

**CITY OF PLEASANTON
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR
PUD-50-01M**

August 24, 2011

An Initial Study/Mitigated Negative Declaration has been prepared under the direction of the Planning Division of the City of Pleasanton Department of Community Development regarding an application submitted by Ponderosa Homes for PUD-50-01M.

The proposal is a major modification to the approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.43-acre site from 27 lots to 31 lots; to construct 29, one-story homes from the previous combination of 25, one- and two-story homes; to change the house designs and sizes from the previous approval; to construct street improvements for neighborhood traffic calming; and to construct a public sidewalk that will link the proposed and existing neighborhoods to the public sidewalk on Martin Avenue to the Mohr Elementary school. The existing Lehman and Selway homes would remain. This Initial Study may be used by the City at its discretion to cover the environmental review of future land use applications including tentative and/or final subdivision maps or parcel maps, tree removal permits, etc.

The project site consists of two parcels totaling approximately 19.43-acres or 846,371 square feet in area, located on 3157 Trenergy Drive and 2313 Martin Avenue (Assessor's Parcel Nos. 946-4574-006-00 and 946-4574-007-00). The entire project site is generally defined by Cameron Avenue, Martin Avenue, and Trenergy Drive.

Based upon the following Initial Study that evaluated 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 for this project.

ENVIRONMENTAL CHECKLIST

I. BACKGROUND

1. Project Title: PUD-50-01M
Ponderosa Homes (Lehman/Selway Property.)
2. Lead Agency: City of Pleasanton
Planning and Community Development
200 Old Bernal Avenue
Pleasanton, CA 94566
3. Contact Person: Marion Pavan
Phone: (925) 931-5610
Fax: (925) 931-5483
mpavan@ci.pleasanton.ca.us
4. Project Location: 3157 Trenerly Drive and 2313 Martin Avenue.
5. Project Sponsor's Name and Address: Ponderosa Homes
Pamela J. Hardy, Manager Land Planning
6671 Owens Drive
Pleasanton, California 94588-3398
6. General Plan Designation: Low Density Residential (< 2.0 du/ac)¹.
7. Zoning: PUD – LDR (Planned Unit Development – Low Density Residential) District.
8. Description of Project: See “Project Description” section of the Initial Study.
9. Surrounding Land Uses and Setting: See “Project Description” section of the Initial Study.

II. PROJECT DESCRIPTION

Introduction

This Initial Study (IS) with the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Implementation Program (MMIP) provide the California Environmental Quality Act (CEQA) environmental analysis for PUD-50-01M, the proposed 31-lot residential development of the approximately 19.43-acre Lehman-Selway property located on the north side of Cameron Avenue addressed as 3157 Trenerly Drive and 2313 Martin Avenue.

The proposal is a major modification to the approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.43-acre site from 27 lots to 31 lots; to construct 29, one-story homes from the previous combination of 25, one- and two-story homes; to change the house designs and sizes from the previous approval; to construct street improvements for neighborhood traffic calming; and to construct a public sidewalk that will link the proposed and existing neighborhoods to the public sidewalk on Martin Avenue to the Mohr Elementary school. The existing Lehman and Selway homes would remain. This Initial Study may be used by the City at its discretion to cover the environmental review of future land use applications including and tentative and/or final subdivision maps or parcel maps, tree removal permits, etc.

Environmental Analysis

The environmental analysis for the proposed project uses current and historical documented information for the site and surrounding area; from the plans, technical reports and analyses prepared for the proposed development application of this site by the proponent's consultants; and by the peer review conducted of these analyses by City-retained consultants.

In accordance with CEQA Section 15070, the City conducted Initial Study along with the comments received from the California State and Federal Responsible Agencies resulted in mitigation programs for the project that reduced the effects of the proposed development including mitigation measures to a less-than-significant level. This reduction was achieved by a combination of the following:

1. The revisions made to the project plans and/or agreed to as conditions of approval by the applicants, resulting from the analyses including peer review comments, with subsequent City approvals and project construction, would avoid or mitigate the effects of development, and,
2. There is no substantial evidence in light of the entire record before the City of Pleasanton including CEQA that the project as now revised and proposed would have a significant effect on the environment.

The mitigation measures are put into effect by the revised project plans and/or by the enforcement of permit conditions, agreements, or other instruments. The measures are described in the Initial Study and are summarized in the attached Mitigation Monitoring and Implementation Program (MMIP). In the case of the Lehman/Selway Development, the mitigation measures and implementation mechanisms will mitigate the impacts of the 31-lot proposal to a less-than-significant-impact or a less-than-significant-impact-with-mitigation-incorporated, meaning that the proposal will not have a significant environmental impact. The Initial Study also identified some effects of the proposal project as no-impact.

Mitigation Monitoring and Implementation Program (MMIP)

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after)

compliance. (CEQA Guidelines Section 15097(c)). The MMIP for the Yee development is attached.

II. PROJECT DESCRIPTION

Project Location

The Lehman/Selway property with surrounding streets and land uses are shown on Figure 1, “2010 Aerial Photograph/Location Map of the Lehman/Selway Development and Surrounding Land Uses”, below.



Figure 1: 2010 Aerial Photograph/Location Map of the Lehman/Selway Development and Surrounding Land Uses

The proposed project consists of two parcels totaling approximately 19.43-acres or 846,371 square feet in area, located on 3157 Trenerly Drive and 2313 Martin Avenue (Assessor’s Parcel Nos. 946-4574-006-00 and 946-4574-007-00). The entire project site is generally defined by Cameron Avenue, Martin Avenue, and Trenerly Drive.

General Plan

The 2005 – 2025 Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units

per acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.60 dwelling units per acre following the General Plan's methodology of calculating density based upon "Gross Developable Acres" as follows:

*"Gross Developable Acres shall include all privately owned acreage within a parcel and shall exclude all publicly owned facilities (e.g., City-owned parks, flood control channels, and public school sites) or such sites planned to be purchased by a public agency. Acreage to be devoted to publicly owned facilities dedicated as part of project (e.g., roadway rights-of-way, parks, and trails) shall be included as "gross developable acres" unless such acreage is rendered undevelopable by other General Plan provisions."*²

The proposed density is consistent with the Pleasanton General Plan and with the development pattern of the surrounding area including single-family detached homes on lots of varying size.

Zoning

The Lehman-Selway properties are zoned PUD-LDR (Planned Unit Development – Low Density Residential). On April 1, 1997, the City Council adopted Ordinance No. 1709, which rezoned a 34.5-acre, unincorporated area including the Lehman-Selway properties, to the PUD-LDR District reflecting the underlying land use designation of the Pleasanton General Plan. With its approval, the City Council:

- Found a gross project density approaching two dwelling units per acre consistent with the Pleasanton General Plan.
- Deferred the project-specific environmental review to the review of the site-specific PUD development plan applications for these properties;
- Deferred the project-specific review of building designs, density, setbacks, floor area ratios, etc., to the review of the respective development plan applications for these properties.
- Exempted these properties from providing on-site amenities if the project-specific densities exceed the mid-point density of one dwelling unit per acre.

