disturbance (e.g. demolition, vegetation removal and earthwork). Surveys should be conducted during appropriate weather to detect bats (not in high winds or during heavy rain events). One daytime and up to two nighttime surveys (starting at least 1 hour prior to dusk) should be conducted to determine if bats are present. If bats are detected, additional surveys utilizing acoustic monitoring or other methods may be necessary depending on the recommendations of the bat biologist. b. Preconstruction surveys for bats should be conducted within two weeks prior to the removal of any trees or structures that are deemed to have potential bat roosting habitat. If bats are detected on-site and would be impacted by the project, then appropriate mitigation measures would be developed through City consultation with the CDFW. Mitigation measures would include one or more of the following methods: using one-way doors to exclude non-breeding bats, opening up roof areas of structures to allow airflow that would deter bats from roosting, and taking individual trees down in sections to encourage bats to relocate to another roost site. Typically this work is conducted in the evening when bats are more active, and this work should be conducted under the guidance of an experienced bat biologist.

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.3-4: Project construction could adversely affect raptor and/or other migratory bird nesting activity on the project site, result in the loss of individual birds, eggs or nestlings, or the abandonment of active nests. Project construction could also result in the loss of occupied burrowing owl habitat if burrowing owls or signs of owls are observed within the project development area.</p>	<p>Less than Significant with Mitigation</p>	<p>c. Mitigation for impacts to a maternity bat roost, if detected, would be determined through consultation with CDFG and may include construction of structures that provide suitable bat roosting habitat (i.e. bat houses, bat condos) for the particular specie(s) impacted.</p> <p>Mitigation Measure 4.3-4: The implementation of the following measures would ensure that raptors (hawks and owls) and other migratory birds are not disturbed during the breeding season and that burrowing owls and occupied habitat are not taken at any time of year:</p> <p>a. A qualified ornithologist shall conduct a pre-construction survey for nesting raptors (including both tree and ground nesting raptors) and other migratory birds on-site within two weeks of the onset of site disturbance (e.g. demolition, vegetation removal and earthwork), if ground disturbance is to occur during the breeding season (February 1 to August 31). These surveys shall be based on the accepted protocols for the target species. These surveys shall explicitly consider the burrowing owl as a potential target species and pre-construction efforts shall be conducted according to the most recent protocol. If a nesting raptor or active nest of another migratory bird were to be detected, an appropriate no disturbance buffer would be established in consultation with CDFW. In general, no-disturbance buffers around active nests of raptors are 250-300 feet, while the buffers around the nests of passerines (perching) are 50 feet. The actual size of buffer would depend on species, topography, and type of construction activity that would occur in the vicinity of the nest. The location of no-disturbance buffers would be marked in the field and communicated to the construction team during the preconstruction environmental training meeting described above in Mitigation Measure 4.3-2b.</p> <p>b. A qualified ornithologist shall conduct pre-construction surveys for burrowing owls during the non-breeding season. Pre-construction surveys during the non-breeding season are not necessary for tree nesting raptors, as they are expected to abandon their roosts during construction. If pre-construction surveys (conducted either during the breeding or non-breeding season) determine that burrowing owls occupy the site, mitigation consistent with the Staff Report on Burrowing Owl Mitigation (CDFG, 2012) would be implemented. Mitigation measures may include take avoidance, site surveillance, minimizing impacts through the use of no disturbance buffers, burrow exclusion and closure (blocking burrows with one-way doors) and compensation for the loss of occupied habitat. These measures may be necessary to ensure that owls are not harmed or injured during construction, and that the loss of occupied habitat is mitigated. Mitigation for the loss of occupied habitat could be accomplished on or off the property, subject to approval of a mitigation land management plan by CDFG.</p>
<p>4.3-5: Project construction would require the filling of seasonal drainage channels and in-channel wetlands.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.3-5: The proposed project would impact 0.022 acre of Waters of the United States (0.016 acre and 243 lineal feet of drainage channel waters, and 0.006 acre of in-channel wetlands). While compensation for Waters of the United States should occur at a minimum of a 1:1 replacement ratio, the CDFG and RWQCB generally</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.3-6: Development of the project could result in the degradation of water quality in seasonal drainages, and downstream waters and affect associated habitat quality.	Less than Significant	<p>require a replacement ratio of 2:1 or better. To the degree possible, the applicant should replace lost wetland resources in kind. Thus, the project would create at least 243 feet (0.016 acre) of channel (1:1 ratio) and 0.006 acres of seasonal wetland on the Lund Ranch property. Creation of new channels can be logistically difficult as there are finite areas within a site to accomplish this type of mitigation. Therefore, some mitigation for the seasonal channel may have to be out-of-kind. This could be accomplished by creating additional seasonal wetlands. The creation of not less than 0.022 acre of wetland and/or seasonal channel would be required.</p> <p>The site supports sufficient opportunities to accommodate creation of wetland habitat. Even if the project could not create 243 feet of channel, there are a number of areas along Drainage Areas A and B and within the non-jurisdictional drainage swales on the site that could easily accommodate this type of creation mitigation.</p> <p>The goal of this mitigation should be to create new wetlands and enhance existing wetlands in a way that replaces the functions and values of the wetlands that are proposed to be filled. A qualified biologist should develop a restoration plan that identifies the full extent of the impact, location of suitable sites to create or enhance wetlands of the necessary acreage, and develop success criteria specific to the actual wetland creation design. The mitigation site should be monitored for at least five years. A detailed wetland restoration plan should be developed for this mitigation area during the regulatory permitting phase of the project. The plan will be subject to the review and approval of the USACE, RWQCB, CDFG and the City of Pleasanton. This plan should incorporate additional studies and details, including the following:</p> <ul style="list-style-type: none"> ▪ Type and acreage of wetland to be impacted and goals for wetland creation ▪ Detailed assessment of soil suitability for wetland creation ▪ Description of site hydrology, including depth and duration of inundation, potential for scour or deposit of sediments, etc. ▪ Site preparation measures, including grading methods, to relieve compaction and/or ensure low potential for scouring of soils ▪ Revegetation and erosion control on slopes surrounding the mitigation site ▪ Description of buffer areas around the mitigation ▪ Maintenance program ▪ Long term monitoring program, including performance and success criteria. ▪ Measures to assure protection from human disturbance and to protect the area from development in perpetuity.
4.3-7: Project development would convert 12 percent of the site to urban uses.	Less than Significant	None Required

