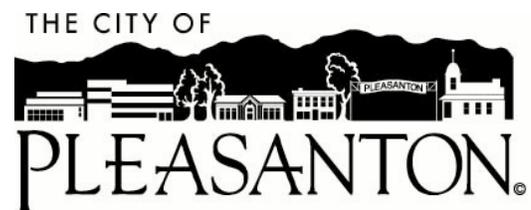


**INITIAL STUDY AND NEGATIVE DECLARATION FOR
PUD-102 (PUD REZONING AND DEVELOPMENT PLAN),
MD ROESBERY, INC.**

AUGUST 11, 2014

PREPARED BY:

City of Pleasanton
Planning Division
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, California 94566-0802



An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of applications submitted by MD Roesbery, Inc., for Planned Unit Development (PUD) rezoning and a development plan to: 1) convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash; 2) construct an approximately 715 square foot addition to the proposed convenience store; 3) construct a new trash enclosure and carwash equipment room; and 4) undertake related site improvements in conjunction with the existing Valero service station operation at 3192 Santa Rita Road (at the southeast corner of Santa Rita Road and W. Las Positas Boulevard).

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

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1. BACKGROUND

1. **Project Title:** PUD-102 (PUD Rezoning and Development Plan)
2. **Lead Agency:** City of Pleasanton
Planning Division
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566
3. **Contact Person:** Jenny Soo
Phone: (925) 931-5615
Fax: (925) 931-5483
Email: jsoo@cityofpleasantonca.gov
4. **Project Location:** 3192 Santa Rita Road
Pleasanton, CA
5. **Project Sponsor Names(s) and Addresses:** MD Roesbery, Inc.
3192 Santa Rita Road
Pleasanton, CA 94588
6. **General Plan Designation :** Retail/Highway/Service Commercial;
Business and Professional Offices
7. **Zoning:** Neighborhood Commercial (C-N)
District
8. **Description of Project:** See the "Project Description" section of the Initial Study
9. **Surrounding Land Uses and Settings:** See the "Project Description" section of the Initial Study
10. **Other public agencies whose approval is required:** No approvals are needed from other public agencies

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study (IS) and Negative Declaration (ND) provide the environmental analysis required by the California Environmental Quality Act (CEQA) for PUD-102, Planned Unit Development (PUD) rezoning and development plan, which would: 1) convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash; 2) construct an approximately 715 square foot addition to the proposed convenience store; 3) construct a new trash enclosure and carwash equipment room; and 4) undertake related site improvements in conjunction with the existing Valero service station operation at 3192 Santa Rita Road (at the southeast corner of Santa Rita Road and W. Las Positas Boulevard).

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

2.2 ENVIRONMENTAL ANALYSIS

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

2.3 PROJECT LOCATION

The proposed project is located on an approximately 0.77-acre site located at 3192 Santa Rita Road. The project site has been occupied by a gas station with an automobile service building since 1989. The site is generally flat. Vehicular access to the site is currently provided from three existing driveways: two on Santa Rita Road and one on W. Las Positas Boulevard.

Figure 1. Aerial Photo of the Project Site (in circle) and Surroundings.



2.3.1 Surrounding Land Uses, Area, and Setting

The project site is located on the southeast quadrant of Santa Rita Road and W. Las Positas Boulevard. It is bordered on the west by Santa Rita Road and residential uses west of Santa Rita Road, on the north by W. Las Positas Boulevard, and Livermore-Pleasanton Fire Station and residential uses, on the east by commercial uses (Santa Rita Square) and residential uses, on the south by commercial uses (Meadow Plaza), and on the northwest by Valley Medical Center.

2.4 PLEASANTON GENERAL PLAN

The project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial uses. Therefore, the project would be consistent with the General Plan Land Use Designation.

2.5 ZONING

The current zoning of the project site, Neighborhood Commercial (C-N), does not allow a convenience store and carwash in conjunction with a gas station. Therefore, the applicant is requesting to rezone the property from the current C-N District to a Planned Unit Development – Commercial (PUD-C) District.

2.6 PROJECT DESCRIPTION

The proposed project consists of the following:

- (1) Rezone the existing approximately 0.77-acre (33,812 square foot) site located at 3192 Santa Rita Road from the C-N (Commercial Neighborhood) District to PUD-C (Planning Unit Development – Commercial) District;
- (2) Convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash;
- (3) Construct an approximately 715 square foot addition to the proposed convenience store;
- (4) Construct a new carwash equipment room and a covered trash enclosure;
- (5) Construct an eight-foot tall fence near the southeasterly property line; and
- (6) Install related site improvements, remove two trees, and install new paving and landscaped areas.

Figures 2, 3, and 4 on the following pages illustrate the proposed site plan, floor plan, and elevations, respectively.