The PUD development plan will place the development of the Lehman-Selway property under unified control, planned and developed as a whole under a single series of development approvals. The purpose and intent of the PUD development plan process is to provide greater flexibility in the design of integrated developments than is otherwise possible through strict application of zoning regulations.

Subject Property, Surrounding Land Uses, and Setting

Subject Property

The Lehman-Selway property is a relatively flat property, developed with two single-family homes and accessory structures on separate sites belonging to Lehman and Selway, respectively, and sloping gently downward from an elevation of approximately 354.2 feet at

Cameron Avenue to approximately 348.2 feet at Trenergy Drive. The Lehman portion of the project site was a former walnut orchard; most of the existing walnut trees have died and have been removed. Except for the remaining walnut trees adjoining the Lai and Wiggett properties, all of the remaining walnut trees will be removed with the site's development.

Site Access

Across Martin Avenue to the east is the former buffer area between the Mohr-Martin residential neighborhoods and the former Kaiser gravel quarries. The buffer area provides a sidewalk/bicycle trail connection from Mohr Avenue to Mohr Elementary School. Attached is a colored aerial photograph, which shows the project site and the adjoining properties.

Overall access to the site is from Santa Rita Road a major City arterial. Direct access to the site from Santa Rita Road is provided by Mohr Avenue to Martin Avenue and by Kamp Drive, and then to Cameron Avenue from Martin Avenue to the east and Palmer Drive to the west. All City streets providing access to the Lehman-Selway property are sized to handle the additional traffic generated by the proposed project.

Surrounding Land Uses

Surrounding uses are described on Table 1, Surrounding Land Uses, below.

Table 1, Surrounding Land Uses

Direction	Land Use	General Plan Designation
North	Trenergy Drive neighborhood. Single-family homes on lots varying from 1-acre to 1+ acres.	Low Density Residential (< 2.0 du/ac)
East	Mohr Park (Bass Homes) neighborhood. Single-family homes on lots generally varying from approximately 20,000+ sq. ft. to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac) and Public (High School)
South	Mohr Park (Bass Homes) neighborhood. Single-family homes on lots generally varying from approximately 20,000+ to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac) and Rural Density Residential (1.0 du per 5.0 acres)
West	Mohr Park neighborhood. Single-family homes on Palmer Drive on lots generally varying from 8,000+ sq. ft. to 13,000+ sq. ft.	Medium Density Residential (2.0 to 8.0 du/ac)

Figure 2 and Figure 3 on the following page are photographs of the Lehman-Selway property taken from Cameron Avenue.



Figure 2, Northwest from Cameron Avenue.



Figure 3, Northeast from Cameron Avenue.

Figure 4 and Figure 5, on the following page, are photographs of two homes in the Palmer Drive neighborhood on the west side of the Lehman-Selway development.



Figure 4, Palmer Drive Home.



Figure 5, Palmer Drive home.

Figure 6 and Figure 7 on the following page are photographs of two homes of the Bass Homes development on the east side of the Lehman-Selway development.



Figure 6, Bass Development Home.



Figure 7, Bass Development Home.

Project Description

The proposed development plan modification is shown on Figure 8, below, with portions of the existing Trenergy Drive, Martin Avenue, Cameron Avenue, and Palmer Drive neighborhoods also shown.