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.3-8: Project development would not interfere with corridor-type wildlife movements.	Less than Significant	None Required
<i>Geology and Soils</i>		
4.4-1: As is true for the entire region, the project would likely be subject to one or more severe earthquakes and associated seismic hazards during the life of the project.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-1a: In general, landslide debris shall be removed where present and replaced with engineered fill in accordance with the approved corrective grading plan. More detailed information regarding the location, extent, and depth of the required landslide mitigation shall be depicted on the final project corrective grading plan to be submitted with the final grading plan, subject to review and approval by the City of Pleasanton Building and Safety Services Division.</p> <p>Mitigation Measure 4.4-1b: Landslide repairs shall be conducted on the natural slope behind Lots 24 and 25 (Landslide 17) and the proposed cut and fill slope adjacent to the driveway south of Lots 24 and 25 shall also be regarded. The finished slopes should be graded to approximately re-create the existing slope contours and to conform as much as possible with the adjacent natural slopes.</p>
4.4-2: Construction of the project on steep slopes could result in soil erosion or the loss of topsoil.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-2a: In the event of a work stoppage due to rain during construction, the contractor shall construct positive slopes to carry water surface runoff away from steep slopes to storm drainage structures or other areas where erosion can be controlled. In no event shall a completed slope be left standing through the winter season without erosion control features being provided.</p> <p>Mitigation Measure 4.4-2b: The onsite geotechnical engineer shall determine the depth of topsoil in the field during grading. Identified top soil shall be reserved and placed on graded slopes. Excess top soil that is not suitable for use as engineered fill may be used in approved open space of landscape areas, if approved by the landscape architect.</p> <p>Mitigation Measure 4.4-2c: All landscaped slopes shall be maintained in a vegetated state after project completion using drought-tolerant vegetation requiring infrequent drip irrigation. No pressurized irrigations shall be placed at or near the tops of graded slopes.</p>
4.4-3: Some residences would be constructed near slopes with colluvial materials. These slopes, and slopes constructed as part of the project, could become unstable and potentially result in on- or off-site damage.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-3a: Debris catchment walls shall be constructed along the rear sides of the building pads on Lots 14, 15, and 22 through 25 where they border adjacent slopes. The walls shall be a minimum of 5 feet high and designed in accordance with the recommendations of the geotechnical exploration in regards to retaining walls. Walls may not be required if pad grading provides sufficient space via rear yard slopes or retaining walls. The final design of the walls or catchment area shall be reviewed by ENGEO when the detailed project plans are prepared. Proper access to the catchment areas shall be provided and all debris catchment walls or designated catchment areas shall be periodically maintained by removing and disposing of accumulated slope detritus.</p> <p>Mitigation Measure 4.4-3b: Debris catchment measures shall be constructed along Lots 5 and 25 which are located at the mouths of existing drainage courses. The catchment</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>measures shall include a minimum 5-foot berm placed across the mouth of the drainage with clog-resistant surface drainage inlets provided. The final dimensions, placement, and design shall be determined in the detailed project plans.</p> <p>Mitigation Measure 4.4-3c: The final corrective grading plans shall show detailed locations of keyways, subdrains, debris benches, and subexcavation areas. The sequence of grading issues, such as placement of various cut materials in specific locations, should also be evaluated during review of the final 40-scale grading plans.</p> <p>Mitigation Measure 4.4-3d: The Geotechnical Engineer or qualified representative should be present during all phases of grading operations to observe demolition, site preparation, grading operations, and subdrain placement. After grading operations commence, geologic observations of cut areas should be made at frequent intervals so that revised geologic recommendations can be incorporated into updated grading plans as grading proceeds. During slope grading, all cut slopes should be viewed by the Engineering Geologist for adverse bedding, seepage, or bedrock conditions that may affect slope stability. In the event that adverse conditions are identified, overexcavation and reconstruction of the slopes may be required. Track rolling to compact slope faces is not sufficient. All fill slopes should be overbuilt at least two feet and cut back to design grades.</p> <p>Mitigation Measure 4.4-3e: Keyways equipped with a subsurface drainage system shall be constructed. Each keyway shall be keyed into firm natural materials unaffected by shrinkage cracks. The keyway shall be filled with materials derived from the Livermore Gravels compacted to 95 percent relative compaction for non-expansive materials and 90 percent relative compaction for expansive materials. The required depth of the keyways shall be determined in the field by the geotechnical engineer during grading. Fill above the keyways shall be benched into firm, competent soil or bedrock and drained as appropriate. Unless otherwise recommended by the Geotechnical Engineer, benches shall be constructed at vertical intervals of not less than five feet.</p> <p>Mitigation Measure 4.4-3f: Subsurface drainage systems should be installed in all key ways, swales or natural drainage areas, and landslide removal areas in accordance with the recommendations of the geotechnical exploration. Depending on the actual conditions encountered during grading, similar subsurface drainage facilities may be recommended within existing stock ponds, springs, low-lying areas, or at lots where wet conditions are encountered during excavation. In addition, new sources of seepage may be created by a combination of modified topography, future irrigation practices, and potential utility leakage. If discovered, these conditions should be brought to the attention of the Geotechnical Engineer so that remedial actions may be initiated, if necessary.</p> <p>Mitigation Measure 4.4-3g: Structural retaining walls shall be constructed in accordance with the recommendations of the geotechnical exploration and provided with drainage facilities to prevent the buildup of hydrostatic pressures behind the walls.</p> <p>Mitigation Measure 4.4-3h: Where steeper slopes greater than 3:1 are desired, supplemental slope stabilization measures such as geogrid enforcement and/or the use of</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.4-4: Expansive soils and bedrock materials are present within project boundaries and construction on expansive soil could cause foundation and other structural failures, particularly at lots traversed by a cut/fill transition.	Less than Significant with Mitigation	<p>select fill shall be employed. Drainage benches shall also be provided at a 30-foot minimum intervals, and construction shall follow the structural setbacks of the CBC. Accordingly, structures shall be: (1) set back from the top of the slope by a minimum of one-third of the slope height or a maximum of 40 feet; and (2) set back from the bottom of the slope by a minimum of one-half of the slope height or a maximum of 15 feet. Alternative setbacks may be addressed on a per lot and foundation design basis.</p> <p>Mitigation Measure 4.4-4: Cut lots shall be overexcavated 2 feet, scarified 12 inches, and recompact so as to provide a zone of at least 3 feet of reworked and compacted soil. Additionally, cut/fill transition lots should be overexcavated so as to provide a minimum of 3 feet of a uniform thickness of engineered fill within the entire foundation area. In addition, exposed soils shall be kept moist by watering for several days before placement of concrete.</p>
4.4-5: Compressible soils and non-engineered fills are present within project boundaries and construction on these soils could cause foundation and other structural failures.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-5: All existing non-engineered fill, vegetation, and soft or compressible soils and colluvium in existing canyons, creeks, stock ponds, drainages, and other areas to be graded shall be removed as necessary for project requirements. The depth of removal shall be determined by the geotechnical engineer in the field at the time of grading. Evaluation of unsuitable deposits shall be performed during grading by sampling and laboratory analysis.</p>
4.4-6: Fill placed during construction could settle following construction and cause structural damage.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-6a: The differential fill thickness across a lot should be less than 15 feet. Lots requiring local subexcavation of soil and replacement with engineered fill to achieve this limit should be identified on the final corrective action grading plan.</p> <p>Mitigation Measure 4.4-6b: Following clearing and stripping, all areas to receive fill, slabs-on-grade, or pavement should be scarified to a depth of at least 12 inches, moisture conditioned, and compacted to the requirements for engineered fill.</p> <p>Mitigation Measure 4.4-6c: Site soils and bedrock used for engineered fill shall have organic content of less than 3 percent. Rocks greater than 6-inches in size shall not be placed at depths greater than 10 feet from finished grade. Rocks greater than 18 inches in size should be broken down such that their maximum dimension is less than 12 to 18-inches, or placed in non-structural fills below slopes or under one of the proposed detention basins. Alternatively, these rocks could be used in landscaping and/or creek restoration projects.</p> <p>Mitigation Measure 4.4-6d: Engineered fills shall be compacted to the specifications stated in the geotechnical framework. Over compaction of expansive materials (with a plasticity index of greater than 12) should be avoided within the upper five feet of building areas. All fills shall be placed in lifts not exceeding 12 inches, or the depth of penetration of the compaction equipment used, whichever is less.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<i>Hydrology and Water Quality</i>		
4.5-1: The proposed project could incrementally increase impervious surfaces and redirect surface water runoff that would otherwise recharge the underlying groundwater system, but would not lead to substantial groundwater depletion.	Less than Significant	None Required
4.5-2: The proposed project would involve grading that could cause erosion and associated sedimentation of surface water features, and a release of hazardous materials could occur during construction, potentially resulting in water quality degradation.	Less than Significant with Mitigation	Mitigation Measure 4.5-3: See Mitigation Measures 4.4-2a through 4.4-2c in Section 4.4, Geology, Soils, and Seismicity.
4.5-3: The proposed project would involve grading and construction of new impervious surfaces, but would not alter the existing drainage patterns in a manner that would increase erosion or flooding on or off-site.	Less than Significant	None Required
4.5-4: The proposed project would incrementally increase surface runoff from additional impervious surfaces and provide an additional source of polluted runoff, but would not exceed the capacity of the storm drain system.	Less than Significant with Mitigation	Mitigation Measure 4.5-4: The project sponsor, working with the Alameda Countywide Clean Water Program, shall implement a program to educate buyers about the potential water quality effects of stormwater pollution and effective measures to prevent the generation of stormwater pollutants from residential land uses. At a minimum, the program shall address stormwater pollutants such as hazardous materials commonly used in household applications; spilled oil, fuel, and other fluids such as antifreeze from vehicles; construction debris; landscape chemicals such as pesticides, herbicides, and copper-based algaecides; used packing materials; paint products; trash and litter; excess irrigation; and car washing. Educational materials developed under this program shall identify alternative products that are more environmentally friendly as well as methods to control stormwater pollutants at their source. The materials shall also be consistent with materials available from the Alameda Countywide Clean Water Program and shall be provided to the buyer at the time of purchase.
<i>Traffic and Circulation</i>		
4.6-1: During project construction, the project would result in temporary increases in traffic on local streets during non-peak periods.	Less than Significant	None Required
4.6-2: The project would result in long-term traffic increases at local intersections and incrementally degrade level of service operation at these intersections.	Less than Significant with Mitigation	Mitigation Measure 4.6-2 (applies to all alternative access scenarios): The project's impact on study intersections would be mitigated by the payment of traffic impact fees, which is proposed by the project

