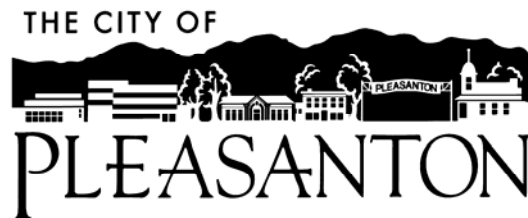


**Draft Initial Study/
Proposed Negative Declaration
for the
Pimlico Drive Turnout and Pipeline Project**

Prepared for:



City of Pleasanton
Department of Public Works
200 Old Bernal Avenue
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August 2006

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I. BACKGROUND

1. Project Title: Pimlico Drive Turnout and Pipeline Project
2. Lead Agency: City of Pleasanton
Department of Public Works
200 Old Bernal Avenue
Pleasanton, CA 94566
3. Contact Person: Jim Kelcourse, Senior Engineer
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Department of Public Works
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4. Project Location: See Project Description
5. Project Sponsor's Name and Address: City of Pleasanton
Department of Public Works
200 Old Bernal Avenue
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6. General Plan Designation: See Project Description
7. Zoning: See Project Description
8. Description of Project: See Project Description
9. Surrounding Land Uses and Setting: See Project Description

II. PROJECT DESCRIPTION

Introduction

This Initial Study and proposed Negative Declaration (IS/ND) provide the California Environmental Quality Act (CEQA) (Public Resources Code, Div 13, Sec 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387) environmental analysis for the proposed Pimlico Drive Turnout and Pipeline Project.

The references section contains a list of sources used to prepare the Initial Study. References are available for review at the City of Pleasanton Public Works Department.

In accordance with CEQA Section 15070, this Initial Study may identify potentially significant effects, but:

1. Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would

avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2. There is no substantial evidence, in light of the whole record before the agency, that the project, as revised, may have a significant effect on the environment.

Section 15063(d) of the State CEQA Guidelines states the content requirements of an Initial Study as follows:

15063(d) Contents. An Initial Study shall contain in brief form:

- (1) A description of the project including the location of the project;
- (2) An identification of environmental setting;
- (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- (4) A discussion of the ways to mitigate the significant effects identified, if any;
- (5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
- (6) The name of the person or person, who prepared or participated in the Initial Study.

Project Location

The Pimlico Drive Turnout and Pipeline Project is located within the City of Pleasanton as shown on Figure 1. The Project begins near the intersection of the Zone 7 Water Agency (Zone 7) channel with Pimlico Drive in the northeast portion of the City and terminates near the intersection of Pimlico Drive and Santa Rita Road. One project feature is located adjacent to Santa Rita Road approximately 600 feet south of the Santa Rita Road interchange with Interstate Highway 580 (Figure 1).