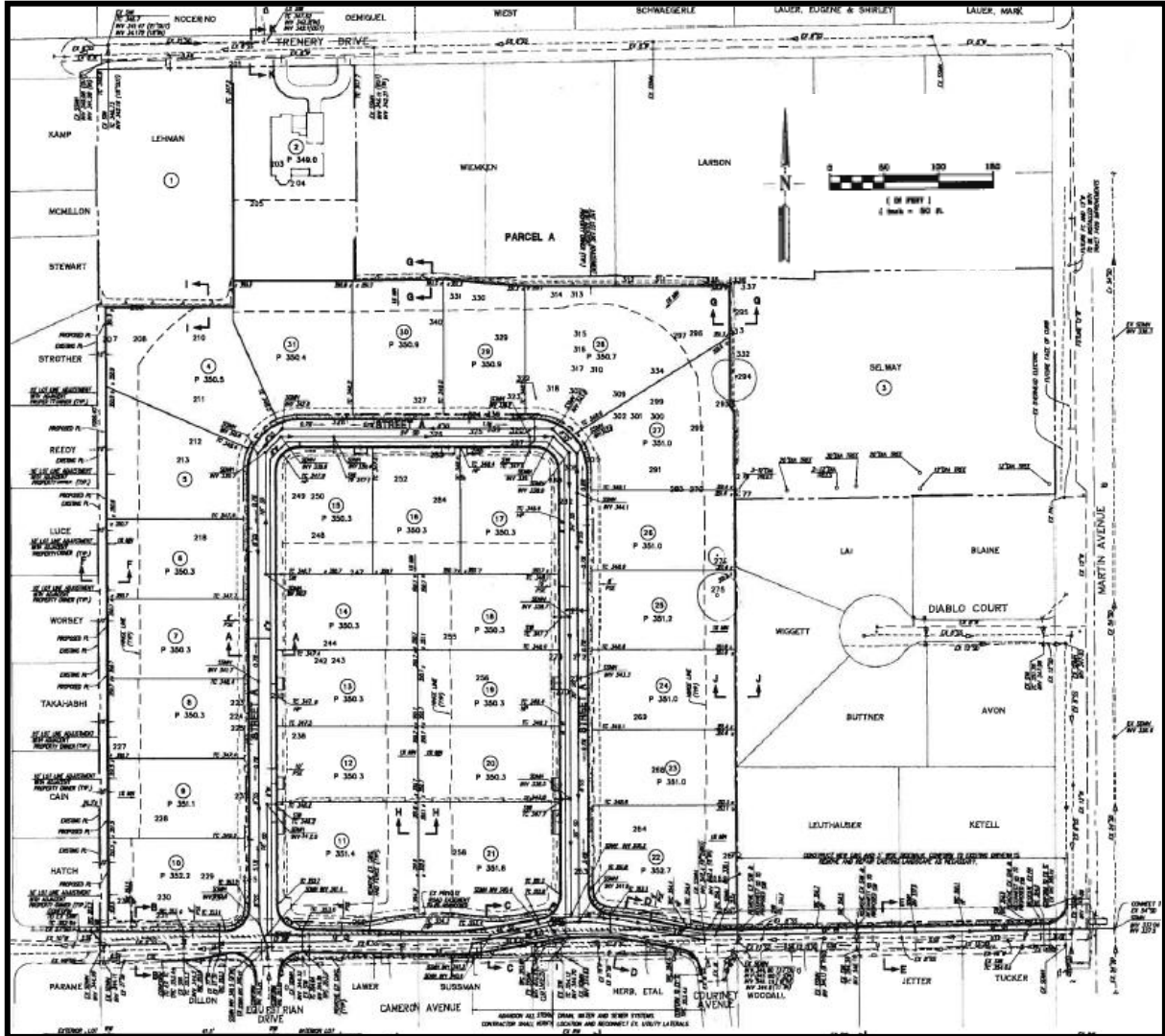


Figure 8: Proposed Development Plan Modification

Proposed Site Design

- Ponderosa Homes will subdivide the Lehman-Selway property into 29 production lots, varying in size from approximately 16,767 square feet (0.39-acres) for Lot 12 to approximately 37,618 square feet (0.86-acres) for Lot 28. Lot 2, a production lot facing Trenergy Drive, will be approximately 41,574 square feet (0.95-acres) in area.
- Lot 3 will be resubdivided for the Selway home and will be approximately 113,917 square feet (2.62-acres) in area. Lot 4 will be created for the Lehman home and will be approximately 51,075 square feet (1.17-acres) in area.

- At the request of the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property, Ponderosa will convey a 10-foot wide strip of land from the site to these neighbors to increase the depth of their rear yards and setbacks. Reflecting City policy, the land transfer benefiting the Palmer Drive neighbors must be entirely agreed to by these neighbors to provide for a continuous separation of property lines between Palmer Drive and Lehman-Selway. The planned property transfer explains the gross/net areas stated on the development plan for Lot 4 through Lot 10.
- Except for Lot 2 and the Lehman property facing Trenergy Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street “A”, a public street connected to Cameron Avenue at two intersections. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City’s design goal of 128 feet.
- Bioswales will be installed along both sides of the interior loop Street “A” for storm water treatment.
- Ponderosa Homes will only construct single-story homes on their production lots. The single-story only provision will be conditioned with the PUD development plan.

Proposed Building Design

- Three building plans are proposed: Plan One – one-story at 3,210 square feet, Plan Two – one-story at 3,633 square feet, and Plan Three – one-story at 3,691 square feet. Each building plan includes three design styles: “Craftsman,” “French Cottage,” and “Craftsman” with varied color palettes per model. The proposed building architecture is designed, proportioned, and detailed with a significant degree of variation in the building footprint to compliment the building designs of surrounding properties.

Public Improvements and Traffic Mitigation

- Cameron Avenue will be rebuilt across the entire project frontage from its present straight alignment to a curvilinear alignment replacing as a traffic calming measure.
- Applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will be monolithic sidewalk across the Leuthauser property (3623 Cameron Avenue, 946-4574-008-02) and the Ketell property (3611 Cameron Avenue, APN 946-4574-027-02). The sidewalk will be located entirely within the public right-of-way. The proposed alignment of Cameron Avenue will require the City abandoning the surplus Cameron Avenue right-of-way and offering that right-of-way to the property owners on the south side of Cameron Avenue.

- The project developer will pay City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The project developer has agreed to modify the signal at the Mohr Avenue/Santa Rita Road intersection will to provide protected/permissive left-turn phasing for the eastbound and westbound approaches prior to the occupancy of the project.

III. 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 Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" 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 checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

IV. 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.

Marion Pavan

Signature

Marion Pavan

Printed Name

August 24, 2011

Date

V. ENVIRONMENTAL CHECKLIST

The following checklist 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 that requires mitigation 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.

1. **AESTHETICS**

Environmental Setting

The project site is currently developed with two homes and various accessory structures, which will remain. Views onto the site consist of the flat, semi-vacant property and the remnants of the former walnut orchard. Surrounding properties include single-family detached homes on varying-sized parcels. Views into the site are from the adjoining properties and across Cameron Avenue, a City street.

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 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 type="checkbox"/>	<input checked="" 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 proposed project is not located in an area designated as a scenic resource, scenic vista, or a scenic highway. Therefore, this would be categorized as ***no-impact***.
- b) The project site is currently flat, semi-vacant terrain with two existing single-family homes and several accessory buildings that was a producing walnut orchard. It is surrounded on all sides by residential developments, and is devoid of rock outcroppings, historic buildings, trees or groups of trees. The remaining walnut trees of the former orchard are dead or in severe decline and will be removed. Therefore, this would be categorized as ***no-impact***.
- c) The project consists of developing the site with 29 production homes on lots consistent with the development pattern of the surrounding area varying in size from 20,786 square feet (0.48-acres) to 35,755 square feet (0.82-acres). Development standards and the building models related to these lots are a part of the project. The visual character of the proposed development’s site plan, building layout, and

building design will ensure that the visual character and the quality of the neighborhood and its surroundings will be maintained. Therefore, this would be categorized as a **less-than-significant-impact**.

- d) The proposed project includes standard site lighting for the roadways as well as typical residential lots. Residential structures do not typically create substantial amounts of glare because of the types of materials used and the height of the structures. Residential projects are generally required to not provide up lighting of the building or landscaping and to ensure that the lowest wattage and luminosity will be used in exterior lighting applications so as not to add to 'night sky pollution'. Therefore, this will be categorized as a **less-than-significant-impact**.

2. AGRICULTURAL RESOURCES

Environmental Setting

The site was once a producing walnut orchard. Most of the walnut trees are declining. Some have died and have been removed. The project site is designated as “Urban and Built-up Land” by the California Department of Conservation². “Urban and Built-up Land” is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a ten acre parcel. Common examples provided by the CDC are residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

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 With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?

- a) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Discussion

- a) The subject property is classified “Urban and Built-up Land” by the California Department of Conservation. Agriculture Resource impacts are not applicable to this project related to the California Department of Conservation land use designations³. Therefore, this will be categorized as **no-impact**.
- b-c) The proposed project is an infill site zoned within an existing residential area zoned PUD – LDR, and is surrounded on all sides by developed residential properties. Therefore, this will be categorized as **no-impact**.

3. AIR QUALITY

Environmental Setting

The Ponderosa Lehman/Selway site is within the San Francisco Bay Area Air Basin and, therefore, under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The Livermore-Amador Valley forms a smaller sub-regional air basin that is distinct from the larger Bay Area Air Basin, surrounded by terrain that influences both the local climate and air pollution potential.

BAAQMD

The Bay Area Air Quality Management District (BAAQMD) is the main permitting agency for air pollutant sources and regulates air quality in the Bay Area Region through its permit authority over most stationary emission sources and through its planning and review activities.

ABAG Growth Assumptions

A project is determined to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions derived from the Association of Bay Area Governments assumptions for population, employment, or regional growth in Vehicle Miles Traveled. These ABAG assumptions utilize the information provided in City and County General Plans.

