

Planning Commission Staff Report

December 9, 2009
Item 6.a.

SUBJECT: Review of the Draft Supplement to the Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report (DSEIR)

**PROPERTY OWNER/
APPLICANT:** Alameda County Surplus Property Authority (ACSPA)

PURPOSE: To provide an opportunity for the Commission to: (1) receive background information from staff regarding the DSEIR prepared for the Stoneridge Drive Specific Plan Amendment and Staples Ranch project; (2) receive public comments regarding the DSEIR; and (3) provide Commission comments regarding the DSEIR.

GENERAL PLAN: *Alameda County General Plan—Mixed-Use/Business Park*

City of Pleasanton General Plan—Medium Density Residential (2 to 8 dwelling units per gross acre) and High Density Residential (greater than 8 dwelling units per gross acre); Parks and Recreation; and Retail/Highway/Service Commercial, Business and Professional Offices

SPECIFIC PLAN: Stoneridge Drive Specific Plan

ZONING: 122.5 acres of the project site are located in unincorporated Alameda County and are currently zoned Agriculture by Alameda County.

City of Pleasanton—Prezoning for the property is PUD-C (Planned Unit Development-Commercial), for the portion of the project site with the Health Center, and PUD-HDR/C (Planned Unit Development-High Density Residential/Commercial) for the remainder of the senior continuing care community site, PUD-P (Planned Unit Development-Park) for the two park sites, and PUD-C (Planned Unit Development-Commercial) for the auto mall site and the commercial site.

An approximately 1.5 acre site already within the City of Pleasanton is zoned PUD-MDR (Planned Unit Development-Medium Density Residential), PUD-C (Planned Unit Development-Commercial), and PUD-HDR/C (Planned Unit Development-High Density Residential/Commercial)

LOCATION: Located at the southwestern intersection of the I-580 Freeway and El Charro Road (Staples Ranch)

- ATTACHMENTS:**
1. Exhibit A: Draft Supplement to the Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report (previously distributed to the Commission, and available on the web at www.staplesranch.org)
 2. Exhibit B: Public Comments

BACKGROUND

In October 1989 the City Council adopted the Stoneridge Drive Specific Plan (SDSP), a specific land use plan for 293 acres located east of the Pleasanton Meadows subdivision and bordered by Trenery Dr. on the south, I-580 on the north, and El Charro Rd. to the east. The City's 1986 General Plan called for the development of a Specific Plan for the area and designated the area with a mix of low, medium, and high density residential; commercial; parks; and school land uses. The land use designations were intended to be conceptual, with final land uses and densities determined by the SDSP.

On February 24, 2009, the City of Pleasanton certified the Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report (EIR), which evaluated the environmental impacts of modifying the land use and circulation plans for the 124-acre Staples Ranch portion of the City's Stoneridge Drive Specific Plan.

While the original Specific Plan required that Stoneridge Dr. be extended to El Charro Rd. as part of any development of Staples Ranch, the "Proposed Project" evaluated in the EIR modified the Specific Plan circulation policies to not extend Stoneridge Dr. to El Charro Rd. until some point in the future, after full buildout of the Staples Ranch Project. Instead, under the Proposed Project, Stoneridge Dr. improvements within the Staples Ranch Project site would consist of a two-lane bridge over the Arroyo Mocho connected to a two-lane road segment that would provide access to the westerly portion of Staples Ranch. The eastern portion of the property would be accessed via a four-lane road connecting to El Charro Rd., and no through traffic would be permitted between the two portions of the property, other than emergency vehicles and possibly buses.

In addition, the Proposed Project evaluated in the EIR modified the Staples Ranch land uses from 100 acres of retail and service commercial uses and a 17-acre community park to specifically include a 46-acre senior continuing care community, a 37-acre auto mall, an 11-acre retail/commercial center, a 5-acre neighborhood park and a 17-acre community park (Stoneridge Drive Specific Plan Amendment). The EIR also assessed the effects of a four-rink ice-skating center in the community park, together with the other Proposed Project land uses, as a project alternative (Ice Center Alternative).