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		applicant. The need to signalize the Sunol Boulevard/I-680 Northbound Ramp and Sunol Boulevard/I-680 Southbound Ramp intersections have been identified in the City's General Plan as future planned improvements to which the project would contribute through the payment of traffic impact fees. With signalization, these intersections would operate at acceptable service levels, reducing this impact to a less-than-significant level.
4.6-3: The project would result in long-term traffic increases on local neighborhood streets providing site access.	Less than Significant	None Required
4.6-4: Project development would not significantly increase traffic safety in the project vicinity.	Less than Significant	None Required
4.6-5: The project would extend the existing Lund Ranch Road cul-de-sac by an additional 1,600 feet, but would not adversely affect emergency access to the site or site vicinity.	Less than Significant	None Required
4.6-6: The project would not substantially affect regional transit facilities, or local pedestrian and bicycle facilities, and proposed trail connections would improve pedestrian access	Less than Significant; Beneficial	None Required
4.6-7: The project would contribute to cumulative degradation of service level operation on local streets and at study intersections, but the project's contribution would be less than cumulatively considerable.	Less than Significant	None Required
<i>Noise</i>		
4.7-1: Project construction would result in temporary short-term noise increases due to the operation of heavy equipment and expose people to noise levels in excess of standards established by the City of Pleasanton Noise Ordinance.	Less than Significant with Mitigation	<p>Mitigation Measure 4.7-1: Project contractors will be required to comply with Pleasanton Municipal Code (Section 9.04.100), which would restrict noise generation by construction to the hours of 8:00 a.m. and 8:00 p.m. on Mondays through Saturdays. All construction equipment shall generate noise levels no greater than 83 dBA (Leq) at 25 feet. Feasible noise controls that could be implemented to reduce equipment noise levels include the following:</p> <ul style="list-style-type: none"> ▪ Implement best available noise control techniques such as mufflers, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds. ▪ Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.7-2: Project construction would increase construction-related traffic on local streets for the duration of project construction.</p>	<p>Less than Significant with Mitigation</p>	<p>pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler should lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this should achieve a reduction of 5 dBA. Quieter procedures such as drilling rather than impact equipment shall be used whenever feasible.</p> <ul style="list-style-type: none"> ▪ Stationary noise sources shall be located as far from residential receptors as possible. If they must be located near residential receptors, they should be adequately muffled and enclosed within temporary sheds. ▪ Limit continuous operation of heavy equipment near sensitive receptors. ▪ The name and phone number of the designated project liaison shall be posted at the project site boundary so that the public can contact the liaison if noise disturbance occurs. This liaison shall immediately take steps to resolve any complaints received, including modifying construction practices as necessary to address the noise complaint. <p>Mitigation Measure 4.7-2: To minimize the number of residents exposed to temporary increases in truck traffic noise, construction-related trucks shall be required to use Independence Drive to Bernal Avenue to access Sunol Boulevard and the I-680 freeway. In addition, haul and delivery truck operations shall be limited to the daytime weekday hours (7:00 a.m. to 7:00 p.m.) to minimize noise disturbance.</p>
<p>4.7-3: Construction activities would not result in excessive groundborne vibration at the closest adjacent residences.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.7-4: Operation of proposed residences would result in noise increases from residential activities on-site as well as project-related traffic increases on local residential streets.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction could be achieved by either: (a) reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project-related traffic volumes; or (b) requiring resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion.</p>
<p>4.7-5: The proposed residences would be located in a noise environment that is normally acceptable for residential uses.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.7-6: The project's contribution of construction-related and operational traffic noise increases on the local street network would not be cumulatively considerable since traffic generated by approved and pending projects would not affect the same local street network.</p>	<p>Less than Significant</p>	<p>None Required</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<i>Air Quality</i>		
<p>4.8-1: Construction activities associated with proposed construction would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.8-1: To limit the project's construction-related dust and criteria pollutant emissions, the following BAAQMD-recommended Basic Construction Mitigation Measures shall be included in the contractor specifications for the proposed project:</p> <ul style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. h. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted at the site. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable <i>regulations</i>. <p>Mitigation Measure 4.8-2 (applies to all alternative access scenarios): To reduce the project's construction-related NO_x emissions, the following provisions shall be included in the contractor specifications for the proposed project:</p> <ul style="list-style-type: none"> a. To reduce NO_x during construction, all excavators, dozers, scrapers, tractors, loaders, and backhoes used for project construction shall be equipped with Tier 3-rated engines. Alternatively, the number of pieces of diesel-powered equipment operating simultaneously could be limited in order to achieve the same level of NO_x reduction. b. All contractors shall use equipment that meets the CARB's most recent certification standard for off-road heavy-duty diesel engines for a given model year engine.
<p>4.8-2: Project construction would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.8-3: Construction of the proposed project would have the</p>	<p>Less than Significant</p>	<p>None Required</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
potential to generate odors.		
4.8-4: Project operations would not violate air quality standards or contribute substantially to an existing air quality violation.	Less than Significant	None Required
4.8-5: Project operations would not expose sensitive receptors to substantial pollutant concentrations.	No Impact	None Required
4.8-6: Project operations would not create objectionable odors affecting a substantial number of people.	No Impact	None Required
4.8-7: Implementation of the proposed project would not conflict with or obstruct implementation of the 2010 Clean Air Plan.	Less than Significant	None Required
4.8-8: The project would contribute to cumulative increases in criteria pollutants during project construction and operation.	Less than Significant	None Required
Greenhouse Gas Emissions		
4.9-1: Project construction would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	None Required
4.9-2: Project operations would generate GHG emissions, but not at levels that would result in a significant impact on the environment.	Less than Significant	None Required
4.9-3: Project operations would not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	None Required
4.9-4: The proposed project would not result in a cumulatively considerable contribution to GHG emissions.	Less than Significant	None Required
Cultural Resources		
4.10-1: Construction activities proposed by the proposed project could disturb unknown subsurface cultural resources.	Less than Significant with Mitigation	Mitigation Measure 4.10-1: The following mitigation measures shall be required to reduce potential cultural resources impacts to a less-than-significant level:

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.10-2: The project proposes to remove the entire ranch complex and most of the vegetation associated with it.	Less than Significant with Mitigation	<p>a. A program of archaeological monitoring should be undertaken for all construction related earthmoving activities in the vicinity of the ranch complex and within 100 feet of the drainage as it exits the compound and flows west out of the Lund Ranch project area. The duration of the monitoring program should be determined by the project archaeologist in conjunction with the project sponsor and the Pleasanton Planning Department. In the event of any discovery, work should be stopped within 50 feet of any discovery until a proposal for the evaluation of the resource as required by CEQA guidelines has been submitted to the lead agency for approval. If evaluation of the resource through a program of hand excavation demonstrates that the resource is eligible for inclusion on the California Register of Historic Resources, a proposal for mitigation of impacts to the resource should be submitted to the lead agency for approval before work is allowed to recommence in the area of recorded archaeological deposit.</p> <p>In the event that historic archaeological deposits are uncovered during site monitoring, work should be halted within 20 feet of any discovery until the deposit has been evaluated for potential significance through a program of hand excavation if necessary. If it is determined that the deposit qualifies for inclusion on the California Register, a plan for mitigation of impacts to the resource should be submitted to the lead agency for approval before any actual mitigation efforts are undertaken prior to the continuation of grading operations. Mitigation can include the recording in situ and/or removal of additional historical materials by an archaeological team for later analysis combined with continued monitoring of earthmoving activities in the vicinity of any discovery.</p> <p>Mitigation Measure 4.10-2: The following mitigation measures shall be under-taken prior to the issuance of a demolition permit for the ranch complex: Historical site records shall be prepared which include the description of all existing elements of the ranch complex along with photo documentation of them, including: (1) all structures and/or remains of structures mentioned in the 1990 and 1999 report and others; (2) the Quonset hut located up creek from the main house; (3) all other historical features mentioned in the 1990, 1999, and 2003 reports, such as the landscaping elements, piles of historic debris, and the variety of vehicles now abandoned there.</p> <p>Some materials and/or items, such as the horse drawn wagon, may be of interest to local historical societies or groups. An attempt should be made to consult with organizations who may have an interest in materials for re-</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		use before they are cleared from the construction site.
<i>Public Services</i>		
4.11-1: Construction of a residential development on the project site would require police protection services for future residents, visitors, and property improvements.	Less than Significant	None Required
4.11-2: Construction of a residential development on the project site would require fire protection services for future residents, visitors, and property improvements.	Less than Significant	None Required
4.11-3: The proposed residential project would generate new students and contribute to the cumulative increase in demand for educational services within the service area of the Pleasanton Unified School District.	Less than Significant	None Required
4.11-4: The proposed project would generate new residents and contribute to the increase in demand for recreational services within the city.	Less than Significant	None Required
4.11-5: The proposed project would generate new residents and contribute to the cumulative increase in demand for public safety and recreational services within the city.	Less than Significant	None Required
<i>Hazards and Hazardous Materials</i>		
4.12-1: The proposed project would result in increased generation of household hazardous wastes that could cause human health and environmental effects if improperly disposed.	Less than Significant with Mitigation	Mitigation Measure 4.12-1: The project sponsor, working with the City of Pleasanton and Alameda County Household Hazardous Waste Program, shall implement a Buyer Education Program for Household Hazardous Waste, developing materials to educate buyers about the identification of household hazardous wastes, appropriate disposal methods, and available drop off facilities. At a minimum, the materials shall provide a list of example household hazardous wastes, discuss the environmental impacts of improper disposal, and provide a list of available drop off facilities. The educational materials shall be provided to the buyer at the time of purchase.
4.12-2: Excavation for the proposed project could potentially encounter previously identified soil contamination, potentially	Less than Significant with Mitigation	Mitigation Measure 4.12-2: Contingency Plan. The project sponsor shall require the construction contractor(s) to observe for previously