Ozone/Bay Area 2000 Clean Air Plan

The San Francisco air basin is currently non-attainment for ozone (state and federal ambient standards) and particulates (PM₁₀, state ambient standards). While air quality plans exist for ozone, none exists or is currently required for PM₁₀. The “2005 Bay Area Ozone Strategy” is the current ozone air quality plan required under the Federal “Clean Air Act”. The state-mandated regional air quality plan is the “Bay Area 2000 Clean Air Plan”. These plans contain mobile source controls, stationary source controls, and transportation

control measures to be implemented in the region to attain the state and federal ozone standards with the San Francisco Bay Area Basin.

Greenhouse Gas Emissions

In 2006, the Governor of California signed AB 32, the “Global Warming Solutions Act”, into law that requires California cap its Greenhouse Gas (GHG) emissions at 1990 levels by the year 2020. On December 11, 2008, the California Environmental Protection Agency Air Resources Board (ARB) adopted the, “*Climate Change Scoping Plan*” to achieve the GHG reductions required by AB 32. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MMT), or approximately 30 percent, from the state’s projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario.

The Scoping Plan also breaks down the GHG emissions reductions for each emission. While the ARB has identified a GHG reduction target of 15 percent for local governments, it has not as yet determined its recommended GHG emissions from local government land use decisions. However, the Scoping Plan does rely on local governments’ land use planning and urban growth decision-making for the successful implementation of the Scoping Plan. The measures approved by ARB must be enacted by 2012. The BAAQMD’s June 2010 Guidelines include screening levels, thresholds of significance, and methods of analysis for GHG emissions.

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 short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; and,
- Exceed the BAAQMD GHG emissions standard of 1,100 metric tons per year of CO² or 4.6 metric tons CO² per service population per year.

The California Natural Resources Agency, pursuant to Senate Bill 97, amended the CEQA Guidelines on December 30, 2009, which became effective on March 18, 2010, that included the addition of Green House Gas emissions topics and checklist items that were incorporated into the Initial Study Checklist for this project under Items f) and g).

Issues	Potentially Significant Impact	Less Than Significant 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) 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"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) 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"/> |
| g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The proposed project will add four lots to a previously approved 25-unit residential development that was anticipated by the Pleasanton General Plan for this site. It is assumed to be built and, therefore, is incorporated in the Base Line land use assumptions and analyses that the City uses to prepare its Baseline Traffic Model, estimate its needs for utilities, and to project population growth. The City’s growth assumptions were used by ABAG for its growth projections used in the assumptions of the “Bay Area 2000 Clean Air Plan”, the California state mandated regional air quality plan. Therefore, the proposed project would be categorized as **no-impact** related to consistency with GHG reduction plans, policies or regulations.
- b) The proposed project is expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Temporary

construction-related exhaust would be an additional source of GHG emissions. Sources of construction-related GHG emissions include exhaust from on-site construction equipment and trucks and worker vehicles coming to and leaving the site. The best management practices that will reduce GHG emissions include, but are not limited to:

- Implement dust control measures, such as periodic watering of the site and covering all trucks hauling soil, sand, debris, and other loose material, to control airborne particulate.
- Require all construction equipment meet all current exhaust standards for emissions.
- Use alternative fueled construction vehicles/equipment, such as biodiesel and/or electric vehicles, for at least 15 percent of the fleet or 15 percent of the construction miles/hours of operation;
- Implement Leed/Green Building Measures directed towards using local building materials for at least 10 percent of the construction;
- Recycle or have recycled or reused at least 80 percent of construction waste or demolition materials.
- These requirements will be made as conditions of the project approval. Implementing the above measures as well as other Greenhouse Gas reduction measures identified with the review of construction plans will further reduce the construction-period GHG emissions.

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

- c) Long term operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on site subsequent to construction completion. Stationary area source emission would be generated by the consumption of natural gas for space (HVAC) and water heating devices and operation of landscape maintenance equipment. Mobile source emissions would be generated by motor vehicles traveling to and from the project site.

The proposed residential development will result in small, incremental insignificant increases. Residential development is subject to the City's Growth Management Policies, which are consistent with the area wide air quality management plan. Therefore, this will be categorized as a ***less-than-significant-impact***.

- d) Land uses such as residences may be considered sensitive receptors to poor air quality because people in residential areas are often at home and, therefore, exposed to pollutants for extended periods of time. The closest source of air pollutants that may affect public health is the I-580 freeway to the north of the site. However, the building pads are separated from the freeway right-of-way by approximately 4,840 lineal feet (0.92 miles) for Lot 2, exceeding the 500-foot standard of the California Air Resources Board. There are no other sources of significant air pollution nearby. Therefore, this will be categorized as ***no-impact***.

- e) The proposed project will result in the construction of residential and open space uses and will not result in producing objectionable odors. Therefore, this will be categorized as **no-impact**.
- f) The proposed project at 29 new units will have a negligible impact to greenhouse gas emissions in that the number of units is less than the 56 unit threshold identified by the draft BAAQMD guidelines.
- g) Additionally, the City has adopted a Green Building Ordinance to increase energy efficiency, and thereby reduce the City’s contribution to generate greenhouse gases through green building practices that are incorporated into new residential, commercial, and civic development. This project will achieve a minimum 77 Build-It-Green points, exceeding the City’s 50-point minimum standard of the ordinance, thereby achieving a “green home” rating on the single-family green building rating system.

The proposed project is required to meet Title 24 energy efficiency standards and the City’s Green Building Ordinance, both of which will help to reduce future energy demand. The City’s adopted Green Building Ordinance increases energy efficiency in buildings, thereby reducing the City’s contribution to GHG emissions. The Green Building Ordinance requires green building practices be incorporated into new residential developments. Under this ordinance, the proposed homes must achieve a minimum BuildItGreen 50 points or greater. The project is also conditioned to implement the applicable Best Management Practices of Program 6.3 of the 2005 – 2025 Pleasanton General Plan¹:

- BMP #1: Incorporate as feasible resource efficient landscaping, energy efficient hot water distribution systems, high efficiency toilets and other low flow plumbing fixtures, high efficiency heating/cooling systems, pre-plumbing for solar water heating, install conduit for photovoltaic systems, etc. (Condition of approval.)
- BMP #2: Development shall incorporate energy efficient appliances and systems that meet Energy Star standards. (Condition of approval.)
- BMP #9: Incorporate “heat island” treatments that include cool roofs, cool pavements, and/or strategically placed shade trees. (Condition of approval.)

Implement as applicable programs from the 2005 – 2025 Pleasanton General Plan¹ Community Character Element on providing/maintaining shade trees, Energy Element on implementing green building and energy reduction, and Public Facilities and Community Programs Element on reducing solid waste. Therefore, this would be categorized as a **less-than-significant-impact**.