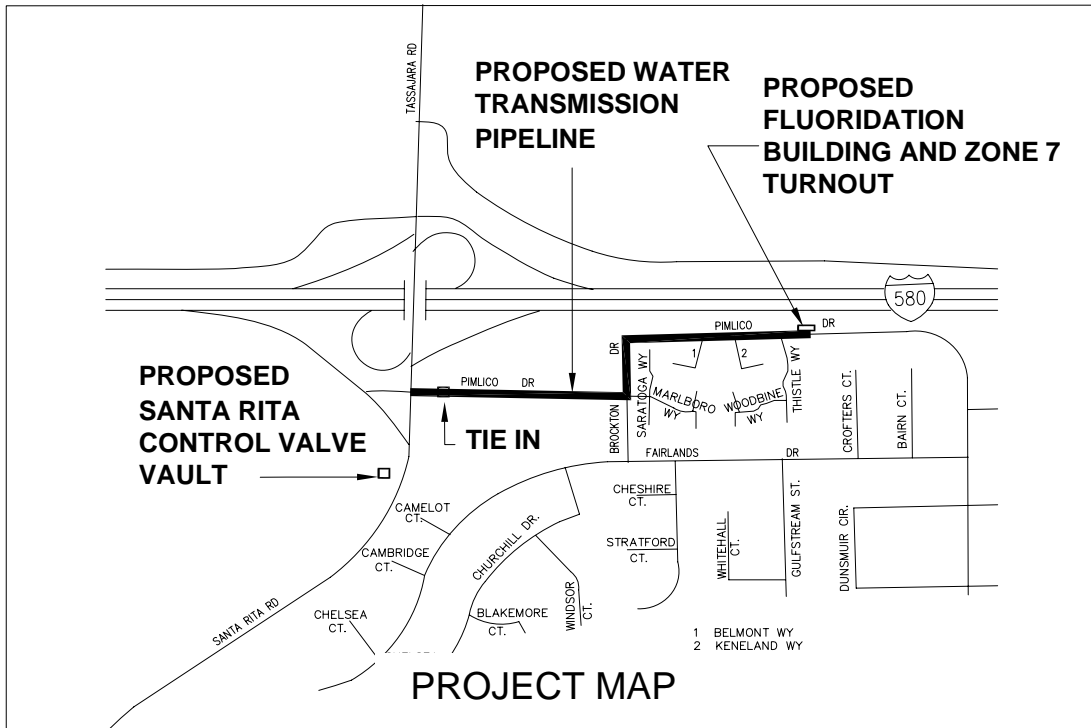
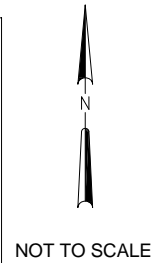
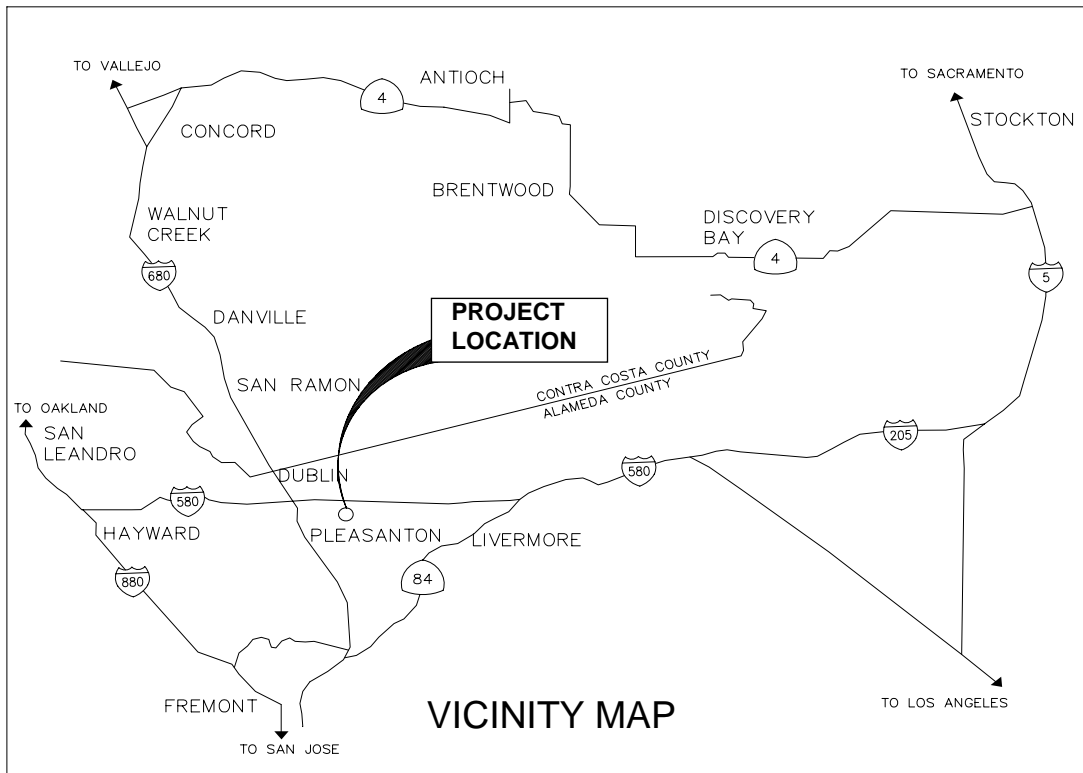
General Plan Designation

The Pimlico Drive Turnout and Pipeline Project facilities are located within roadways, public rights-of-way and a dedicated public utility easement. The pipeline alignment traverses four areas designated in the 1996 General Plan (City of Pleasanton 1996) as Retail/Highway/Service Commercial, Business and Professional Offices, Residential High Density (greater than 8 dwelling units per gross acre), and Medium Density (2 to 8 dwelling units per gross acre).

Zoning Designation

The project facilities occur in the following zoning designations:

- PUD-C Planned Unit Development-Commercial
- CF- Commercial Freeway
- PUD-RM25- Residential Multifamily 2500 square feet
- R-1-65- Residential dwelling unit per 6500 square feet.



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PIMLICO DRIVE TURNOUT AND
PIPELINE PROJECT CIP NO. 011012

PROJECT LOCATION

FIGURE 1

Project Description

The City of Pleasanton's proposed Pimlico Drive Turnout and Pipeline Project consists of the construction and operation of the following facilities:

- A new 5,000 gpm turnout connection from the Zone 7 Water Agency 36-inch Cross-Valley Transmission Main, operated and maintained by Zone 7 Water Agency
- A new fluoridation facility housed in a concrete block building, to be operated and maintained by the City of Pleasanton
- Approximately 2,700 feet of 20-inch pipeline, to connect the new turnout to the existing water distribution system in Santa Rita Road, to be operated and maintained by the City of Pleasanton
- A fluoride injection vault, to be operated and maintained by the City of Pleasanton
- A control valve vault station, adjacent to Santa Rita Road south of Pimlico Drive, to be operated and maintained by the City of Pleasanton.

The proposed project facilities are shown on Figure 2.