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>exposing workers and the public to hazardous materials, or resulting in a release to the environment during construction.</p>		<p>unidentified hazardous materials and have a contingency plan for sampling and analysis of potential hazardous materials in soil. If any hazardous materials are identified, the contractor(s) shall be required to prepare a Health and Safety Plan, conduct sampling to assess the chemicals present, and identify appropriate disposal methods. Evidence of potential contamination includes soil discoloration, suspicious odors, the presence of USTs, or the presence of buried building materials. The project sponsor shall also be required to notify the regulatory agencies if the concentration of any chemical exceeds its respective screening level. The assigned lead agency shall oversee all aspects of the site investigation and remedial action and determine the adequacy of the site investigation and remediation activities at the site.</p>
<p>4.12-3: Demolition of the existing ranch structures at the project site could potentially expose workers and the public to hazardous building materials including asbestos-containing materials, lead-based paint, PCBs, DEHP, and mercury, or result in a release of these materials to the environment during construction.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.12-3: Prior to demolition of the on-site buildings, the project sponsor shall ensure that a Hazardous Building Materials Survey is completed by a Registered Environmental Assessor or a registered engineer to confirm the absence or presence of asbestos-containing materials and lead-based paint in structures to be demolished. This survey shall be completed prior to any demolition activities associated with the project. Adequate abatement practices, such as containment and/or removal for all asbestos-containing materials and lead-based paint, shall be implemented in accordance with applicable laws prior to demolition. Any PCB-containing equipment, fluorescent light tubes containing mercury vapors, and fluorescent light ballasts containing DEHP shall also be removed and legally disposed of.</p>
<p>4.12-4: Project construction activities would result in a temporary increase in fire risks at the site.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.12-4a: During periods of high fire danger or during red flag conditions, operation of equipment with small motors for vegetation/landscape maintenance shall be prohibited. All mechanical equipment shall have approved spark arrestors and comply with California Public Resources Code (PRC) Sections 4431, 4435, 4442 and 4437 to limit potential for ignition of incidental fires.</p> <p>Mitigation Measure 4.12-4b: Comply with the WUIP, which requires that vegetation be managed, that hydrants be operational, and that an approved Fire Prevention Plan be completed prior to construction. The Fire Prevention Plan requires on-site fire suppression resources to include shovel, water pump, fire extinguisher, and two-way radio or communications for fire reporting.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.12-5: Development and occupation of project homes and maintenance of the project's open space areas would increase fire risks at the project site.	Less than Significant with Mitigation	<p>Mitigation Measure 4.12-5a: During periods of high fire danger or during red flag conditions, operation of equipment with small motors for vegetation/landscape maintenance shall be prohibited. All mechanical equipment shall have approved spark arrestors and comply with California Public Resources Code (PRC) Sections 4431, 4435, 4442 and 4437 to limit potential for ignition of incidental fires.</p> <p>Mitigation Measure 4.12-5b: The project sponsor shall prepare a Fire Safety Awareness Program to address fire safe behaviors and fuel management. The project would include the disclosure of the Program's requirements as part of the CC&Rs for the project development. Alternatively, in consultation with the City, the proposed project could include the formation of an Open Space Maintenance District to ensure the implementation of routine maintenance measures for fire protection purposes.</p> <p>Mitigation Measure 4.12-5c: The project sponsor shall incorporate design measures and implement fuel management measures listed in the Wildland Urban Interface Plan (WUIP is included as Appendix E). Vegetation management measures included in this Plan shall continue to be implemented according to the CC&Rs for the proposed residences, and/or an Open Space Maintenance District. This Plan presents measures to: make structures less ignition-prone; make vegetation burn with less intensity; educate and prepare residents regarding wildland fire; properly manage fuels on private lots and in the periphery of the open space; and ensure that fuel management inspections are conducted annually. The City shall review and update the WUIP every five years to ensure that it reflects any updates to the City's Fire and Building Codes.</p>
<i>Energy Conservation</i>		
4.14-1: Demolition of existing buildings and construction of the new residential uses would not encourage activities that use fuel, water, or energy in a wasteful, inefficient, or unnecessary manner.	Less than Significant with Mitigation	Mitigation Measure 4.14-1: See Mitigation Measure 4.8-1 in Section 4.8, Air Quality.
4.14-2: Operation of residences would not encourage activities that use fuel, water, or energy in a wasteful, inefficient, or unnecessary manner.	Less than Significant with Mitigation	Mitigation Measure 4.14-2: Prior to issuance of any Grading or Demolition Permit, the City Engineer and the Chief Building Official shall confirm that the