4. **BIOLOGICAL RESOURCES**

Environmental Setting

Wetlands are regulated under federal, state and local laws, regulations and policies. Primary wetland regulatory compliance is under the federal Clean Water Act, the California

Department of Fish and Game (CDFG), United States Fish and Wildlife Service (USFWS) and California Environmental Quality Act (CEQA).

The Clean Water Act requires avoidance of wetlands whenever a practicable alternative exists. For unavoidable impacts, the regulatory agencies have policies calling for mitigation to provide “no net loss” of acreage or habitat value. Under Section 404 of the Clean Water Act, a permit must be obtained for the discharge of dredged or fill material into waters of the United States.

Under the CDFG code, Sections 1601-1607 regulate projects with divert, obstruct, or change the natural flow, bed, channel, or bank of a river, stream, or lake. Proponents of such projects must notify CDFG and enter into a streambed alteration agreement. CDFG normally exerts jurisdiction over natural streams and artificial channels that have habitat value for wildlife species. The jurisdiction extends to the bank top.

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 CDFG or 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 CDFG 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 With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Biological Resources

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <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 Game or US 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) The subject property is fairly level, and dominated by native grasses vegetation, remnant walnut trees of the former orchard, and domestic tree groupings near the existing houses. Based on the site survey conducted for the previous development by Live Oak Associates⁴, there are no known endangered, threatened, or rare species of flora or fauna known to inhabit the project site, nor is the site considered to be habitat area for said species. Therefore, this would be categorized as ***no-impact***.

- e) Pursuant to the Tree Preservation Ordinance, a tree survey and analysis for this project site has been prepared by HortScience, Inc. The report concluded that 12 existing trees warranted saving; that 10 of these trees were technically located off-site on the Leuthauser and Selway properties adjoining the proposed east property line of Lot 22 and 23 and 27 and 28; and that eight of these trees qualified as Heritage trees according to the Pleasanton Municipal Code. As proposed and conditioned with the PUD approval, these trees will be preserved and incorporated into the rear yards of the proposed development. The applicant will be required to pay the value of the non-orchard trees to be removed to the City’s Urban Forestry fund. Therefore, this would be categorized as a **less-than-significant-impact**.
- f) There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan and this is not applicable to this project. Therefore, this would be categorized as **no-impact**.

5. CULTURAL RESOURCES

Environmental Setting

The subject site is not located in an area identified as having site-specific historical, archeological, paleontological or geologic features or resources.

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.

	Potentially Significant Impact	Less Than Significant 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d) There are no known archaeological or historical sites identified on the subject site. If human remains are discovered during grading, trenching, or other on-site excavation, the City requires the applicant to:
- Stop all construction and construction-related work within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming ground-breaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix “K” of the California State CEQA Guidelines.
 - In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative.
 - The archaeologist and the Native American Heritage Commission and/or their representative shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Therefore, this would be categorized as ***no-impact***.

6. GEOLOGY AND SOILS

Environmental Setting

The subject site lies within the Alquist-Priolo Fault Zone⁵, Seismic Zone 8. The approval of a project by a city or county must be in accordance with policies and criteria established by the State Mining and Geology Board. Cities and counties shall require, prior to the approval of a project, a geologic report defining and delineating any hazard of surface fault rupture. If the city or county finds that no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the approval of the State Geologist. After a report has been approved or a waiver granted, subsequent geologic reports shall not be required, provided that new geologic data warranting further investigations is not recorded.

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 either introduce geologic, soils, or seismic hazard by allowing the construction of the project on such a site without protection against those hazards.

Issues	Potentially Significant Impact	Less Than Significant 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-i) There are no Alquist-Priolo earthquake faults on the site. Therefore, this would be categorized as ***no-impact***.

- a-ii) Except for very small storage sheds and pre-fabricated buildings, the structures on these building sites are required to secure a City-issued building permit utilizing the standards of the California Uniform Building Code. The California Uniform Building Code is based on the Uniform Building Code and has been modified for California conditions with numerous more detailed and/or stringent regulations. Specific seismic safety requirements are set forth in Chapter 23 of the Uniform Building Code. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The proposed project will be required to comply with the applicable codes and standards to provide earthquake resistant design to meet or exceed the current seismic Zone 8 requirements. Therefore, this would be a **less-than-significant-impact**.
- a-iii) The site is composed of fill material compacted to the standards of the California Building Code and, therefore, is not anticipated to fail during a seismic event. This site is also flat and, therefore, will not be subject to landslides. Therefore, this would be categorized as **no-impact**.
- a-iv) The site is generally flat and, therefore, will not be subject to landslides. Therefore, this would be categorized as **no-impact**.
- b) Natural erosion is frequently accelerated by human activities such as site preparation for construction. Grading and excavation and trenching for on-site utility lines, will disturb soils, which could increase the rate of erosion if controls or best management practices are not in place. The City requires that all projects meet the requirements for storm water control measures during design, construction and implementation phases of the project. Grading is prohibited from October 15 to April 1 to reduce Citywide impacts. Therefore, this would be a **less-than-significant-impact**.
- c) All cut and fill material will be stabilized according to the standards of the California Building Code and, therefore, is not anticipated to fail. Therefore, this would be categorized as **no-impact**.
- e) Except for the Selway home, currently served by a septic tank and leach field, the project will be connected to the City's sanitary sewer system. Therefore, this would be categorized as **no-impact**.

7. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

The subject property is a flat, semi-vacant site that was a former walnut orchard, surrounding on all sides by a single-family detached homes on lots of varying size. It can be considered an infill property.

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	Potentially Significant Impact	Less Than Significant 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste with-in 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-b) During construction potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials is highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). The City has in place an Emergency Response Plan to meet the needs should a spills or a hazardous event take place. Routine transport, use and disposal of hazardous materials are already regulated by federal, state and local regulations. This project will require disclosure of any hazardous materials, the amounts anticipated and where those materials will be stored or used. Therefore, this would be a **less-than-significant-impact**.
- c) The Lehman-Selway site is located within 0.31 miles (1,650 lineal feet) of the Mohr Elementary School operated by the Pleasanton Unified School District. Uses allowed in residential development are not associated with the substantial use, storage, or transportation of hazardous substances. These substances would not pose a risk to any existing or proposed schools proximate to this project. Therefore, this would be categorized as **no-impact**.
- d) The site was previously analyzed for the potential presence of residual pesticides and pesticide-related metals resulting from the former orchard. Eight soil samples were collected from random locations on the site and one sample was collected from inside an existing structure for laboratory analysis. Residual pesticides and metals were detected at very low levels less than the Preliminary Remediation Goals (PRG) established by the United States Environmental Protection Agency (USEPA) and the California Human Health Screening Levels (CHHSLs) for residential sites. The site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, this would be categorized as a **less-than-significant-impact**.
- e-f) The site is located approximately 1.85 miles from the Livermore Municipal Airport and is not likely to result in a safety hazard for future residents of this development. The project will be conditioned to provide a disclosure to buyers related to the Livermore Municipal Airport activities. Therefore, this would be categorized as a **less-than-significant-impact**.
- g) The proposed streets are sized for the fire apparatus and emergency service vehicles used by the Livermore-Pleasanton Fire Department. Fire hydrants will be added as required by the Fire Chief and the structures on these lots will include automatic fire sprinkler systems. The proposed project will not result in interference with an emergency plan or evacuation plan. Therefore, this would be categorized as **no-impact**.

h) Wildlands do not exist within or adjacent to the subject site. Therefore, this would be categorized as **no-impact**.