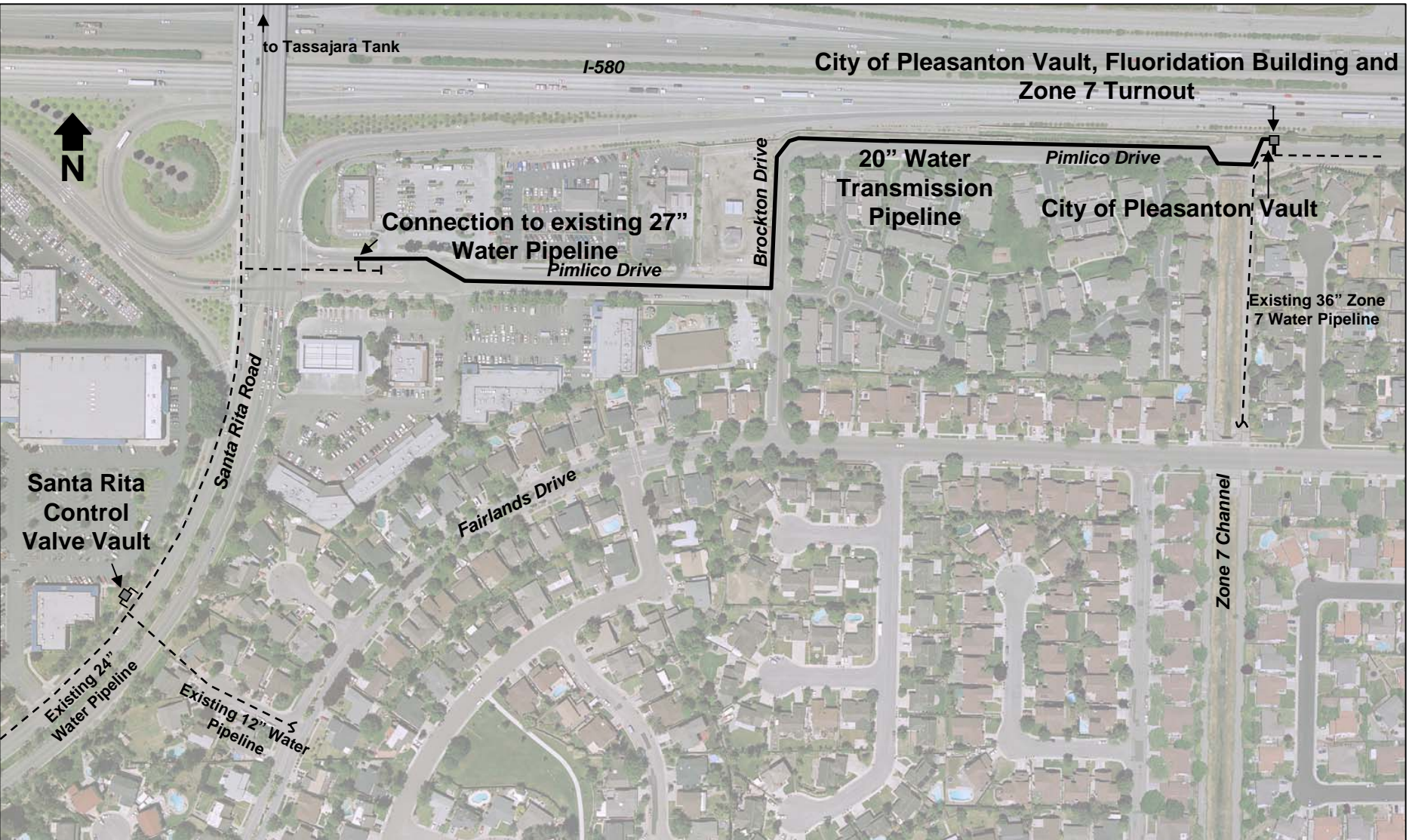
Background

The City of Pleasanton owns and operates the water distribution system that serves the City and receives most of its water from Zone 7 through six permanent turnouts (a turnout is a connection to an existing water source) to the City of Pleasanton water distribution system. The water distribution system is divided into a number of water pressure zones and the proposed project is located in the Lower Zone, in the northeast quadrant of the City (City of Pleasanton 2004).

Purpose

The City plans to construct the proposed project to improve operation of the water storage capacity of the Tassajara Reservoir and to improve water quality in the distribution system. Future water demands of the City through build out were presented and analyzed in the City of Pleasanton's 1996 Pleasanton General Plan Update Environmental Impact Report (Mundie & Associates 1996), 1996 General Plan (1996b), and were used in developing the 2003 Water Master Plan update (City of Pleasanton 2003).

Water is delivered to and from the Tassajara Reservoir currently through an existing 24-inch water pipeline on Santa Rita Road. The overflow water level of Tassajara Reservoir is 10 to 15 feet higher than the other Lower Zone reservoirs, and as a result, the reservoir cannot be filled to its full storage capacity under current conditions. The proposed project will tie into the existing 24-inch pipeline and provide sufficient increased hydraulic pressure to fill the Tassajara Reservoir to its capacity, and allow better operational use of the reservoir. Improved control capacity of the system with installation of the Santa Rita control valve vault equipment will increase the operational flexibility of the system, which in turn will improve water quality throughout the system.



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THE CITY OF

PLEASANTON

PIMLICO DRIVE TURNOUT AND
 PIPELINE PROJECT CIP NO. 011012
PROPOSED PROJECT FACILITIES

FIGURE 2

Project Description

The proposed project will transmit water from the Zone 7 36-inch Cross Valley Pipeline at the eastern boundary of the project area along Pimlico Drive to the existing distribution system at Santa Rita Road. The Zone 7 turnout, fluoridation building, and all associated facilities are located on the north side of Pimlico Drive adjacent to the Zone 7 channel. Water will be metered at the Zone 7 turnout and then piped to an adjacent City of Pleasanton valve vault where water will be fluoridated from an adjacent fluoridation facility before being carried by the proposed 20-inch pipeline along Pimlico and Brockton drives to a tie-in to the City's existing 27-inch water transmission main near the intersection of Santa Rita Road and Pimlico Drive. The existing 27-inch water transmission pipeline connects to a 24-inch water transmission line that delivers water to and from the Tassajara Reservoir.