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>building plans and specifications incorporate the following features:</p> <ul style="list-style-type: none"> a. Roofs that are strong enough and have roof truss spacing to hold photovoltaic panels, where feasible and cost effective, in compliance with Program 7.5 of the Energy Element of the Pleasanton General Plan 2005 - 2025. b. Solar water heating and/or photovoltaic-ready roofs in new construction, i.e., roofs with wiring installed for a roof-mounted photovoltaic system, where feasible, in compliance with Program 7.5 of the Energy Element of the <i>Pleasanton General Plan 2005 - 2025</i>.

- **Economic Effects:** This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the Multiplier Effect. A “multiplier” is an economic term used to describe inter-relationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

With proposed addition of 50 residential units, the proposed project would contribute to growth in the local population. The proposed 50-unit project would increase the city’s population by approximately 142 residents. This added population would represent 0.2% of the city’s General Plan buildout population for 2025. Since development of 50 units on this site is included in the General Plan and accounted for in the General Plan Buildout population, the project would be part of the city’s planned growth and not considered to be growth-inducing.

The project would, however, extend Lund Ranch Road and utilities onto the site. Road and infrastructure improvements would not extend to any undeveloped properties and thereby, not induce new development. The proposed residential and open space uses occur within the boundary of lands designated for urban development by the General Plan and since the Urban Growth Boundary is located the project’s southern and eastern boundary, proposed development of this site would not facilitate additional future growth in this area. In addition, the proposed development of 50 residential units would be subject to the City’s Growth Management Ordinance and this ordinance would ensure that growth within the city occurs at a predictable rate.

CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 require the analysis of cumulative impacts that may be associated with the proposed project when they are significant. According to CEQA Guidelines Section 15355, “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Project-specific impacts which are considered individually minor may be significant when combined with the environmental effects of other projects; significant cumulative impacts must be addressed, but not necessarily in “as great detail” as the discussion of project-related impacts.

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed, or reasonably anticipated projects, or a summary of projections contained in an adopted general plan or a related planning document that describes area-wide or regional cumulative conditions. This analysis follows the former, list method. Projects located within the project area and within the City of Pleasanton that have been approved but not yet constructed or constructed but not yet fully occupied are listed and located in Appendix F.

No cumulative increases in construction-related on-site noise is expected to occur since none of the approved or pending projects (see list and map of projects in Appendix F) is located in the immediate project vicinity nor would they be served by the same access roads as project-related construction traffic. Therefore, the potential cumulative impacts that could result from development of the proposed project in conjunction with other projects identified in Appendix F would relate to traffic increases on local roadways, associated increases in traffic noise and air pollutant emissions, increases in greenhouse gas (GHG) emissions, and increased demand on public services.

The geographic scope of the cumulative analysis varies by resource area. For the cumulative traffic assessment, the geographic scope of the cumulative analysis is limited to the local roadways within the City because of the small size of the project (i.e., traffic increases on regional roadways from a project of this size would not be cumulatively considerable). The geographic scope of the cumulative air quality analysis is regional (San Francisco Bay Area Air Basin), while the geographic scope of the cumulative noise impact analysis is more localized and limited to the area in the vicinity of the project site or haul/delivery routes. For the evaluation of cumulative impacts on public services, the geographic scope is the city boundary. On the other hand, the geographic scope for GHG emissions is global.

Project implementation in conjunction with implementation of the cumulative projects listed and mapped in Appendix F would contribute to cumulative increases in traffic on local roadways, associated increases in noise, air pollutant, and GHG emissions, and increased demand on public services. Cumulative impacts are evaluated under Impacts 4.6-7 (traffic), 4.7-6 (noise), 4.8-8 (air quality), 4.9-4 (GHG emissions), and 4.11-5 (public services). These impact discussions indicate that the project's contribution to identified cumulative impacts would not be cumulatively considerable, which is a less-than-significant cumulative impact. Traffic generated by the proposed project would contribute to cumulative degradation of service level operation on local streets and at study intersections, but the project's contribution was determined to be less than cumulatively considerable. The project's contribution of construction-related and operational traffic noise increases on the local street network was also determined to be less than cumulatively considerable since traffic generated by approved and pending projects would not affect the same local street network. The project would contribute to cumulative increases in criteria pollutants during project construction and operation, but these contributions were determined to not be cumulatively considerable. In addition, there are no other approved or pending projects located within 1,000 feet of the project site that would be under construction at the same time as the proposed project, and therefore, cumulative health risks would only consist of the project's contributions, which were determined to be less than significant. Therefore, the project's contribution to cumulative risk and hazard impacts would not be cumulatively considerable, a less-than-significant impact.