Figure 2: Site Plan

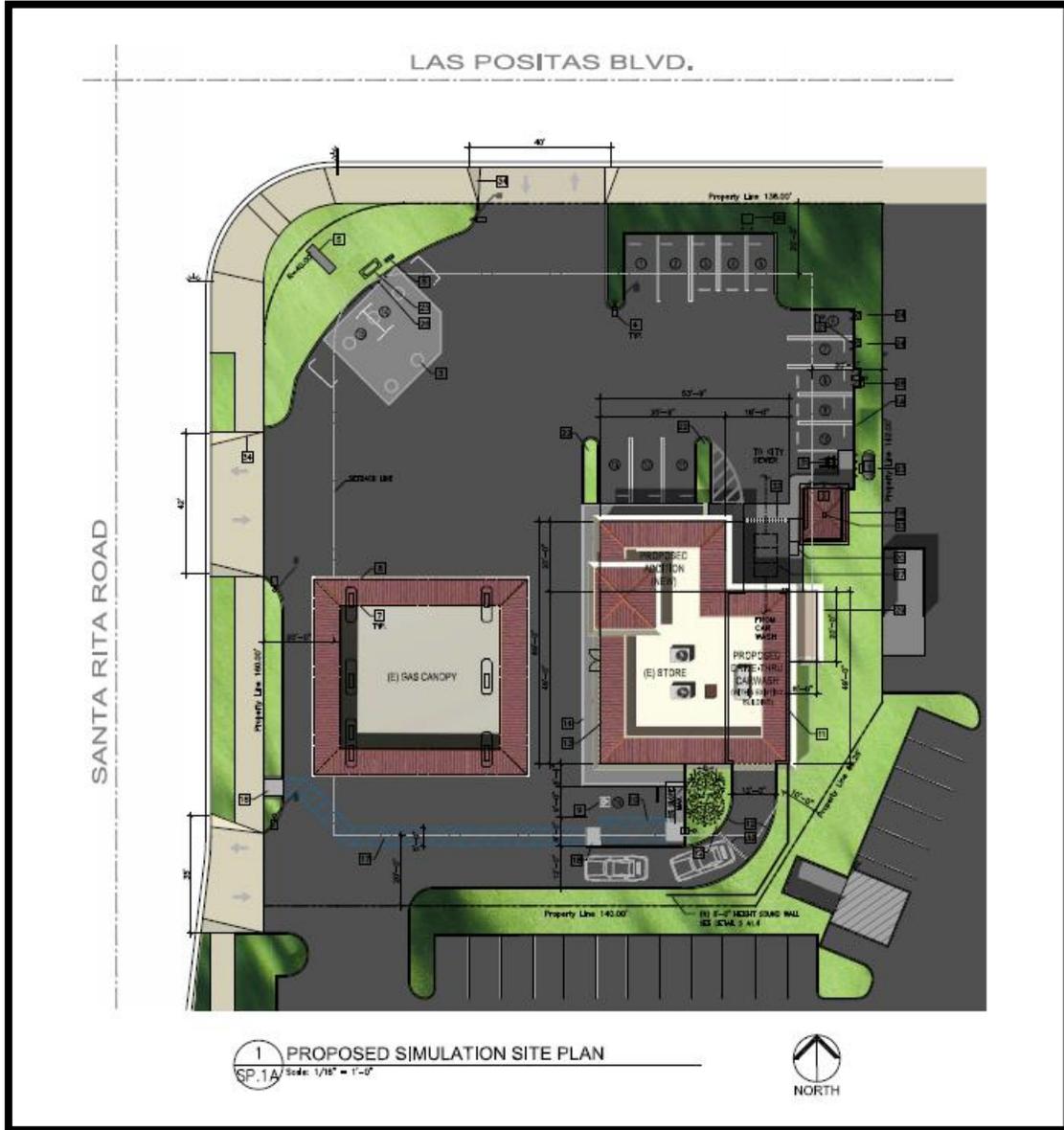


Figure 3: Floor Plan

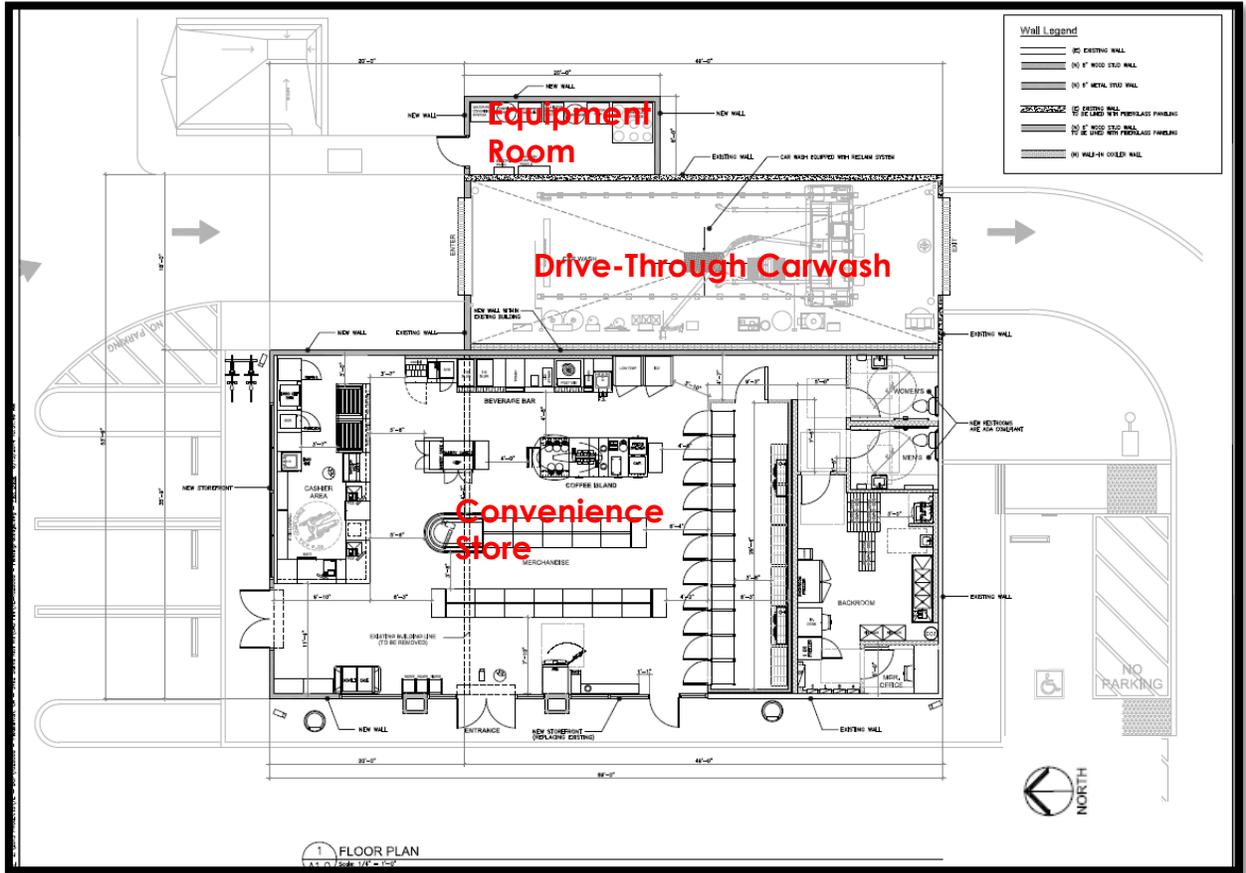


Figure 4: Elevations







3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

4. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jenny Soo
Jenny Soo

8.11.14
Date

5. ENVIRONMENTAL CHECKLIST

The following section contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project specific mitigations, which have been incorporated into the project design as a part of the proposed project.

For this project, the following designations are used:

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

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The existing site is currently occupied by a service station and an auto service building. The site is highly visible from Santa Rita Road and W. Las Positas Blvd, but views of the site from the east are partially obstructed by existing buildings. In general, the aesthetics of the site are characterized by low-slung buildings and a surface parking lot. The site has a visual quality that is typical of commercial uses located along Santa Rita Road.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a. The project site is not located within a scenic vista. Therefore, this would be *no impact*.
- b. No rock outcroppings or historic buildings exist on the site. Two existing redwood trees would be removed due to the construction of a fence to serve as a noise barrier. The applicant would be required to mitigate the loss of existing trees by planting new trees elsewhere or by making a payment to the City's Urban Forestry Fund. This would be a *less-than-significant impact*.
- c. The design of the proposed convenience store includes detailing and articulation, that would create architectural interest and reduce the perception of mass. The height of the convenience store would be comparable to the existing service station canopy located on the same site, and buildings in the adjacent shopping centers. New landscaping and a trellis would be installed to enhance the visual quality of the site surroundings. Therefore, this would be a *less-than-significant impact*.
- d. Conditions for the project will require that all exterior lighting be directed downwards and/or contain shields to minimize light pollution and glare. Therefore, this would be a *less-than-significant impact*.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

The project site is located in an urbanized area. The site is currently occupied by a gas station and an automobile service building. It is not currently being used for farmland, agricultural production, or forestry. The California State Department of Conservation designates the subject property as “Urban and Built-Up Land,” which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel¹.