A new control valve vault (Santa Rita control valve) will connect to the existing 24-inch water transmission pipeline adjacent to the western edge of Santa Rita Road, south of the intersection of Pimlico Drive and Santa Rita Road. The Santa Rita control valve will be used to control flows to and from the Tassajara Reservoir and the proposed Pimlico Turnout. The Santa Rita control valve vault will be located at the western boundary of the proposed project.

The need for the facilities and selection of site location were evaluated based upon review of the overall water system operating requirements and current planning information, as described in the Water Distribution System Master Plan Update (City of Pleasanton 2004). The locations of the facilities were based upon the requirement to place the Zone 7 connection, City of Pleasanton vault and fluoridation building as close to the Zone 7 water source as possible, and to minimize construction impacts to residences. The Santa Rita control valve vault site was selected to place the vault as close to the tie-in to the existing 27-inch pipeline under Santa Rita Road, and to minimize impact to commercial businesses and traffic flow along Santa Rita Road.

A detailed description of each of the project facilities is provided below.

Zone 7 Turnout

The Zone 7 turnout will be housed in an underground 9-foot by 13-foot precast concrete vault, approximately 8 feet in depth below grade. The equipment housed in the Zone 7 turnout includes: a flow control valve, a flow meter, pressure gages, a pressure reducing valve, and a check valve. The turnout vault and equipment will be owned and operated by Zone 7, and will be similar to other Zone 7 turnouts in the City of Pleasanton. Access to the vault will be via an interior ladder via a hatch door which will be locked unless in use. The vault will be equipped with flood alarms that will be monitored by the Zone 7 operations control center.

The Zone 7 turnout will be controlled by a programmable logic controller (PLC), with data telemetered via 2.5 GHz spread-spectrum radio to the Zone 7 operations control center. The radio antenna will be located adjacent to the turnout vault and be approximately 20 to 25 feet high, depending on results of the radio path survey. Zone 7 metering equipment will be mounted adjacent to the turnout vault in an above-grade waterproof housing.

City of Pleasanton Vault

The City of Pleasanton fluoridates its water before entering the distribution system. Therefore, a separate vault for fluoride injection will be located adjacent to the Zone 7 turnout vault. The underground vault will be a 6-foot by 4-foot precast concrete vault, approximately 8 feet in depth, at the same depth as the Zone 7 turnout vault. The fluoridation building will house hydrofluorosilic acid, used in the fluoridation process and used throughout the City at other facilities. Access to the vault will be provided by a hatch door which will be locked. City maintenance and operations staff will make daily inspections of the vault and fluoridation building for leaks and take corrective actions as required. Leak alarm detectors, similar to those installed at other City facilities, will be installed at the injection point in the vault and at the chemical tank in the fluoridation building. The vault will be equipped with flood alarms. Information collected by the detectors will be transmitted remotely via the SCADA system installed at the site to the City's Operations Control Center, which operates twenty four hours a day, seven days a week. When an alarm is sounded at the City of Pleasanton's Operations Control Center, an operator is immediately sent to the site for inspection and implementation of corrective actions, as needed.

Fluoridation Building

Mechanical and SCADA equipment used in the fluoridation system to treat Zone 7 water will be housed in a 10 foot by 16 foot (160 square feet) concrete block building located adjacent to the City of Pleasanton's vault and Zone 7 turnout on the north side of Pimlico Drive. The building will be 10 feet high, and constructed of masonry block. The color and texture of the masonry block will be chosen to blend in with area surroundings. The roof will be asphalt shingles. The floor will be a slab on grade with trenched areas covered by reinforced fiber polymer grating over a secondary containment system for the chemical tank. A set of steel double doors that can be locked will be provided at one end of the building for access.

The major equipment and requirements for the fluoridation system that will be housed within the fluoridation building include:

- A 500-gallon fluoride storage tank
- A fluoride metering pump
- Fluoride and chlorine analysis equipment mounted on the wall
- Emergency shower and eyewash station
- Secondary containment for the fluoride storage tank
- Ventilation facilities

The 500-gallon fluoride storage tank will be a single walled tank which will be placed over grating and the secondary containment system. The secondary containment under the tank will ensure that any leaks or upsets from the chemical tank are contained within the building. The secondary containment structure will be designed according to all state, federal and local regulations including the California Code of Regulations, Uniform Fire Code, California Occupational and Safety and Health Act and California Health and Safety Code, and will be similar to other secondary containment systems in the fluoridation

buildings throughout the City. The tank will be vented to the outside and have a level detector with an alarm connected to the SCADA system so that the tank levels can be monitored remotely from the City's control center, similar to the alarms used at other City fluoridation facilities. The alarm will transmit information to the City's operational control center if an unscheduled change in the tank level occurs. An operator will be immediately sent to the fluoridation building to determine if a leak or upset has occurred and take corrective actions, as needed.

Hydrofluorosilic acid, which is used throughout the City in the fluoridation process at other fluoridation facilities, will be delivered to the fluoridation building approximately 14 times a year. The frequency of deliveries will depend on the time of year, with deliveries roughly every two weeks during the summer and less frequently in the winter. The chemical will be delivered by a commercial company and the tank will be filled to 450 gallons per the City's direction providing a 50-gallon freeboard to minimize potential for spills during filling. All procedures for transporting the chemical and filling the tank will be approved by the Livermore Pleasanton Fire Department, as are operations at all fluoridation facilities throughout the City (Kathleen Campbell, personal communication Daniel Smith, Utilities Superintendent, City of Pleasanton, April 5, 2006).