8. HYDROLOGY AND WATER QUALITY

Environmental Setting

The subject property is a relative flat site sloping down from Cameron Avenue to its north property line. At the request of the Palmer Drive and Diablo Court neighbors, the proposed lots adjoining the lots facing Palmer Drive and Diablo Court will have their building pads graded at or lower than the grades of the adjoining lots, while still ensuring positive drainage of the lots conforming to City standards. At its closest point, the Zone 7 chain-of-lakes – former Kaiser gravel quarry – is located approximately 500 feet from the project site.

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 sourced diffuse and originate 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 general quality of storm water in municipal storm water systems.

Standards of Significance

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

- Result in substantially degrading 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;
- Result in exposing people or property to the risk of injury and damage in the event of a 100-year flood.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hydrology and Water Quality

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water 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,e,f) Drainage systems will be reviewed by the City Engineer to ensure that the velocity of the runoff is slowed. The landscape areas adjoining the project’s internal loop street will be designed and graded to function as a bio-retention treatment swales. The individual lots will be graded to drain towards the retention swales before entering the City's storm drain system. The project will be required through the building permit and construction process to incorporate best management practices for discharges resulting from this development. The City has adopted the most recent Regional Water Quality Control Board storm water discharge requirements related to design, construction and implementation of the subject site. Therefore, this would be a **less-than-significant-impact**.
- b) The project will not use ground water for this project. Any existing wells will be required to be abandoned pursuant to the Alameda County Department of

Environmental Health unless permitted to remain by the City for landscape irrigation purposes. The development of this project does not anticipate a loss of groundwater recharge potential. Therefore, this would be categorized as **no-impact**.

c-d) Site development will alter the existing drainage pattern from its existing condition. The improvements will not alter the alignment or stability of any Arroyo within Pleasanton’s jurisdiction. Therefore, this would be categorized as **no-impact**.

g, h, i) The site’s elevation and topography is well-above the 100-year flood elevation ensuring that no proposed housing will be subject to the 100-year flood hazard. Therefore, the development will not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, this would be categorized as **no-impact**.

j) The City of Pleasanton is not at risk from seiche or tsunami. There are no identified mudflows or potential mudflows on the site. Therefore, this would be categorized as **no-impact**.

9. LAND USE PLANNING

Environmental Setting

The project site is developed two single-family detached homes, several accessory structures, and ornamental landscaping, which will remain. The project proposes to subdivide the Lehman-Selway property into 29 lots for 27 new single-family detached homes in conformance to the site’s PUD – LDR (Planned Unit Development – Low Density Residential) district, which, in turn, was found by the City Council to be conformance to the site’s Low Density Residential (< 2.0 du/ac) land use designation.

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 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?

- b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion

a-c) The Pleasanton General Plan¹ designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.56 dwelling units per acre following the General Plan’s methodology of calculating density based upon “Gross Developable Acres.” The proposed density is consistent with the densities and development pattern of the surrounding area

10. MINERAL RESOURCES

Environmental Setting

The subject site has not been identified to have mineral resource deposits.

Standards of Significance

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

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant 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?
- 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?

Discussion

a-b) The proposed project site is not included or delineated as a Mineral Resource Zone. Mining has not occurred on the project site, and implementation of the project would

not affect the availability of any mineral resource. Therefore, this would be categorized as **no-impact**.

11. NOISE

Environmental Setting

External noise sources that could affect the site include airport noise from the Livermore Airport and traffic noise from adjacent streets. Noise emanating from the site includes construction related noise from site grading and building construction.

Standards of Significance

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

- Result in exterior noise levels above the acceptable level of 60 dBA;
- Result in interior noise levels exceeding 45 dBA;
- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance.

Issues	Potentially Significant Impact	Less Than Significant 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-c) The noise emanating from the new single-family homes is expected to fall within the acceptable levels identified in the City’s noise ordinance for residential properties – less than 60 dBA. Therefore, this would be categorized as **no-impact**.
- d) As a result of project construction, there will be a temporary increase in noise due to construction activities. However, the hours of construction will be limited to minimize any impact to surrounding land uses. Therefore, this would be a **less-than-significant-impact**.
- e) Table 11-2, **2006 Monitoring Locations and Noise Levels**, of the Pleasanton General Plan 2002 - 2025¹, measured an ambient noise level varying from 61 dBA Ldn to 63 dBA Ldn for the noise receptor #14, located approximately 40 feet from the centerline of Mohr Avenue and east of Kolln Avenue or approximately 2,500 lineal feet from the south side of the project site on Cameron Avenue. Staff forecasts an ambient noise level for the site of approximately 60 dBA. This noise level is considered to be “Normally Acceptable” for *Single-Family Residential* by Table 11-5, **Noise and Land Use Compatibility Guidelines** of the Pleasanton General Plan 2002 - 2025¹.

Figure 11-3, **Noise Contours of the Livermore Municipal Airport**, of the Pleasanton General Plan 2002 - 2025¹, shows the 2020, 60 dBA CNEL contour for the airport’s operations located approximately 3,000 lineal feet from the easternmost side of the project site (Lot 27). The Noise Element of the Pleasanton General Plan 2002 - 2025¹ states, “...the airport is located far enough from most development within Pleasanton that daily average noise levels within the Planning Area were measured at 56 dBA L_{DN}. State Noise Standards generally allow residential development in areas where noise due to aircraft is less than a 65 dBA day/night average.” Staff notes that Livermore has ceased work on the **Master Plan Update** for the Livermore Airport and thus the **1975 Master Plan** continues to control planning for the airport. The Pleasanton General Plan generally discourages residential developments where the exterior noise level due to aircraft noise sources exceeds 55 dBA L_{DN}. However, the site is between the 55 dBA/60 dBA noise contours.

Based on the above analyses, the potential noise impacts to the homes proposed for this development would be categorized as a **less-than-significant-impact**.