STANDARDS OF SIGNIFICANCE

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Agricultural and Forest Resources

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

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

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

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

In May of 2011, the BAAQMD published an update to its 1999 CEQA Air Quality Guidelines³. These guidelines establish screening criteria with which to provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon monoxide impacts, odor impacts, and construction-related impacts. If the project emissions would exceed the screening criteria, then an air quality analysis is required to determine if the project's air quality impacts are below BAAQMD's significance thresholds (roughly equivalent to the CEQA thresholds of significance used to ascertain whether an impact would be significant). If the impacts are above the significance thresholds, then mitigation measures would need to be incorporated into a project to reduce air quality impacts to a less than significant level. If such mitigation measures are deemed infeasible, an EIR would be required.

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

STANDARDS OF SIGNIFICANCE

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

a.-c. An air quality plan is intended to bring a region's air quality into compliance with State and Federal requirements. The BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has developed the 2010 Clean Air Plan (adopted in September of 2010) and the 2005 Ozone Strategy (adopted in January of 2006). The assumptions and growth projections used in these documents rely on the General Plans of communities. Projects that are found to be consistent with the General Plan (as is the case with the proposed project) are considered to be consistent with applicable air quality plans. Therefore, this would be a *less-than-significant-impact*. The BAAQMD published the CEQA Air Quality Guidelines in May of 2011. These guidelines establish screening criteria with which to provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The

screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon monoxide impacts, odor impacts, and construction-related impacts.

Stationary sources of pollution which would trigger review by BAAQMD are not proposed on site. Of the land uses listed in the screening section of the CEQA Air Quality Guidelines, the proposed project most closely resembles a convenience market with gas pumps. The screening thresholds for a convenience market with gas pumps is 4,000 square feet. The approximately 2,476 square foot convenience store with an 882-square-foot drive-through carwash facility does not exceed this threshold and would thus not be expected to generate a considerable net increase in related criteria pollutant emissions.

The City of Pleasanton has adopted a Climate Action Plan (CAP)⁵. At the time the CAP was developed, the City contained approximately 9.2 million square feet of commercial space and a total of 9.8 million square feet was assumed for development within the Hacienda Business Park. The resulting residual from these values includes additional square footage that may be constructed without exceeding the growth assumed in the CAP. Further, the project would be developed on an infill site, in close proximity to existing transportation infrastructure, and would incorporate bicycle racks for employees and customers. A Wheels bus stop is located approximately 1,200 feet south of the project site on the same streetside. These features of the project would also be consistent with the CAP and would reduce the criteria pollutants generated by the project.

Carbon monoxide impacts are measured by a project's consistency with a local congestion management plan and traffic volumes. The Circulation Element of the General Plan requires a level-of-service "D" or better at intersections with the exception of the Downtown Area and at gateway intersections. The project is not expected to increase traffic volumes to the affected intersection and is not located near tunnels, underpasses, canyons, or below-grade roadways where carbon monoxide would concentrate. In addition, the project would not be expected to generate a substantial number of new vehicle trips that would generate a considerable net increase of criteria air pollutants or violate an air quality standard.

Demolition of the existing building and construction of the proposed project is expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Construction activity on the site would be required to incorporate dust control measures (e.g., periodic

watering of the site, cover all trucks hauling soil, sand, and other loose material, etc.) to control airborne particulates. All construction equipment is required to meet all current exhaust standards for emissions. These requirements will be made conditions of project approval.

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

- d. Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as residences or a hospital, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk for siting a new sensitive receptor or a new source of TACs. The proposed project includes converting the existing automobile service building to a convenience store and a drive-through carwash and constructing an addition to the proposed convenience store. The existing gas station would remain in approximately its existing condition. The proposed convenience store and drive-through carwash would not introduce new sensitive receptors (residences, hospital, etc.) to the project site. Occupants of residences are located within 1,000 feet of the project site. Typical operations of the convenience store and the drive-through carwash would not expose sensitive receptors in the vicinity to TACs. However, construction activities would temporarily generate TACs (e.g., construction equipment fueled by diesel which emits diesel particulate matter) that could affect sensitive receptors in the project vicinity. However, such emissions would be reduced to less than significant levels with the implementation of standard best practice construction management measures that would be required as conditions of project approval. As a result, the project would have a *less-than-significant* impact related to the exposure of sensitive receptors to air pollutants.
- e. Diesel exhaust fumes would be generated by equipment during demolition and construction. Diesel fumes would result in odors that may be perceptible to residents and tenants in the immediate vicinity of the project site. However, diesel odors would dissipate within a short distance from the project site. Therefore, diesel odor would not be expected to adversely impact the surrounding residents and tenants. Operations of the proposed project would not generate objectionable odors, because the project does not include any food preparation or processes, or other high odor-generating activities. The proposed convenience store would have

perishable items, such as pastries, and the disposal of expired or spoiled perishable items could generate odors on or off site. The proposed project includes the construction of a trash enclosure with covered trash bins for food disposal which would mitigate such food odors to a less-than-significant-impact. The proposed carwash would not generate objectionable odors. Therefore, the project would result in a *less-than-significant-impact*.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The site is urbanized and contains ornamental and weedy plant species with little habitat value. No wetlands or creeks occur on the project site. The site contains six trees, two of which would be removed due to the proposed project.