Power for the turnout and fluoridation facility will be provided from an underground connection with the adjacent residential underground distribution system. Low voltage exterior lighting will be provided at the fluoridation building for security and maintenance needs.

The fluoridation building will be controlled by a Tesco LIQ2000 remote terminal unit (RTU), with data telemetered via radio to the City operations center. The radio antenna will be approximately 20 to 25 feet high and will consist of a mast and radio receiver mounted at the top of the mast. The antenna will be mounted to the fluoridation building and extend approximately 8 to 10 feet above the building.

Water Transmission Pipeline

Approximately 2,700 feet of new 20-inch ductile iron pipe will be installed within Pimlico and Brockton drives. Pipe connections will be made to the new turnout facilities and to an existing 27-inch pipeline owned by the City of Pleasanton. Connection to the 27-inch pipeline is on Pimlico Drive, approximately 120 feet east of Santa Rita Road. Approximately 50 feet of the pipeline will be placed within a concrete planter-box on the south side of Pimlico Drive where the pipeline crosses the Zone 7 box culvert channel near the proposed turnout site. The planter box will be approximately 3 feet high by 3 feet wide. Pipelines are routinely placed in planter-boxes throughout the City where the pipelines cross channels within the road rights-of-way.

Santa Rita Control Valve Vault

The Santa Rita control valve vault will be located underground in a dedicated public utility easement off the western edge of Santa Rita Road. The new control valve vault station will be located in the lawn area adjacent to Rose Pavillion parking lot. The precast concrete vault will be about 9 feet by 5 feet and about 6 feet deep below grade. The vault branch piping will be connected to the existing 24-inch water pipeline located in the western-most lane on

Santa Rita Road. The control valve will have a 5,000 gpm maximum flow capacity and be controlled remotely. Two isolation valves will be located upstream and downstream of the control valve. A flow meter will also be housed in the vault. The vault will be covered with locking double leaf hatch.

The Santa Rita control valve vault will be controlled by a programmable logic controller (PLC), with data telemetered via 2.5 GHz spread-spectrum radio to the City of Pleasanton's Operations Control Center. The high radio frequency transmission system will require an approximately 20 to 25 foot high radio antenna located adjacent to the vault.

Construction Schedule

The anticipated duration of construction activities for the proposed project is approximately 28 weeks with certain activities occurring concurrently. General durations of construction include:

- start up activities, 11 weeks;
- installation of the pipeline, 4 weeks;
- installation of the Zone 7 turnout and City of Pleasanton vault, 2 weeks;
- construction of the fluoridation building, 5 weeks;
- installation of the Santa Rita control valve vault, 2 weeks; and
- equipment testing and decommissioning, 4 weeks.

Construction-Related Activities

Construction will follow the City of Pleasanton's Standard Specifications for materials and methods of construction for the City's public infrastructure (City of Pleasanton 2002). These specifications address landscaping, construction near trees, traffic control, erosion and sedimentation control, good housekeeping practices including hazardous materials transport, storage and use, construction hours and schedule, and procedures if archeological artifacts are encountered during construction.

Installation of project facilities will require excavation, grading and backfilling. Approximately 150 cubic yards of material will be excavated to install the Zone 7 turnout, City of Pleasanton vault, fluoridation building and Santa Rita control valve vault. The pipeline will be installed under Pimlico and Brockton drives using traditional cut and cover construction methods. Approximately 1,800 to 3,600 cubic yards of material will be excavated and excess material hauled offsite and will not be stored along the pipeline construction route. Excess material will be disposed of at a suitable landfill site. Bedding and backfill material will be trucked to the construction site. The work space along Pimlico and Brockton drives will be about 30-foot wide and some traffic lane closures will be necessary, however, at least one lane will remain open for traffic and a traffic control plan will be prepared and approved by the City of Pleasanton prior to construction.

The typical crew size for pipeline installation will include 4 to 6 workers, 3 to 4 truck drivers and inspectors. Truck traffic generated by workers coming to and from the construction site daily will include 6 to 8 at the pipeline construction site, 6 to 8 at the Zone 7 turnout and Pleasanton

vault sites, 8 to 10 at the fluoridation building and 6 to 8 daily at the Santa Rita control valve vault.

Equipment delivered to the construction site will include twenty-foot long sections of 20-inch ductile iron pipe, pipe backfill and bedding materials, pre-cast concrete vaults, concrete masonry materials, and mechanical equipment. These materials and equipment will be delivered to the construction site by 40-foot (or smaller) flatbed trucks and 10-wheel dump trucks. Assuming pipeline installation advances at about 100 feet per day, approximately 2 to 4 truck trips per day will be required to remove excavated material and deliver backfill material, equipment and materials, asphalt and concrete or 130 to 160 truck trips over the pipeline construction period.

A total of approximately 1 to 2 truck trips will be required to deliver materials and equipment to the Pleasanton vault and Zone 7 turnout site daily or about 10 to 20 trips over the construction period.

Equipment and materials delivery to the fluoridation building will be about 10 to 15 truck trips a day or total 15 truck trips over the construction period and 4 to 5 truck trips to the Santa Rita control valve vault site over a two week period.

Two staging areas will be used for materials and equipment. One staging area will be located adjacent to the fluoridation building site and the other will be located in the parking lot adjacent to the Santa Rita control valve vault. Alternate staging areas would be approved by the City of Pleasanton prior to start of construction.