- f) The subject site is located within approximately 1.85 miles from the Livermore Municipal Airport. This distance will not likely create significant noise impacts. Normal residential construction required by the California Building Code for energy efficiency can mitigate noise levels to a **less-than-significant-impact**.

12. POPULATION AND HOUSING

Environmental Setting

Over the past ten years, there has been several development projects proposed in this area, including for constructed developments in the Stoneridge Drive Specific Plan Area to the north and northeast and the Ironwood development by Ponderosa Homes to the southeast. The Lehman-Selway properties were also part of the 34.5-acre rezoning approved by the City Council on April 1, 1997 to the PUD - LDR District reflecting the underlying land use designation of the Pleasanton General Plan. The site and surrounding area has been considered for some time as a desired location for single-family residential development. Build out of the area does not constitute direct or indirect growth inducing impacts for the City of Pleasanton.

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.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Population and Housing

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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) The subject site is consistent with the Pleasanton General Plan and land use zoning. The project implements existing development projects from the 1997 zoning approvals. Therefore, build out of the area does not constitute direct or indirect growth inducing impacts for the City of Pleasanton. Therefore, this would be categorized as ***no-impact***.

- b-c) The site is vacant and its development will not displace any existing residents or will remove any existing housing or require the construction of replacement housing. Therefore, this would be categorized as **no-impact**.

13. PUBLIC SERVICES

Environmental Setting

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, implemented by the Growth Management 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 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

iv) Parks?

v) Other public facilities?

Discussion

a-e) The project developer will contribute to the construction of schools/school facilities through the payment of school impact fees. Police, Fire, Park and related service capacities exist to adequately serve the project and will be mitigated through the design phase of the project to meet the current City development standards. Therefore, this would be categorized as a ***less-than-significant-impact***.

14. RECREATION

Environmental Setting

Amaral Park is a City park located at the end of Martin Avenue approximately 0.57 miles (3,025 feet) from the midpoint of the site on Cameron Avenue. The project site will not be providing on-site parkland. Staff believes that the proposed building sites will provide sufficient private rear yard areas so as to function as on-site amenities for the development’s residents.

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 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?

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?

Discussion

- a-b) The proposed development will not accelerate the substantial deterioration of existing facilities near the subject site. Therefore, this would be a **no-impact**.

15. TRANSPORTATION AND TRAFFIC

Environmental Setting

The project's primary access roads include Cameron Avenue, Martin Avenue and Kamp Drive. Cameron Avenue is a two lane residential street without sidewalks on the street's north and south sides. The western segment is 36 feet in width with parking allowed on both sides. There are no driveways on this segment of roadway. The segment of Cameron Avenue in front of the proposed project and to the east of the project is 26 feet in width with parking prohibited on both sides.

Martin Avenue is a residential street with a 26-foot roadway width. Parking is prohibited on the east side of the street. Six homes are located between Mohr Avenue and Cameron Drive, all having direct driveway access to Martin Avenue. Martin Avenue does not have sidewalks, but a paved pedestrian trail exists to the east of the roadway on the Zone 7 buffer area and serves pedestrians including children walking and bicycling to/from Mohr Elementary School and Amaral Park.

Kamp Drive is a residential collector roadway with several traffic calming elements in place. Sidewalks are present on both sides of the roadway. This roadway collects traffic from several residential streets and connects directly to Stoneridge Drive and Mohr Avenue.

The proposed project will primarily feed traffic onto the City's arterial roadway network from Mohr Avenue. Mohr Avenue serves as a minor arterial collecting residential traffic from the Mohr-Martin, Mohr Park, Pleasanton Village, Sycamore Place, Rosewood and Heritage Valley Neighborhoods. Mohr Avenue is a two-lane roadway with sidewalks on both sides. Mohr Avenue has the regional Iron Horse trail crossing about midway through the section.

The majority of project trips pass through the Mohr Avenue intersection with Santa Rita Road. Santa Rita Road is a six-lane roadway with left turn pockets for protected access onto Mohr Avenue. The intersection of Santa Rita Road and Mohr Avenue is controlled by a five-phase traffic signal.

Trip Generation and Traffic Analysis

The proposed project would generate 22 a.m. peak hour trips and 29 p.m. peak hour trips adding this traffic to the following streets: Cameron Avenue, Martin Drive, and Kamp Drive and to Santa Rita Road. The City defines Cameron Avenue and Martin Drive as residential streets, Kamp Drive as a residential collector street, and Santa Rita Road as an arterial. The following mitigation measures that were identified and required with the previous project will be required of the proposed development plan modification:

- **Santa Rita Road/Stoneridge Drive Intersection**
 The Santa Rita Road/Stoneridge Drive intersection operates at LOS “E” for the p.m. peak hour. The construction of a new southbound right-turn lane at this intersection will mitigate this intersection to LOS “D” and is needed with/without this development, as the combined traffic from all approved development projects produces the LOS “E” condition. Because this mitigation is considered to be a City-wide responsibility, the project developer’s payment of City and Tri-Valley Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project.

- **Mohr Avenue/Santa Rita Road Intersection**
 The Mohr Avenue/Santa Rita Road intersection will experience an increase in the a.m. peak hour and the p.m. peak hour trips. While this intersection operates at an acceptable level of service in both a.m./p.m. peak hours with the additional trips generated by the proposed project, the increase in the westbound volume creates delay for the eastbound and westbound left-turn movements. The applicant has agreed to modify this intersection’s signal timing to provide a protected/permissive left-turn phasing for the eastbound/westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours. The applicant’s commitment is reflected in the conditions of approval.

- **Cameron Avenue Sidewalk**
 The proposal includes a public sidewalk along the north side of Cameron Avenue connecting the Palmer Drive neighborhood to the public sidewalk/trail in the buffer area by Martin Avenue.

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 from “D” to “E” or worse.

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

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a-b) The construction of a new southbound right-turn lane at the Santa Rita Road/Stoneridge Drive is needed with/without this development as the combined traffic from all approved development projects produces an LOS “E” condition. This mitigation would bring the LOS at this intersection into conformance with City’s LOS “D” standard. Because this mitigation is considered to be City wide, the project’s payment of City and Tri-Valley Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project with its approval. Therefore, this impact is categorized as a ***less-than-significant-with-mitigation-incorporated***.

The Mohr Avenue/Santa Rita Road intersection will operate at an acceptable level of service in both the a.m./p.m. peak hours with the additional trips generated by the proposed project. However, the increase in the westbound volume creates delay for the eastbound and westbound left turns. It is recommended that this intersection be modified to provide protected/permissive left turn phasing for the eastbound and westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours. Therefore, this impact is categorized as a ***less-than-significant-with-mitigation-incorporated***.

c) The proposed project will add traffic to Cameron Avenue and Kamp Drive or Martin Avenue during the a.m./p.m. peak hour. The existing LOS “C” on these streets for the a.m./p.m. peak hour will not change with the addition of this project’s traffic. However, as a traffic calming measure, Cameron Avenue will be reconstructed across the entire project frontage with a curvilinear alignment replacing the present straight alignment. The proposed project will have no effect on existing air traffic patterns. Therefore, this would be categorized as a ***less-than-significant-impact***.

d-e) Public street access is provided directly from Cameron Avenue and indirectly from Martin Avenue and Kamp Drive to Mohr Avenue. All access driveways and public

streets are designed to City standards. Therefore, this would be categorized as ***no-impact***.