STANDARDS OF SIGNIFICANCE

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

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

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

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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject property.

The project site is developed and is surrounded by urban development. Therefore, these would be *no-impacts*.

- e. The applicant is proposing to remove two existing trees. Both trees are considered heritage trees according to the Pleasanton Municipal Code. However, removal of the trees would be conducted in accordance with the applicable provisions of the Municipal Code. Therefore, the proposed project would not substantially conflict with local policies or ordinances related to biological resources. Therefore, this would be a *less than significant impact*.
- f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project site and, thus, this issue is not applicable to this project. Therefore, this would be *no-impact*.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. The existing building on the site was constructed in 1989 and is not a significant historical resource and the site is not listed on the California Register of Historic Resources. Therefore, this would be *no impact*.

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

5.6. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

The site is generally flat and does not contain any significant slopes or changes in grade. Project specific grading for the proposed project would be limited to that required for preparation of the building and garage foundations, surface parking lots, and drive aisles.

STANDARDS OF SIGNIFICANCE

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

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

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

DISCUSSION

- a. The project site not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey⁵. Also, the project will be required to meet the requirements of the California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The site has generally flat terrain and there are no known landslides on the property. Therefore, these would be either *less-than-significant impacts* or *no-impact*.
- b-d. The topography of the site is generally flat. The project is not expected to result in substantial soil erosion or loss of topsoil. Conditions of approval will require that the project comply with stormwater runoff requirements and other applicable erosion-control measures. A site specific soils analysis would be required in conjunction with the building permit review. Therefore, these would be *less-than-significant impacts*.
- e. The project scope does not entail the use of septic tanks and will utilize existing or proposed new infrastructure to connect to existing water and sewer lines. Therefore, this would be *no-impact*.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

- Be inconsistent with a qualified GHG Reduction Strategy.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-b. The proposed project is designed to meet the City's Climate Action Plan (CAP). Specifically, it would incorporate a landscape plan that is required to meet the State of California's Model Water Efficient Landscape Ordinance and Bay Friendly Basics requirements for water-saving, drought-resistant planting. The proposed project also provides bike parking.

The City's Traffic Engineer has reviewed the proposed project and concluded that the car wash is not expected to generate vehicle trips over and above the trips generated by the fueling stations. Additional trips, approximately 165 trips in the a.m. peak hours 129 trips in the p.m. peak hours, are expected to be generated by the convenience store. However, approximately 50% of these additional trips would be passby trips, i.e. trips associated with motorists who are already on the road and making a stop on their way to another destination. As such, the increase in traffic trips and associated GHGs would be minimal. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are incorporated into the proposed project or will be required as conditions of approval. Therefore, these would be *less-than-significant impacts*.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The project site is currently occupied by a gas station and an automobile service building. To date, there is no known soil or groundwater contamination on the site. In addition, the site is not on the Cortese List

STANDARDS OF SIGNIFICANCE

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

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

Issues (Cont.)	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a-b. The drive-through carwash would be equipped with an automated carwash tunnel. The project would not transport, use, or dispose of significant amounts of hazardous material requiring special control measures. The soaps used for car washing would not be hazardous in the volumes used on the site. The small amount of oils and other substances used for maintenance of equipment would not be substantially hazardous and would be used in accordance with their labeling; thus, the proposed project would not create a significant hazard to the public or the environment thorough routine transport, use, or disposal of hazardous materials. In addition, the proposed project would not produce large quantities of hazardous wastes; therefore there is no potential for a hazardous release that could significantly impact the public. Therefore, these would be *less-than-significant impacts*.
- c. The project site is located within one-eighth mile of an existing school (the closest school is Fairland Elementary School, approximately 0.12-mile away). The proposed convenience store is not associated with substantial use, storage, or transportation of hazardous materials. The soaps used for car washing purposes are not hazardous in the volumes anticipated. Therefore, it would be a *less-than-significant impact*.
- d. The site contains an existing gas station which has underground storage tanks. However, the proposed project would not alter the location and/or the operation of the existing gas station, including underground storage tanks. In addition, per the Department of Toxic Substances Control, the project site is not included on the list of hazardous materials sites compiled pursuant to

Government Code 65962.5 (Cortese List). Therefore, it would be a *less-than-significant impact*.