Once construction is completed, the roadways, sidewalks, and curves and gutters will be resurfaced and returned to preconstruction conditions. The area around the fluoridation building will be landscaped with ornamental shrubs and vines will be planted along the side of the building facing Pimlico Drive. The area surrounding the Santa Rita control valve vault site disturbed by construction will be landscaped with grass to blend in with the surrounding lawn area.

Measures Included in the Project

The following is a list and description of measures and standards that have been incorporated into the Project Description in order to avoid or minimize potential environmental impacts. These measures represent standard engineering, design, construction, and maintenance practices.

Project Measure AIR-1: Equipment Exhaust Control

The City shall control equipment emissions when working within 100 feet of sensitive receptors such as businesses or residences, or when more than three pieces of heavy construction equipment are operating simultaneously. These measures shall include:

- The Construction Contractor shall properly maintain construction equipment per manufacturers specifications;
- The Construction Contractor shall reduce unnecessary idling of construction equipment (i.e. limit idling time to 10 minutes or less) and avoid staging equipment within 200 feet of sensitive receptors; and

- Where possible, the Construction Contractor shall use newer, cleaner-burning diesel-powered construction equipment.

Project Measure AIR-2: Dust Control

The City shall control fugitive dust generated by project construction activities. These measures shall include:

1. Require the Construction Contractor to prepare and implement a fugitive dust control plan to be approved by the City prior to construction startup, including;
 - Water at least twice daily, and more often during windy periods exposed (unpaved or not graveled) staging areas except during periods of rain;
 - Sweep street surfaces, parking areas and staging areas daily if visible soil material is deposited on adjacent roads;
 - Cover haul trucks or maintain at least two feet of freeboard;
 - Limit vehicle speed to 15 miles per hour (mph) on any unpaved surfaces;
 - Apply clean water or other approved dust suppressants to exposed dirt surfaces, as needed; and
 - Restore vegetation in disturbed areas and restore road surfaces at the conclusion of construction.

Project Measure CUL-1: Protection or Recovery of Data

The City shall hire a qualified archaeologist to conduct preconstruction research and field study as appropriate and to be present on site during grading, excavation and trenching of project facilities in order to determine if any bone, shell, or artifacts are uncovered. If any bone, shell, or artifacts are uncovered, work in the area shall be halted and the City shall be immediately notified. Project personnel shall not collect cultural resources. Work near the archaeological finds shall not be resumed until a qualified archaeologist has evaluated the materials and offers recommendations for further action.

Project Measure CUL-2: Prehistoric Human Remains

In the event that human remains are encountered, ground disturbing activities at that location shall cease immediately, and there shall be no further excavation or disturbance of the site, or any nearby areas reasonably suspected to overlie adjacent human remains, until the County Coroner makes a determination of whether an investigation of the cause of death is required or that the remains are Native American. If the Coroner determines that the remains are Native American, then the Native American Heritage Commission in Sacramento shall be contacted within 24 hours (by County Coroner), along with the Most Likely Descendant(s) of the deceased Native American (by the Native American Heritage Commission), and disposition of the remains shall be in accordance with all applicable laws and regulations.

Project Measure NOISE-1: Construction Noise

1. The Construction Contractor shall be responsible for complying with the equipment noise limits in the City of Pleasanton's noise ordinance.
2. The Construction Contractor shall be responsible to maintain construction equipment in proper condition to prevent excessive noise.
3. The City shall notify residents and businesses at least 24 hours prior to the start of construction of the anticipated schedule of construction activities in the project area including start and end dates of construction.

Project Measure TRANS-1: Traffic Control Plan

The Construction Contractor shall prepare and implement a Traffic Control Plan upon approval of the City of Pleasanton to minimize potential hazards associated with construction activities at the intersection of Santa Rita Road and Pimlico Drive and other public-rights-of-way in the project area, to allow emergency vehicles to pass at all times or provide alternate routes, and provide reasonable traffic flow and on-street parking in residential and commercial areas. The traffic control plan shall consider the private day care center on Brockton Drive and residences and commercial businesses on Pimlico Drive and Interstate Highway 580 interchange with Santa Rita Road.

Surrounding Land Uses and Setting

The turn out at the Zone 7 water transmission line and the fluoridation facility are bounded on the east and south by residential development and on the north and west by a sound wall and Interstate Highway 580 and Pimlico Drive (see Figure 2).

The water transmission pipeline is located within the roadways of Pimlico and Brockton drives. The water transmission pipeline follows Pimlico Drive and ends at the connection with an existing transmission pipeline in Pimlico Road near the intersection with Santa Rita Road. A short section of Pimlico Drive changes to Brockton Drive before becoming Pimlico Drive again. Pimlico Drive and Brockton Drive are bounded by residential development on the south and east and a sound wall and Interstate Highway 580 on the north (see Figure 2). The section of pipeline in Pimlico Drive from Brockton Drive to the connection near Santa Rita Road is bounded on the south and north by commercial businesses and to the west by Santa Rita Road (see Figure 2).

The Santa Rita control valve vault at Santa Rita Road is bounded by a commercial area to the north and west and Santa Rita Road on the south and east. The control valve vault will be located within a dedicated public utility easement.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. The significant level is indicated using the following notation: 0=No Impact, 1=Less than Significant; 2= Less than Significant with Mitigation; 3=potentially Significant. The notation varies from Appendix G of the State CEQA Guidelines, as amended on September 7, 2004 for clarity and information.