ALTERNATIVES

This EIR considered nine alternatives: (1) No Project Alternative and (2) Modified Access Alternative, consisting of seven alternative access designs for the proposed project site. A Mitigated Project Alternative was included as part of the comparative analysis for alternatives presented in Table 5-3 of

Chapter 5 in this DEIR. The Alternate Location Alternative was reviewed on a preliminary basis and then rejected when it was determined to be infeasible because an alternate location in this area would unlikely be able to meet the majority of the project objectives since these lands are: 1) less accessible than the project site; 2) subject to the same hillside slope and ridgeline protection requirements as the proposed project; 3) outside of the Urban Growth Boundary; and 4) expected to have potential environmental impacts that would be similar to or greater than those resulting from the proposed project. Therefore, this project alternative was rejected from further analysis. The seven access alternatives were evaluated in Section 5.5 in detail and impacts associated with each of these alternatives are compared to the impacts of the proposed project in Table 5-3. In summary, some the impacts under these alternatives would be less than the proposed project while others would be greater, and all of these alternatives would meet some of key project objectives to a certain extent.

No Project Alternative. Under the No Project Alternative, the proposed project would not be developed and the environmental impacts identified in this report (summarized above) would be avoided. The existing agricultural uses would continue in operation in the same current manner. However, since the project site is located contiguous to existing urbanized areas and roads terminate at the project site, it is likely that future proposals will be made for development of the 195-acre project site. As discussed in Chapter 4.1, Land Use, Plans, and Policies, the General Plan land use designations for the project would facilitate future development proposals consistent with the General Plan and zoning designations for the Lund Ranch property. Therefore, it is anticipated that development proposals will be made in the future for the project site, and these proposals would likely reflect uses and densities allowed by the then-current General Plan. It should be noted that any future development proposals for the project site would be subject to the provisions of the City's Measures PP and QQ.

The No Project Alternative would preclude the addition of 550 weekday daily and 45 to 56 peak hour vehicle trips generated by the residential uses on the project site. In addition, potential noise and air quality impacts associated with the new traffic volumes as well as temporary construction-related traffic increases would be avoided. The project's potential impacts from grading and excavation would be precluded, as would the identified geotechnical effects. The oak woodland/savanna vegetation would continue to support wildlife habitat and seasonal wetlands would remain intact. Impervious surfaces on the project site would remain at present levels of coverage and no new storm runoff would occur from planned residences, roadways, and associated hardscape.

This alternative would also prevent other potential increases in construction-related noise and air quality impacts from operation of construction equipment on-site, as well as operational increases in noise, air pollutants, and GHG emissions from increases in residential activities and energy demands. Depending upon the condition of the project site's structures, demolition of site buildings would not be necessary and the potential for release of hazardous materials would not occur. In addition, the continued limitation of human activity on the site would constrain the site's exposure to sources for potential wildfire hazards. Without extensive excavation and grading, the potential for uncovering buried cultural resources would also be negligible.

This alternative would not physically alter existing conditions at the site and, therefore, the No Project Alternative is the Environmentally Superior Alternative. However, the No Project Alternative would meet none of the project applicant's objectives. Furthermore, the evaluation of the No Project Alternative would need to consider the future use of the project site absent the project development as currently proposed.

Given the history of the project site, it is reasonable to foresee that proceeding with the No Project Alternative for the project site, in conjunction with a continued diminishing supply of undeveloped land within the City of Pleasanton, would result in future proposal(s) for residential development on the project site. Assuming that the current General Plan Land Use Designation and zoning for the property remains in effect, future low-density, single-family residential development could be anticipated at the Lund Ranch property. Future potential development proposals would be limited to the current site areas proposed for residential use. Depending upon acceptable access plans for the site, future residential development proposals for the site would most likely attempt to maximize the number of single-family lots to be constructed within the developable portion of the site. Consequently, future residential development proposals for the project site would require planning and construction activities similar to those occurring for the proposed project. The potential environmental effects of any future residential development proposed for the project site would be similar in nature to those of the proposed project; however, the extent of these environmental effects may be less than those identified for the proposed project, contingent upon the specific residential development design proposed at a future time.

Modified Access Alternative. The Modified Access Alternative was formulated to address the extensive neighborhood concerns regarding perceived traffic issues for residents of the Sycamore Heights, Bridle Creek, Ventana Hills, Bonde Ranch, and Junipero Street area neighborhoods. In addition, this Alternative examines potential access configurations that may be required as a result of past agreements between residents and developers of neighborhoods adjoining the Lund Ranch project site.

As discussed above, the purpose of developing alternatives to the proposed project is to determine whether one or more alternatives would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Upon consideration of the expressed concerns of the community, it was determined that a Modified Access Alternative should examine a range of potential access configurations which could achieve the CEQA-mandated avoidance and/or reduction of potentially significant impacts that have been identified for the proposed project. Alternatives under consideration should also meet most of the project objectives, although some objectives may not be entirely met.