e-f. The project site is located approximately 3.7 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within the Airport Influence Area (AIA) indicated in the Livermore Municipal Airport's Airport Land Use Compatibility Plan or within the vicinity of a private airstrip. Therefore, these would be *no-impact*.

g-h. The project site is located in an urbanized area and modifications to the property would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No roadways in the vicinity of the site would be modified as part of the project. Wildlands do not exist within or adjacent to the subject site. Therefore, these would be *less-than-significant impacts*.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Hydrology and Water Quality

Would the project:

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

DISCUSSION

- a-f. No streams, rivers, drainage channels, etc. run through the site and, therefore, the project would not alter the course of any body of water. The site is generally flat, and the proposed drawings for the project indicate that drainage would be accommodated within the existing drainage system. The project would be required to incorporate best management practices (BMP's) during construction to minimize erosion and stormwater pollution. The project would be required to comply with all applicable stormwater runoff requirements. The project would not use a well to pump ground water for this project. The proposed carwash would recycle water to reduce stormwater runoff. Therefore, these would be *less-than-significant impacts* or *no-impact*.
- g-j. The project site is not located within the 100-year flood zone⁶ and the proposed project does not include any housing units. The project would not impede or redirect flood flows or expose people or structures to a significant risk of flooding. The project site is not in a location where the project would be subject to a seiche, tsunami, or mudflow. Therefore, these would be *no-impact*.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The project site is currently occupied by a gas station with an automobile service building. It is located on the southeast quadrant of Santa Rita Road and W. Las Positas Boulevard. It is bordered on the west by Santa Rita Road and residential uses west of Santa Rita Road, on the north by W. Las Positas Boulevard and Livermore-Pleasanton Fire Station and residential uses; on the east by commercial uses (Santa Rita Square) and residential uses; on the south by commercial uses (Meadow Plaza); and on the northwest by Valley Medical Center, which is located on the northwest corner of Santa Rita Road and W. Las Positas Boulevard.

STANDARDS OF SIGNIFICANCE

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Land Use Planning

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

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

The project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial and service uses. The current zoning of the project site, C-N District, does not allow the proposed convenience store and carwash uses in conjunction with a gas station. The site would be rezoned to Planned Unit Development – Commercial to allow these uses. The proposed convenience store would have a floor area of 2,471 square feet, lower than the maximum allowable square footage for a convenience store of 2,500 square feet located on the same site as a gas station. The proposed project conforms to the following General Plan policies and programs:

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

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

Policy 14: Provide adequate neighborhood commercial acreage to serve the future needs of each neighborhood at buildout.

Program 14.1: Locate appropriately-scaled commercial centers with reasonable access to the residential neighborhoods they serve.

In addition, the proposed project with a Floor Area Ratio (FAR) of 9.5% is below the maximum 60% FAR allowed for commercial uses by the General Plan. Therefore, this would be a *less-than-significant impact*.

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

5.11. MINERAL RESOURCES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the site include traffic noise from adjacent City streets and adjacent land uses (a fire station and a medical center). In addition, project-related noise (associated with the carwash and vehicle traffic) could increase ambient noise levels.

A Noise Assessment report was prepared by Illingworth & Rodkin⁷, Inc. for the proposed project. The report states that the main source of noise in the project area is currently from traffic on Santa Rita Road and W. Las Positas Boulevard. Noise measurements were taken at the project site and its vicinity between November 22, 2013, and November 25, 2013. The noise measurements taken at approximately 35 feet from the exit of the proposed carwash had a day-and-night average of 63 A-weighted decibels (dBA) on weekdays and 61 dBA on weekends.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a. The project site is located within the future (2025) 70 dBA L_{dn} noise contour along Santa Rita Road, and the 65 dBA L_{dn} noise contour along W. Las Positas Boulevard as indicated in the 2005 – 2025 Pleasanton General Plan. This noise level is considered to be “Normally Acceptable” for “Office Buildings, Business Commercial, and Professional” land uses according to the Pleasanton General Plan. With respect to potential noise impacts generated by the proposed project, the City’s Noise Ordinance (Chapter 9.04 of Pleasanton Municipal Code) does not allow any person to produce any noise or allow any noise to be produced by any machine, animal, device, or any combination of the same, on commercial property, in excess of 70 dBA at any point outside of the property plane. A Noise Assessment report was prepared by Illingworth & Rodkin, Inc. for the proposed drive-through carwash

component of the project. Noise measurements were taken at the project site and its vicinity between November 22, 2013, and November 25, 2013. The noise measurements taken at approximately 35 feet from the exit of the proposed carwash had a day-and-night average of 63 dBA on weekdays and 61 dBA on weekends. With the proposed carwash, the anticipated noise level approximately 22 feet from the carwash exit would be 75.5 dBA, exceeding the noise limits established by the Noise Ordinance. The report indicated that to meet the City's Noise Ordinance, the proposed drive-through carwash should include either: 1) an AeroDry Systems quiet dryer system or equivalent, and 2) IVS Power Vacuum System or equivalent. In addition, a noise barrier approximately eight feet in height and 55-60 feet in length, in the form of a wall or a fence with two solid wood layers rigidly connected, should be constructed to reduce the noise level and bring the proposed project into compliance with the requirements of the Noise Ordinance. The applicant would incorporate these noise reduction features into the project design, as required by conditions of approval. Therefore, this would be a *less-than-significant impact*.