On February 24, 2009, after certifying the EIR, the City Council approved the Stoneridge Drive Specific Plan Amendment as contemplated by the Ice Center Alternative, but without the modifications to Stoneridge Dr. Instead, the City Council opted to retain the original Specific Plan circulation improvements for Stoneridge Dr., requiring the construction of two bridges and four lanes through the Staples Ranch Project at the same time as project buildout, as originally contemplated by the Stoneridge Drive Specific Plan (Four-Lane Concurrent Extension), rather than at some point in the future.

As part of the resolution adopting the Specific Plan Amendment for Staples Ranch the City Council also directed staff to complete negotiations on a draft transportation priorities policy statement with Alameda County and the cities of Livermore and Dublin. The policy statement would establish priorities and commitments for the construction and completion of major arterials in the Tri-Valley, including Stoneridge Dr., with the intent of having an approved policy statement prior to annexation of Staples Ranch to Pleasanton.

On June 2, 2009, the City of Pleasanton decided to assess whether it should further amend the Stoneridge Drive Specific Plan to adopt a short-term configuration of Stoneridge Dr. that would differ from the Four-Lane Concurrent Extension by reducing the total number of lanes by one in each direction across the Arroyo bridges (Two-Lane Constrained Extension), consistent with the draft policy statement by Alameda County and the Cities of Dublin, Livermore and Pleasanton. The Two-Lane Constrained Extension would still entail the full extension of Stoneridge Dr. to El Charro Rd. as part of the development of Staples Ranch, but would stripe the travel lanes on the Arroyo bridges to one in each direction, instead of the two lanes in each direction under the Four-Lane Concurrent Extension. The striping could then be changed to a full four lanes over the Arroyo at such time as deemed necessary by the City Council, such as when other regional arterial roadways in Dublin and Livermore are extended and/or fully widened.

To facilitate this reassessment, a DSEIR to assess and compare the effects of the Four-Lane Concurrent Extension Alternative and the Two-Lane Constrained Extension Alternative against the Proposed Project/Ice Center Alternative has been prepared.

Lawsuit

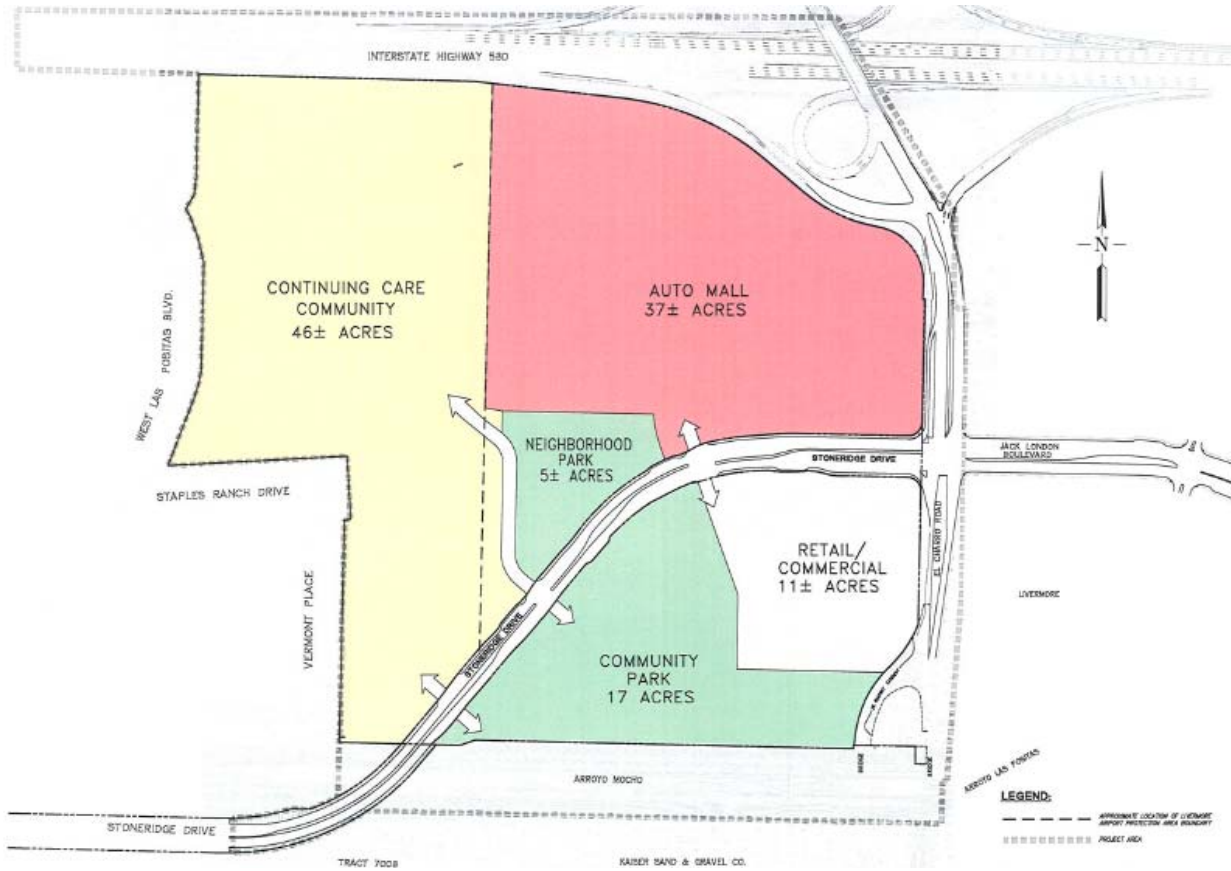
A lawsuit challenging the City of Pleasanton's approval of the Staples Ranch Specific Plan Amendment was filed on March 27, 2009. The lawsuit claimed, in part, that the City of Pleasanton should have recirculated the EIR with a new analysis of the impacts of the Four-Lane Concurrent Extension and that the EIR's analysis of the impacts of the Four-Lane Concurrent Extension and the EIR's analysis of biological resources, greenhouse gas (GHG) emissions, and cumulative quarry impacts were insufficient. This lawsuit settled in September 2009.