The Modified Access Alternative consists of eight scenarios that include the proposed project's extension of Lund Ranch Road onto the subject property. Since Chapter 4 of this EIR provides a detailed evaluation of the impacts associated with the first scenario, this Modified Access Alternative examines the remaining seven alternative access configurations for the project site (Scenarios 2 through 8). The seven alternative access scenarios are shown in Figure 5-1 and described as follows:

- Scenario 2 - Lund Ranch Road + Middleton Place (no connection to Livingston Way);
- Scenario 3 - Lund Ranch Road + Sunset Creek Lane;
- Scenario 4 - Lund Ranch Road + Middleton Place (no connection to Livingston Way) + Sunset Creek Lane;
- Scenario 5 - Lund Ranch Road + Middleton Place (no connection to Livingston Way) + Sunset Creek Lane + Sycamore Creek Way;
- Scenario 6 - Middleton Place (no connection to Livingston Way) + Sunset Creek Lane (no connection to Lund Ranch Road);
- Scenario 7 - Middleton Place (no connection to Livingston Way) + Sycamore Creek Way (no connection to Lund Ranch Road); and
- Scenario 8 - Middleton Place (no connection to Livingston Way) + Sunset Creek Lane + Sycamore Creek Way (no connection to Lund Ranch Road).

As indicated in Figure 5-1, Scenarios 2 through 5 would involve access to the Lund Ranch project site from Lund Ranch Road as well as one or more accesses from Middleton Place, Sunset Creek Lane, and/or Sycamore Creek Way, all of which terminate at or near the property's boundaries. Scenarios 6 through 8 would entail connections from Middleton Place to either or both Sunset Creek Lane and Sycamore Creek Way.

Mitigated Project Alternative. This alternative would consist of the proposed project, but with all mitigation measures specified in this EIR incorporated into project plans. With inclusion of all specified mitigation measures, all impacts under this alternative would be less than significant. Since all identified impacts would be mitigated to less than significant, the impacts under this alternative would be less than the proposed project, as indicated in Table 5-3. Incorporation of all mitigation measures would not change the proposed project. Therefore, this alternative would meet all of the project objectives. Under this alternative, all identified impacts under the project would be substantially reduced by specified mitigation measures and therefore, all impacts would be less than significant.

Environmentally Superior Alternative. An EIR is required to identify the Environmentally Superior Alternative from a range of reasonable and feasible alternatives evaluated in the EIR [Section 15126.6 (e) (2)]. If the Environmentally Superior Alternative is the "No Project" Alternative, the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. The Environmentally Superior Alternative would be the alternative that results in fewer environmental impacts.

The preceding discussion compares the impacts of these alternatives with the proposed project. Table 5-3 summarizes the impacts that would occur under the proposed project, and also indicates the relative differences in these impacts under each alternative scenario and applicability of mitigation measures.

included in Chapter 4 to each alternative scenario. Table 5-3 also includes a comparison of the alternative access scenarios' potential impacts vis-à-vis the Mitigated Project.

The No Project Alternative would avoid demolition/construction-related impacts associated with the proposed project and, as a result, would be the Environmentally Superior Alternative. As indicated above, the EIR must also identify an environmentally superior alternative among the other alternatives. A comparative evaluation of the Alternative Access Scenarios indicates, overall, that these would result in greater impacts than the proposed project without mitigation. The principal reasons for the higher level of potential impacts from the Alternative Access Scenarios involves: 1) additional and more extensive biological impacts associated with crossing a creek; 2) the geological and soils impacts related to grading for roadway construction on hillside slopes exceeding 25% on the southern portion of the project site; and 3) the introduction of increased traffic noise to neighborhoods adjoining the project site. However, all of the mitigation measures specified in this EIR would have to be required under the proposed project or the Alternative Access Scenarios, while the Mitigated Project Alternative already includes all of the EIR mitigation measures.

The Alternative Access Scenarios would reduce or increase the extent and levels of environmental effects depending on the specific resource under consideration for each individual alternative. As an example, Alternative Access Scenarios 5 (Middleton Place, Sunset Creek Lane, Sycamore Creek Way, and Lund Ranch Road) and 7 (Middleton Place and Sycamore Creek Way) would not result in increased traffic noise effects for the neighborhoods connecting through the proposed Lund Ranch property. However, due to the required creek crossing and road construction, these alternatives would have biological and geological/soils impacts that would be greater than those from the proposed project. Similar conclusions would pertain to all of the other Alternative Access Scenarios considered in this review.

With respect to the selection of the Environmentally Superior Alternative, one of the Alternative Access Scenarios, Alternative Access Scenario 2 (Lund Ranch Road and Middleton Place), would have only slightly greater environmental effects than the Mitigated Project. This alternative would have increased biological and traffic noise impacts relative to the Mitigated Project, but no potential geological/soils or biological impacts associated with road grading or crossing the creek in the southern part of the project site, as with the other Alternative Access Scenarios. As indicated in Table 5-3, the Mitigated Project would have the least environmental effects from project development and would therefore be the Environmentally Superior Alternative that meets all of the Project Objectives.

AREAS OF CONTROVERSY

Section 15123(b) of the CEQA Guidelines requires the EIR Summary to identify areas of controversy known to the Lead Agency and issues to be resolved. The public noticing process was used to inform the public and public agencies regarding the plans for the proposed residential development. A Notice of

Preparation (NOP) for the EIR was prepared and issued on May 1, 2012 and the 30-day comment period extended from May 1, 2012 to June 1, 2012. One letter response was received from the Alameda County Transportation Commission stating that the Commission had no comments and that the project was exempt from Land Use Analysis Program of the County's Congestion Management Program due to the project's generation of less than 100 P.M. peak hour trips above existing conditions. No other comments, either from public agencies or the general public, were received concerning specific issues that would need to be addressed in the EIR.

ISSUES TO BE RESOLVED

This EIR addresses the impacts of the proposed project. Specific activities that were evaluated in this EIR include proposed removal of existing on-site facilities and future road, infrastructure, and residential lot development. The impact assessment in this EIR is based on the project design presented in Chapters 3 and 4 of this EIR. One of the Project Objectives is to implement a project design that complies with the provisions of Measure PP, preserving the hillsides and ridgelines of the community. As indicated in the discussion of Chapter 4.1, Land Use, Plans, and Policies, the proposed residences would be required to be situated a minimum of 100 vertical feet below the ridgelines to comply with ridgeline protection measures. This requirement will most likely require the lowering of pad elevations or the elimination of up to five proposed lots. The feasibility of one or both of these approaches in some combination is yet to be determined.