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

The construction phase of the project may entail activities that result in ground-borne vibrations. The nearest residential uses are located approximately 145 feet to the west of the project site on the west side of Santa Rita Road. The hours of construction would be limited to minimize any impact to surrounding land uses. Construction equipment would be required to meet Department of Motor Vehicle (DMV) noise standards and be equipped with muffling devices. Once constructed, the operation of the proposed uses would be required to meet the City's Noise Ordinance, which stipulates that businesses not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane. Therefore, these would be *less-than-significant impacts*. As noted above, with implementation of noise reduction features required as conditions of approval, project-related noise would not be expected to exceed this threshold.

e-f. The project site is located approximately 3.7 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within its Airport Influence Area (AIA) or General Referral Area. Therefore, the project would not expose people to excessive aircraft noise levels. Therefore, these would be *no-impact*.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a) The proposed project would result in the development of a convenience store with a drive-through carwash. The project would be compliant with the Fire Code and would not substantially increase demand for fire protection services. In ascertaining whether the proposed project would increase demand for police services, the Police Department provided crime statistics from 2010 to July 31, 2014 for two 24-hour operation convenience stores located at 3760 Hopyard Road and 4307 Valley Avenue⁹. The Police Department also provided crime statistics for the two shopping centers located to the immediate south and east of the project site for 2010 to July 31, 2014. The Police Department has reviewed the data and indicated that numbers generally reflect the location of the shopping centers at the intersection of two major streets and businesses located along major streets. The exception would be the six robberies that have occurred since 2010 at the

shopping centers and one at the business located at 4307 Valley Avenue. Based on the data, the Police Department did not find significant changes or increases in police activity in that area over time. In addition, the Police Department has reviewed the proposed development and does not believe the proposed use would generate a substantial increase in demand for police services. The small, incremental increase in demand for police services associated with project would not require the construction of new Police Department facilities. Residential development is not a part of the project; thus the project would not generate additional demand for public services related to schools or parks. Therefore, these would be categorized as *no impacts* or *less-than-significant impacts*.

5.15. RECREATION

ENVIRONMENTAL SETTING

The project site currently does not contain any neighborhood, community, or regional parks. The project site contains gasoline dispensers, an automobile service building, parking areas, and landscaping.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-b. The proposed project involves development of a convenience store and a drive-through carwash in conjunction with an existing gas station. The proposed development would not accelerate the substantial deterioration of existing park or recreation facilities near the project site nor require the construction or expansion of recreational facilities. The proposed project does not include recreational facilities. Therefore, these would be *no impacts*.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

The project site is located at the southeast corner of Santa Rita Road and W. Las Positas Boulevard. Vehicular access to the site is from the two existing driveways on Santa Rita Road and one existing driveway on W. Las Positas Boulevard. No changes to the existing vehicular ingress and egress would occur as part of the project. The existing Wheels bus stop is located approximately 1,200 feet to the south on the same side of the street as the project site. Existing sidewalks along Santa Rita Road and W. Las Positas Boulevard provide pedestrian access to the project site.

STANDARDS OF SIGNIFICANCE

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

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*.

*Gateway intersections are intersections located at the edges of the city and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation and Traffic

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

a. The City Traffic Engineer has reviewed the proposed project and visited the project site to observe existing traffic patterns. The City Traffic Engineer concluded that the car wash is not expected to generate vehicle trips over and above the trips generated by the existing fueling stations. The 9th Generation of the Institute of Transportation Engineers Trip Generation Handbook has the AM trip generation

rate for a convenience market at 67.03 trips per 1,000 square feet and the PM trip generation at 52.41 trips per 1,000 square feet. As such, approximately 165 trips would be generated in the a.m. peak hours and approximately 129 additional trips would be generated in the p.m. peak hours by the convenience store. The Traffic Engineer does not expect the proposed project to result in a significant increase in the a.m. peak hours.