In an effort to address the concerns raised in the lawsuit, DSEIR also includes the results of updated biological surveys for sensitive species which could be impacted by the Staples Ranch project. In addition, because of the rapidly changing legal framework for the analysis of potential impacts of greenhouse gas (GHG) emissions, the DSEIR also provides an updated analysis of this issue. Concerns raised over the potential cumulative impacts of the Proposed Project/Ice Center Alternative in conjunction with the quarry operations located to the south of the Staples Ranch site are also addressed.

Land Use Map

Since 1989, all of the SDSP area has been constructed with the exception of the 124-acre Staples Ranch property. The ACSPA is the owner of the project site. As approved by the City Council, the proposed 124-acre Staples Ranch development would include an approximately 37-acre auto mall to accommodate the relocation of the Pleasanton Auto Mall by Hendrick Automotive Group, 46-acre senior continuing care community with a health center by Continuing Life Communities, a future 11-acre commercial/retail development, a 17-acre community park, including an ice center, and a 5-acre neighborhood park that includes a storm water detention basin. The Land Use Map approved by the City Council on February 24, 2009 is shown below in Figure 1.

**FIGURE 1
Staples Ranch—Adopted Land Use Map**



PROJECT DESCRIPTION

The purpose of the DSEIR is to incorporate updated data and analysis based, in part, on new information available to the City since the preparation and certification of the EIR, the emergence of a new roadway configuration option, and to respond to issues raised in litigation challenging the adequacy of the EIR.

The supplemental information and analysis primarily relate to:

1. Potential impacts to several biological resources including California tiger salamander, the California red legged frog, the western pond turtle, and the San Joaquin spearscale, all based on updated biological surveys.
2. The project’s contribution to cumulative impacts on greenhouse gases and global climate change in light of the significant evolution of public policy on this issue.
3. The project’s contribution to cumulative impacts to biological resources, and overall cumulative impacts in conjunction with the quarry operations southeast of the project site.

4. The re-evaluation of the Four-Lane Concurrent Extension Alternative (i.e., construction of two, two-lane bridges and a four-lane Stoneridge Dr. extension through Staples Ranch at the same time as development of Staples Ranch). This is the alternative the City Council approved on February 24, 2009.
5. The evaluation of an additional project roadway alternative, namely a Two-Lane Constrained Extension (i.e., construction of two, two-lane bridges and a four-lane Stoneridge Dr. extension through Staples Ranch at the same time as development of Staples Ranch, but striped temporarily to allow only two lanes of traffic to discourage non-project through traffic on Stoneridge Dr., to be striped to four lanes in each direction in the future concurrent with other regional traffic improvements). This alternative has emerged as a policy option since the certification of the EIR.