<input type="checkbox"/> 1 Aesthetics	<input type="checkbox"/> 0 Agriculture Resources	<input type="checkbox"/> 1 Air Quality
<input type="checkbox"/> 1 Biological Resources	<input type="checkbox"/> 1 Cultural Resources	<input type="checkbox"/> 1 Geology/Soils
<input type="checkbox"/> 1 Hazards & Hazardous Materials	<input type="checkbox"/> 1 Hydrology/Water Quality	<input type="checkbox"/> 1 Land Use/Planning
<input type="checkbox"/> 1 Mineral Resources	<input type="checkbox"/> 1 Noise	<input type="checkbox"/> 1 Population/Housing
<input type="checkbox"/> 1 Public Services	<input type="checkbox"/> 1 Recreation	<input type="checkbox"/> 1 Transportation/Traffic
<input type="checkbox"/> 0 Utilities/Service Systems	<input type="checkbox"/> 1 Mandatory Findings of Significance	

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

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.

Rob Wilson

Signature

9/16/06

Date

ROB WILSON

Printed name

IV. 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.

I. AESTHETICS

Environmental Setting

The proposed project facilities are located within the City of Pleasanton on flat terrain. The proposed water transmission pipeline will be located within Pimlico and Brockton drives. Portions of these roadways are bounded by residential and commercial development. The site of the fluoridation building, Zone 7 turnout and City of Pleasanton vault are situated in close proximity to each other immediately south and adjacent to the Interstate Highway 580 sound wall and on the north side of Pimlico Drive. Views onto the site from the east- and west-bound lanes of Pimlico Drive and the residential area south and southwest of Pimlico Drive currently consists of the sound wall next to Interstate Highway 580 and landscaping within the public right-of-way. The landscaping consists of ornamental shrubs (*Acacia longifolia* and *Pittosporum crassifolium*) and small Austrian Willow trees (*Geijera parviflora*) between the sound wall and Pimlico Drive. One ornamental Australian Willow tree (*Geijera parviflora*) and seven ornamental flannel bush shrubs (*Fremontodendron California glory*) occur at the fluoridation building site.

The Santa Rita control valve vault will be located in a lawn area between the pedestrian sidewalk next to Santa Rita Road and the parking lot of Rose Pavillion. Views of the site from the south and west along Santa Rita Road are screened by several large trees planted between the road and pedestrian sidewalk. The site of the control valve vault slopes upward towards the parking lot. Views from the west of the control valve vault site from a one story commercial building housing and deli next to the Rose Pavillion parking lot are slightly screened by a gently sloping berm.

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 night time views.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

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, b) **No Impact.** The project facilities are located within or adjacent to local roadways. The project is not located in an area designated as a scenic resource, scenic vista, or scenic highway (City of Pleasanton 1996). Therefore, this would be no impact.
- c) **Less than Significant.** Temporary changes to the existing visual character of the project will occur due to the presence of construction equipment and construction-related activities. Upon completion of the project, all site disturbances from construction will be returned to preconstruction activities. This would be a temporary, minor effect, therefore this would be less than significant.

The project water transmission pipeline will be located within roads and in a planter box over the Zone 7 channel and will not affect the visual character of the residential neighborhoods and commercial businesses adjacent to Pimlico and Brockton drives. The Zone 7 turnout and City of Pleasanton vault will be located below grade within public right-of-way and not affect the existing visual character of the adjacent residential area.

The fluoridation building will be situated in public right-of-way between Pimlico Drive and the sound wall next to Interstate Highway 580. Views of the fluoridation building will include traffic moving east and west along Pimlico Drive and partial views from the a fenced backyard of a residence located across the street from the fluoridation building. The backyard is fenced with 6-foot solid wooden slats.

The fluoridation building will be designed to meet City of Pleasanton's design requirements and be similar in appearance to other fluoridation buildings throughout the City. The building will be constructed of masonry blocks compatible with the color and texture of the background sound wall. Landscaping around the fluoridation building will include shrubs installed at the entrance of the building and along the sides of the building facing Pimlico Dive to provide partial screening. A creeping vine that is similar to the existing vines on the sound wall, such as creeping fig or Boston ivy, may be planted on the side of the building facing the Pimlico Drive to provide a view of the fluoridation building consistent with the background sound wall, existing vegetation along the north side of Pimlico Drive and a view in character with the surrounding area. The radio antenna will be mounted to the fluoridation building and will be approximately 25 to 30 feet high and be about the same height as the existing 30 foot high light standards along Pimlico Drive.

The mitigative design features incorporated into the project will prevent a significant impact to visual resources and will be included in the construction plans and specifications. No separate mitigation is necessary. The fluoridation building and other project features adjacent to the building will not substantially degrade the visual character of the area along the strip of land between the Interstate Highway 580 sound wall and Pimlico Drive, and impact is considered less than significant.

The Santa Rita control valve vault and Zone 7 radio antenna will be located within the Santa Rita Road right-of-way between Santa Rita Road and the Rose Pavillion parking lot and to the west next to a one-story commercial building housing a delicatessen. The Santa Rita control valve vault will be below grade and not affect the visual character of the area. The impact will be less than significant.

The antenna adjacent to the Santa Rita control valve vault will be about 20 to 25 feet high. The views of the antenna from the sidewalk and Santa Rita Road will be the antenna and background structures that are consistent with the commercial nature of the area including the one story commercial building and parking lot with 40-foot high light standards. Therefore, there will be no substantial impacts to the visual character of the area. The impact would be less than significant

- d) **Less than Significant.** Nighttime lighting will not be used during construction. The only lighting for the project facilities will be at the fluoridation building for security and emergency response purposes. The lighting will be low level lighting outside of the fluoridation building and will be similar to or less than the intensity of the light standards lining Pimlico Drive.