The City's 2005-2025 General Plan Circulation Element includes existing and buildout peak-hour traffic volumes on major roadways. The following table shows the existing and anticipated a.m. and p.m. peak-hour traffic volumes on Santa Rita Road and W. Las Positas Boulevard ⁸:

	Existing A.M. Peak-Hour Volumes	Buildout Volumes	Existing P.M. Peak-Hour Volumes	Buildout Volumes
Santa Rita Rd. north of W. Las Positas Blvd.	2,290	3,400	3,330	4,400
Santa Rita Rd. south of W. Las Positas Blvd	3,010	3,400	3,340	3,900
W. Las Positas Blvd. east of Santa Rita Rd.	1,390	1,500	1,860	2,000
W. Las Positas Blvd. west of Santa Rita Rd.	2,190	3,400	2,620	3,700

The General Plan also indicates the existing Level of Service (LOS) during the p.m. peak-hour at W. Las Positas Boulevard and Santa Rita Road is LOS C. The General Plan projects the LOS at buildout of the General Plan would be LOS D.

The anticipated 119 net new trips generated by the project would not substantially change the LOS of the intersection of W. Las Positas Boulevard and Santa Rita Road in either the existing or cumulative (General Plan buildout) condition. Therefore, -no project-specific traffic study or improvements to the existing circulation system are warranted. However, the project applicant would be required to pay regional and local traffic fees to offset the increase in trips resulting from the proposed project. Staff will include this as a condition of approval of the project.

Therefore, this would be a *less-than-significant-impact*.

- b. The Alameda County Congestion Management Agency's threshold for a significant impact to County transportation facilities is the addition of 100 or

more new peak-hour trips. The project would not exceed this threshold and therefore, this would be *less than significant*.

- c. The proposed convenience store and drive-through carwash building would have a building height comparable to the existing gas station. The proposed building height of approximately 24 feet would not require air traffic to change its flight path. Therefore, this would be *no-impact*.
- d. The project would not increase hazards due to design features or incompatible uses. The project driveways and drive aisles were designed to City standards and would provide adequate sight distances and accommodate the safe turning radius of emergency and non-emergency vehicles. Emergency access to the site would not be compromised due to the proposal. Therefore, this would be *no-impact*.
- e. The proposed development would not physically alter any existing driveways, walkways or turning lanes in and out of the project site. The primary use of the site would remain as a gas station. When motorists are using the gas station service, they may stop by the convenience store and/or use the drive-through carwash afterwards. The City's Traffic Engineer has visited the project site several times, observing traffic and circulation patterns at and near the project site. The existing traffic and circulation patterns are not expected to change due to the proposed uses. Therefore, this would be a *less than significant impact*.
- f. The proposal would also not conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities. The project would incorporate bicycle racks for employees and patrons of the convenience store. Existing and proposed public sidewalks along Santa Rita Road and W. Las Positas Boulevard would provide access to the site. ADA-compliant pedestrian pathways will be required to be shown on construction plans prior to issuance of permits. Therefore, this would be a *less than significant impact*.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Utilities and Service Systems

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Comply with federal, state, and local statutes and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

regulations related to solid waste? — — — —

DISCUSSION

a-g. The proposed project would not exceed projected wastewater treatment requirements. The carwash operation would recycle water used for the carwash. The proposed development would not trigger a modification to the existing on-site storm water system or a requirement to construct new off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) would be required to be recycled. The remaining construction waste would not result in a substantial reduction in the capacity of a landfill. Therefore, these would be *less than significant impacts*.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mandatory Findings of Significance

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a. The project site is an existing gas station surrounded by urban development and two public streets. There are no existing rivers, streams, lakes, or other water bodies on the subject property and there are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there are no known historical, archaeological, or paleontological sites or structures on the project site. Thus, this would be a *less-than-significant-impact*.
- b. Constructing the project would incrementally increase impacts related to certain environmental factors, but the increases would not be cumulatively considerable. The project design includes a noise barrier imposed as a condition of approval to reduce the noise level from the carwash facility, including the potential contribution to cumulative noise levels. Therefore, this would be a *less-than-significant-impact*.
- c. The project would not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and would incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval would reduce potential impacts to a *no impact*.

ENDNOTES

- ¹ California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025
- ² Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: <http://www.baaqmd.gov/>
- ³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011
- ⁴ Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012
- ⁵ Figure 5-5 of the City of Pleasanton General Plan 2005-2025
- ⁶ Figure 5-7 of the City of Pleasanton General Plan 2005-2025
- ⁷ 7-Eleven Store & Carwash Additions Noise Assessment, by Illingworth & Rodkin, Inc., dated July 11, 2014
- ⁸ Tables 3-6 and 3-7 of the City of Pleasanton General Plan 2005-2025
- ⁹ Calls for Service data from the Pleasanton Police Department for the Santa Rita Square, Meadow Plaza shopping centers, and 7-Eleven stores located 3760 Hopyard Road and 4307 Valley Avenue. The data covers the years 2010-July 31, 2014.