The SEIR is intended for use in conjunction with the EIR. The DSEIR consequently focuses on 1) whether updated surveys for sensitive plant and animal species result in different impacts than described in the EIR; 2) whether updated analysis of potential impacts to the environment resulting from the production of greenhouse gas emissions are different from those described in the EIR; 3) whether the projects contribution to cumulative impacts to biological resources and cumulative impacts in conjunction with nearby quarry operations are different from those described in the EIR; 4) whether potential changes in the environment caused by development and the operation of the Stoneridge Dr. configuration with a four-lane concurrent extension alignment is different from those described in the EIR; and 5) the environmental changes caused by development and the operation of a Stoneridge Dr. configuration with a two-lane constrained extension roadway. It should be noted that the DSEIR does not, and need not, reassess the cumulative impacts of 4) or 5) because these 2 roadway designs will be the same as the Ice Center Alternative in the cumulative condition, which has already been analyzed in the EIR.

Significant Environmental Effects

Significant environmental effects anticipated as a result of the project which cannot be mitigated to a less than significant impact include: 1) aesthetic and visual quality impacts; 2) air quality impacts (including greenhouse gas emissions); 3) transportation impacts; and 4) noise impacts.

DSEIR DESCRIPTION

The principal purpose of the DSEIR is to allow for additional environmental review of the Stoneridge Drive Specific Plan Amendment by decision makers and the public. The DSEIR in conjunction with the EIR is also intended for use by responsible agencies in considering any actions they must take or permits they must issue for the plans to be implemented.

The DSEIR consists of five main chapters:

1. Introduction;
2. Background;
3. Environmental Analysis, primarily a biological analysis;
4. Other CEQA Considerations, including a discussion of significant unavoidable environmental effects, an update to the cumulative impacts, a supplemental cumulative greenhouse gas and global climate change analysis, an update to the cumulative biological resource analysis, a supplement to the cumulative noise analysis, and a supplement to the cumulative quarry analysis; and
5. New Alternatives, primarily a re-evaluation of the Four-Lane Concurrent Extension Alternative (i.e., construction of two, two-lane bridges and a four-lane Stoneridge Dr. extension through Staples Ranch at the same time as development of Staples Ranch) and the evaluation of the Two-Lane Constrained Extension (i.e., same as the Four-Lane Concurrent Extension Alternative, with the single exception that it would limit the number of traffic lanes over the Arroyo Mocho to two lanes instead of four lanes, with a restriping of the bridges to four lanes total at some point in the future).

The DSEIR was prepared by City and ACSPA staff with assistance from consultants.

SEIR PROCESS

The process for requiring, preparing, and adopting an SEIR is outlined in the California Environmental Quality Act (CEQA). The supplement to the EIR need contain only the information necessary to make the previous EIR adequate. A supplement to an EIR is required to have the same kind of notice and public review as given to the draft EIR as required under Section 15087 of CEQA. It consists of the following primary steps that have either been conducted to date by the City or are scheduled for the future:

1. The lead agency shall provide public notice of the availability of the Draft SEIR as required by CEQA. (This has been completed.)
2. The lead agency shall use the State Clearinghouse to distribute the SEIR to state agencies. (This has been completed.)
3. Public hearings may be conducted on the Draft SEIR. Public hearings are encouraged, but not required. (This is the staff report for the planned public hearing.)

The DSEIR was received by the State Clearing House on October 29, 2009. Three extra days were added to the 45-day review to provide the State Clearing House with time to distribute the DSEIR, as allowed by CEQA. The DSEIR comment period is 45 days and will end on December 17, 2009 (this time period includes the three extra days for distribution.)

After the close of the comment period, the City will prepare a Final SEIR, which is primarily a response to applicable comments received during the public comment period. At least one additional Planning Commission hearing and one additional City Council hearing will be scheduled to review the Final SEIR.