- f) The loop street serving the lots of this development will have parking provided on one side of the street. All residential lots covered by this development will include a three-car garage and at least three on-site parking spaces in the driveway aprons. Therefore, this would be categorized as ***no-impact***.
- g) Bicycle racks are not required with single-family residential developments. However, a sidewalk will be provided along the north side of Cameron Avenue to link with the sidewalk on the east side of Martin Avenue. Therefore, this would be categorized as ***no-impact***.

16. UTILITIES AND SERVICE SYSTEMS

Environmental Setting

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, implemented by the Growth Management 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 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?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Discussion

- a,b,d) The proposed project consisting of a 29 single-family detached homes and public streets will not exceed projected wastewater treatment requirements and there are sufficient water supplies available to serve the project. Therefore, this would be categorized as a **less-than-significant-impact**.
- c) New storm water drainage facilities will be constructed as a part of the project. Storm water pre-treatment will be implemented by constructed bio-retention swales on the loop street. Site drainage will not cause significant environmental effects. Therefore, this would be categorized as a **less-than-significant-impact**.

13. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant 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?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Discussion

The project proposes to re-subdivide 19.43-acres into 31 parcels creating 29 buildable lots varying in size from 20,786 square feet (0.48-acres) to 35,755 square feet (0.82-acres). This development is consistent with the Pleasanton General Plan land use designation of Low Density Residential (< 2.0 du/ac). The project will 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 will incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval reduces potential impacts to a ***less-than-significant-impact-with-mitigation*** or to a ***less-than-significant-impact*** or ***no-impact***.

Endnotes

- ¹ The City of Pleasanton General Plan 2005 - 2025, July 21, 2009.
- ² Page 2-32 of the City of Pleasanton General Plan 2005 - 2025, July 21, 2009.
- ³ California Department of Conservation, Division of Land Resource Protection, Alameda County, Pleasanton, Important farmland, 2003.
- ⁴ “Biological Section, Initial Study, Lehman/Selway Property”, prepared by Live Oak Associates, Inc., dated February 10, 2005.
- ⁵ California Division of Mines and Geology, Alquist-Priolo Hazard Mapping, www.conserv.ca.gov.

MITIGATION MONITORING AND IMPLEMENTATION PLAN
PUD-50-01M – PONDEROSA LEHMAN-SELWAY DEVELOPMENT

August 24, 2011

INTRODUCTION

The Ponderosa Lehman-Selway Development (PUD-50-01M) is a residential development on an approximately 19.43-acre site located in the City of Pleasanton, County of Alameda. The City is the lead agency under the California Environmental Quality Act and has prepared an Initial Study/Mitigated Negative Declaration for this project.

The project addressed by the Initial Study/Mitigated Negative Declaration will develop the site with 29 production homes in addition to retaining the two existing homes belonging to the Lehman and Selway families, respectively; it will pretreat its storm water runoff on-site; it will contribute funds to the construction of traffic mitigations on two City intersections that will go towards maintaining their levels-of-service; it will realign Cameron Avenue for traffic calming and it will construct a public sidewalk on Cameron Avenue for pedestrian access to neighborhoods and to public schools.

When a lead agency approves a project that it has found to have the potential to result in one or more significant impacts, it adopts mitigation measures in the form of changes or alterations incorporated into the project that would avoid or substantially lessen those impacts. Generally, the mitigation measures are put into effect by enforcement of permit conditions, agreements, or other instruments. In the case of the Ponderosa Lehman-Selway Development, the mitigation measures and their implementation mechanisms will mitigate the proposal's impacts to a less-than-significant-impact. The Initial Study also identified some California Environmental Quality Act categories as no-impact.

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after) compliance. (California Environmental Quality Act Guidelines Section 15097(c)).

The Mitigation Monitoring and Implementation Plan presented in the following table addresses the specific topic areas discussed in the environmental impact report for this project. Each mitigation measure is identified and the location of the full discussion of the

measure in the Initial Study/Mitigated Negative Declaration documents is provided. The Mitigation Monitoring and Implementation Plan sets forth the mitigation measure, the party responsible for implementing the mitigation measure, the timing of implementation, and the monitoring agency and action required for each mitigation measure incorporated into the proposal.

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
1. Hydrology and Water Quality			
a. The proposed project shall fully comply with the specific requirements and intent of the County NPDES C.3 permit requirements with respect to runoff water treatment. The final drainage plan shall include bio-treatment swales on both sides of the internal loop street to pretreat storm water runoff before its entry into the City's storm drain system.	The project developer shall design the improvement plans and the building developer shall design the lot-specific grading and drainage plans in compliance with the NPDES requirements.	Time of the improvement plans or the time of the lot-specific grading plan approvals and during project construction.	The City Engineer shall review the grading and drainage plans and shall verify their compliance with NPDES requirements. The City Engineer or the Building and Safety Division shall monitor the plans' implementation during grading and construction.
2. Transportation and Circulation			
a. The project developer shall pay the City's Traffic Impact fees towards the construction of a new southbound right-turn lane at the Stoneridge Drive/Santa Rita Road intersection.	The project developer for payment.	With the issuance of building permits.	Chief Building Official for the payment of fees with each building permit.
c. The project developer shall extend a public sidewalk along the north side of Cameron Avenue to Martin Avenue, connecting the proposed and existing neighborhoods to the public sidewalk in the buffer area by Martin Avenue.	The project developer for the design and construction of the improvements.	By the project developer with the first phase of development before issuance of building permits.	City Engineer for the review of construction drawings.
d. The project developer shall modify Cameron Avenue from its present straight alignment to the curvilinear alignment shown on the	The project developer for the design and construction of the improvements.	By the project developer with the improvement plans for the Final Subdivision Map and then with the construction of the subdivision	City Engineer for the review of construction drawings.

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
development plan as a neighborhood traffic calming measure.		improvements.	
e. All access driveways and internal streets will be designed and constructed to City standards.	The project developer for the designing the site plan and circulation plan in compliance with the PUD development plan and conditions.	The City Engineer and Chief Building Official shall review the site plan and circulation plan for compliance with this requirement.	The Planning Division and City Engineer shall verify the design compliance of the site plan and circulation plan, and the Chief Building Official and/or the City Engineer shall monitor the construction in compliance with the approved plans.

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