ENVIRONMENTAL ISSUES

The DSEIR addresses a range of potentially significant environmental impact areas. New mitigations, not already addressed in the EIR, updated mitigations, and other related topics are discussed in this section.

I. Biological Resources

1. San Joaquin Spearscale

As noted in the EIR, the ACSPA will purchase credits or land at an appropriate mitigation area in Alameda County for San Joaquin spearscale for an equivalent acreage of spearscale habitat to the area currently occupied by spearscale on the Staples Ranch property. According to the EIR, these off site commitments were required in the Development Agreement between the applicant and the City. In the DSEIR this commitment is captured in a new mitigation measure. The acreage for mitigation (1.77 acres) is also now listed.

2. California Tiger Salamander

The additional protocol-level surveys required in the EIR are now complete. No California tiger salamanders were found. The DSEIR recommends that the mitigation requiring the completion of the protocol-level survey be removed.

3. California Red Legged Frog

No California red legged frogs (CRLFs) were observed during the 2009 protocol-level field surveys. However, several bullfrogs, as well as other potential non-native aquatic CRLF predators, including common carp, and red swamp crayfish were observed.

4. Western Pond Turtle

No western pond turtles were observed in the Arroyo Mocho during biological surveys in 2009.

II. Cumulative Greenhouse Gas (GHG)/Global Climate Change Analysis

1. Operational Emissions

Operational emissions as a result of the project would create a significant unavoidable impact, even with the inclusion of GHG best management practices (BMPs) to reduce emissions. Table 1 compares the project to the thresholds in the DSEIR.

**TABLE 1
Annual Cumulative Operational GHG Emissions**

Proposed Project	Threshold ¹ (in Metric Tons of CO ₂ Equivalent)	Proposed Emissions (in Metric Tons of CO ₂ Equivalent)	Estimated Reduction w/ BMPs	Total Estimated Emissions w/BMPs (in Metric Tons of CO ₂ Equivalent)
Proposed Project No Ice Center				
Non Mixed Use	1,110	43,078 (73% of emissions from vehicle travel)	9-33.3%	28,863 ² (assumes 33.3% reduction)
Mixed Use ³	4.6 per service population ⁴	17	9-33.3%	11.4 ⁵ (assumes 33.3% reduction)
Proposed Project With Ice Center				
Non Mixed Use	1,110	47,636 (ice center = 4,558, 85% of ice center emissions from vehicle travel)	9% or more for ice center	33,011 ⁶ (ice center = 4,148 ⁷)
Mixed Use ⁸	4.6 per service population ⁹	18.5	9% or more for ice center	12.8 ¹⁰ (ice center = 1.37 ¹¹)

Notes:

1. Thresholds recommended by the Bay Area Air Quality Management District in October 2009.
2. This assumes a 33.3% reduction from BMPs.
3. The mixed use threshold may be applicable if the senior housing residents at the proposed senior housing development use the proposed parks, retail, etc.
4. Service population = employees (1,585.5) + residents (960 residents—1.2 per unit).
5. This assumes a 33.3% reduction from BMPs.
6. This assumes a 9% reduction with BMPs for the ice center (and 33.3% for the other uses).
7. This assumes a 9% reduction for BMPs.
8. The mixed use threshold may be applicable if the senior housing residents at the proposed senior housing development use the proposed parks, retail, etc.
9. Service population = employees (1,585.5 + 29 ice center employees) + residents (960 residents—1.2 per unit).
10. This assumes a 9% reduction with BMPs for the ice center (and a 33.3% for other uses).
11. This assumes a 9% reduction with BMPs for the ice center.

2. Construction Emissions

In April 2009 the Bay Area Air Quality Management District (BAAQMD) released a recommended greenhouse gas threshold of 3,750 metric tons of CO₂ equivalent construction-related emissions annually. This threshold was used in the DSEIR. The proposed project, including the ice center, would generate approximately 2,665 metric tons of CO₂ equivalent emissions annually, a less-than-significant impact.

III. Noise

1. Backyard Noise by Proposed Bridges

A new noise study was conducted for the Two-Lane Constrained Extension and the Four-Lane Concurrent Extension Alternatives. The 2005-2025 General Plan acknowledges that a reduction of noise levels within the “Normally” range is not a requirement but a goal. According to the noise study, after the installation of noise-attenuating pavement along Stoneridge Dr. all anticipated noise levels along Stoneridge Dr. will be within the “Normally” allowed noise level of Ldn 60 dB or less for backyard areas (as described in the 2005-2025 General Plan, adopted July 2009) for both the Two-Lane Constrained Extension Alternative and the Four-Lane Concurrent Extension Alternative. However, it is estimated that future airport related noise could add up to 1-2 dB to projected noise levels for residences by the planned bridge crossings. The additional impact from potential airplane noise is considered a significant unavoidable impact.

2. Outdoor Noise by Stoneridge Dr.

The 2005-2025 General Plan includes a new program which states that ambient noise level increases of more than 4 dB are significant. In the DSEIR, staff has taken a conservative approach in interpreting this program, and contends that a noise increase of 4 dB or more is significant regardless of whether or not the noise level adheres to the normally and conditionally accepted noise standards. Since areas along Stoneridge Dr. (such as by the bridges) will have a more than 4 dB noise increase, a mitigation measure has been added in the DSEIR requiring noise-attenuating pavement in Stoneridge Dr. (from Kamp Dr. to El Charro Rd.) as part of the project. The noise-attenuating pavement will bring traffic noise levels to approximately 60 dB or below. However, since the ambient noise level increase will still be greater than 4 dB this is considered a significant unavoidable impact.

The ACSPA acknowledges the sensitivity of the Stoneridge Dr. extension, and has agreed to fund \$500,000 (in addition to the \$1,000,000 offered for off-site improvements related to the road extension) to help pay for the repaving of Stoneridge Dr. sooner than when replacement paving otherwise would have occurred given the regular replacement schedule.

IV. Transportation

1. Intersection Level of Service Impacts

In the Four-Lane Concurrent Extension Alternative, intersections that would operate below acceptable levels of service (prior to mitigation) are:

- Hopyard Rd./Owens Dr.
- Santa Rita Rd./Stoneridge Dr.
- Santa Rita Rd./Valley Ave.
- Hopyard Rd./Stoneridge Dr.
- Fallon Rd. /Dublin Blvd. (City of Dublin)
- Murrieta Blvd. /East Jack London Blvd.(City of Livermore)

In the Two-Lane Constrained Extension Alternative, intersections that would operate below acceptable levels of service (prior to mitigation) are:

- Hopyard Rd./Owens Dr.
- Santa Rita Rd./Stoneridge Dr.
- Santa Rita Rd./Valley Ave.
- Fallon Rd. /Dublin Blvd. (City of Dublin)
- Murrieta Blvd. /East Jack London Blvd. (City of Livermore)

In other words, the impacted intersections for both Alternatives are the same except Hopyard Rd./Stoneridge Dr. does not operate below acceptable levels of Service in the Two-Lane Concurrent Extension Alternative.

In both Alternatives, the recommended DSEIR intersection mitigations will reduce impacts to impacted intersections to less-than-significant levels. However, as described in the EIR, intersection impacts occurring outside the City of Pleasanton's jurisdiction remain significant and unavoidable because it is uncertain whether the interagency cooperative agreement proposed in Mitigation Measure TR-2.3 can be reached and because the City of Pleasanton has no authority to approve mitigations in other jurisdictions. In addition, the City of Dublin has indicated that the proposed improvement at Fallon Rd. /Dublin Blvd. is infeasible.

2. Congestion Management Program (CMP) Impacts

An Alameda County Congestion Management Agency CMP analysis for year 2015 was conducted for both the Two-Lane Constrained Extension and Four-Lane Concurrent Extension Alternatives to illustrate the potential effects of extending Stoneridge Dr. on the regional roadway system.

In the Four-Lane Concurrent Extension Alternative, significant link segment impacts would occur at:

- I-580 (Btwn. Airway Blvd. & Isabel Pkwy.)
- SR 84 (Btwn. Stanley Blvd. & Vineyard Ave.)
- SR 84 (Near Little Valley Rd.)
- Santa Rita Rd. (South of I-580)
- Stanley Blvd. (East of Valley Blvd.)
- Stoneridge (East of Santa Rita Rd.)

In the Two-Lane Constrained Extension Alternative, all link segment impacts are less-than-significant.

While there is a recommended mitigation measure requiring payment of regional Tri-Valley Transportation Development Fees to fund improvements to State Route 84, and High Occupancy Vehicle (HOV) lanes on I-580 and I-680, there is no feasible mitigation measure to ensure that these roadway segments in particular will not remain significantly impacted. Therefore, the impacts to these link segments under the Four-Lane Concurrent Extension Alternative are considered significant and unavoidable.

3. Other Traffic-Related Changes

In the EIR, a significant unavoidable impact was identified at Fallon Rd./Dublin Blvd. (in Dublin) during the PM peak. The DSEIR clarifies that a significant unavoidable intersection impact also occurs at this location during the AM peak hour. The mitigation measure, however, remains the same.

The Dowling study for the EIR shows a significant unavoidable impact for the Proposed Project (i.e., the project without the extension of Stoneridge Dr. in the short term) on the Santa Rita Rd. south of I-580 link segment. The DSEIR clarifies that this is a significant unavoidable impact similar to the other regional link segments identified in the EIR.

The DSEIR recommends minor updates to the mitigations related to Hopyard Rd./Owens Dr. (mitigation TR-1.2), Hopyard Rd./Stoneridge Dr. (mitigation TR-1.3), and Santa Rita Rd./Valley Ave. (mitigation TR-1.4) for the Proposed Project and the Four-Lane Concurrent Extension Alternative as follows:

- a. Mitigation Measure TR-1.2 (Hopyard Rd. at Owens Dr.): No adjustment required; lane improvements adopted to mitigate impacts instead of changing cycle length.
- b. Mitigation Measure TR-1.3 (Hopyard Rd. at Stoneridge Dr.): Adjust signal retiming requirement to specify required cycle length of 100 seconds in the PM. Require eastbound free right turn.
- c. Mitigation Measure TR-1.4 (Santa Rita Rd. at Valley Ave.): Increase cycle length from 120 to 130 seconds.

V. Cumulative Quarry Analysis

There are no new impacts related to quarry operations. The nearest quarry is approximately 1.5 miles away from the Staples Ranch site. A detailed analysis is provided on pages 48-53 of the DSEIR.

VI. Environmentally Superior Alternative

1. Two-Lane Constrained Extension vs. Four-Lane Concurrent Extension Alternatives

The Two-Lane Constrained Extension Alternative is considered environmentally superior to the Four-Lane Concurrent Extension Alternative since it results in fewer traffic impacts and less of a noise impact on Stoneridge Dr. between Kamp Dr. and El Charro Rd.

2. Two-Lane Constrained Extension Alternative vs. Proposed Project

As a result of including the ice center, the Two-Lane Constrained Extension Alternative generates slightly greater air quality, water supply, and noise impacts than the Proposed Project and slightly fewer biological resources, construction noise and water quality impacts (as a result of the simultaneous construction of the Stoneridge Dr. bridges), the significance of these of these impacts remain essentially the same as for the Proposed Project.

The Two-Lane Constrained Extension Alternative results in five impacted intersections; whereas, the Proposed Project results in seven. The Two-Lane Constrained Extension Alternative would not result in any significant impacts to transportation link segments. The Proposed Project would significantly impact the Santa Rita Rd. segment south of I-580 in the AM peak hour.

The Proposed Project would have approximately 1,000-2,000 fewer trips per peak hour on Stoneridge Dr. than the Two-Lane Constrained Extension Alternative, thus reducing noise levels on Stoneridge Dr.

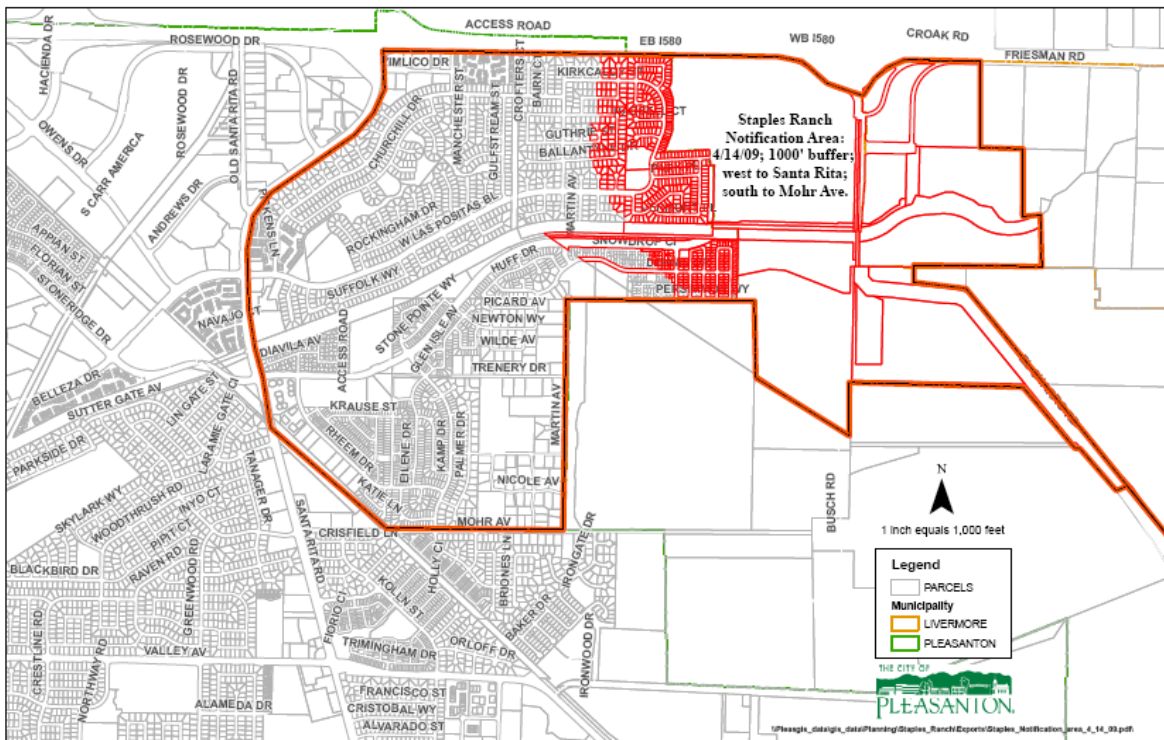
3. Open Space Alternative in EIR Vs. Proposed Project, and Other Alternatives

The Open Space Alternative described in the EIR would be environmentally superior to the Proposed Project, and the other alternatives. In general, the Open Space Alternative would generate approximately 270 fewer daily trips than the Proposed Project. The Open Space Alternative would have less of an impact on the existing visual character of the area, as more of the site would appear rural and less urbanized. This alternative would not include sports field lighting, thus reducing possible lighting impacts.

PUBLIC NOTICE

Public notices of the release of the DSEIR were sent to all property owners and residents as shown in Figure 2 below. The noticing area is greater than the standard 1,000' noticing distance. Public notices were also sent to regional agencies, and neighboring cities. The State Clearing House distributed copies of the DSEIR to state agencies, as required by CEQA. At the time this report was prepared, one comment from Dublin San Ramon Services District and one comment from Vulcan Materials Company have been received related to the DSEIR.

**FIGURE 2
Noticing Area**



Note: The properties within 1,000' are shown in red. The project noticing area is substantially greater than the standard 1,000' noticing area.

NEXT STEPS

A Planning Commission hearing regarding the Final SEIR will be scheduled for February 2010. The actual date for the hearing depends on the number and content of the responses received during the DSEIR comment period. The Final SEIR, Mitigation Monitoring and Reporting Plan, CEQA Findings, and a Statement of Overriding Considerations will be reviewed by the City Council in March 2010.

STAFF RECOMMENDATION

Staff recommends that the Commission take the following actions:

1. Receive comments from the public with regard to the completeness and adequacy of the DSEIR; and
2. Provide Planning Commission comments with regard to the completeness and adequacy of the DSEIR.

Staff Contacts

Project Manager: Steve Bocian, Assistant City Manager, (925) 931-5005 and sbocian@ci.pleasanton.ca.us
 Staff Planner: Robin Giffin, Associate Planner, (925) 931-5612 and rgiffin@ci.pleasanton.ca.us