Neither the equipment nor materials used during operations will cause glare during the day or night. For these reasons, the effects of the project on light and glare would be less than significant.

2. AGRICULTURAL RESOURCES

Environmental Setting

The project area is designated as “Urban and Built-up Land” by the California Department of Conservation (CDC). 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a, b) **No Impact.** Agriculture resource impacts are not applicable to this project, as no land uses related to the California Department of Conservation land use designations occur within the project area. Therefore, this would be no impact.

- c) **No Impact.** No farmland occurs within the project area. The project facilities will be located either within a road right-of-way or within public rights-of-way or a dedicated public utility easement. Therefore, this would be no impact.

3. AIR QUALITY

Environmental Setting

The proposed project is located within the San Francisco Bay Area Air Quality Management District (BAAQMD), which regulates air pollutant emissions in the nine-county area, including Alameda County, through its permit authority over most stationary emission sources and through its planning and review activities. Regulated air pollutants include carbon monoxide (CO), reactive gases (ROG), nitrogen monoxide (NO), sulfur dioxide (SOX) and particulates (PM₁₀). The State of California has adopted air quality plans to address the nonattainment status (when regulatory threshold standards are not attained for a pollutant) and the measures to be taken to reduce pollutant emissions. The Bay Area including the Tri-Valley and Pleasanton are nonattainment for ozone and particulates (PM_{2.5} and PM₁₀). The Tri-Valley has some of the worst air quality in the Bay area due to its geography and climate. Emissions from outside the Tri-Valley are transported to the area where they are trapped by temperature inversions. In the Tri-Valley one of the major sources of ozone precursors and particulates are automobile emissions (City of Pleasanton 2004)

Standards of Significance

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

- Result in pollution emission levels above those established by BAAQMD in either short term (construction related) or long term (traffic).

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) **Less than Significant.** The Bay Area 2000 Clean Air Plan (CAP), jointly prepared by the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), contain specific measures intended to improve air quality. Under the CAP, any project that attracts automobile traffic or induces growth beyond that anticipated in the regional air quality plan may be found to have a significant air quality impact. The City of Pleasanton population growth projections were included in the development of the CAP.

The project is not expected to conflict with or obstruct the timely implementation of the CAP or any subsequent CAP updates because it would not result in vehicle emissions resulting from unplanned growth. Therefore, this would be less than significant.

b, c, and d) **Less than Significant.** Construction activities, by nature will produce air quality impacts which commonly require mitigation. The Bay Area Air Basin, including the Alameda County and the Tri-Valley area, is currently designated as a federal and State non-attainment area for ozone, the major component for smog and for particulates (PM_{2.5} and PM₁₀). Particulate material includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires, and natural windblown dust. Construction vehicle/equipment exhaust contains reactive organic gasses (ROG) and nitrogen oxides (NO_x) which are of concern because they are precursors to ozone and add to the regional ozone problem. Intermittent construction activities are expected to last approximately six months. Construction activities will result in minor, temporary emissions of diesel and gasoline engine combustion emissions (ozone precursors) and small amounts of localized increases in fugitive dust from construction site preparation such as removal of road surfaces within the construction work area, excavation, trenching and limited grading.

The project will temporarily increase ozone, NO_x, PM_{2.5} and PM₁₀ concentrations, and may temporarily expose sensitive receptors (i.e. nearby businesses and residences) to pollutant concentrations. This increase and exposure is not considered substantial given the open nature of the area, minimal amount of surface disturbance, and duration of construction activities. However, this impact is still considered significant because of the nonattainment status of the area.

Project Measures AIR-1: Equipment Exhaust Control and AIR-2: Dust Control will reduce short term air quality impacts to less-than-significant levels. AIR-1 is defined by BAAQMD (adopted from BAAQMD's CEQA Guidelines for Assessing the Air Quality Impact of Projects and Plans for PM₁₀ (1991)) as sufficient to reduce impacts of vehicle exhaust from construction to less than significant. Project Measure AIR-2 (adopted from BAAQMD's CEQA Guidelines for Assessing the Air Quality Impact of Projects and Plans for PM₁₀ (1991)) will reduce impacts from dust generated during construction to less than significant.

Long-term operational emissions would be generated by mobile sources as a result of vehicles traveling to and from the project site daily for normal inspection and maintenance activities. However, the relatively small amount of traffic generated (1 to 2 trips a day), does not represent a significant increase. The proposed project will not conflict with, or obstruct, the implementation of the applicable air quality plans since the increase will be minimal. Therefore, this impact would be less than significant.

e) **Less than significant.** Odors created during construction will be limited to exhaust from heavy equipment and materials, which is not generally considered objectionable. Operation and maintenance of the project facilities will not result in production of objectionable odors. Therefore, this impact would be a less than significant.

4. BIOLOGICAL RESOURCES

Environmental Setting

The project transmission pipeline will be constructed within Pimlico and Brockton drives. The fluoridation building, Zone 7 turnout, City of Pleasanton vault and Santa Rita control valve vault will be located within the public right-of-way adjacent Pimlico Drive and a dedicated public utility easement adjacent to Santa Rita Road, respectively. The roadway right-of way and public utility easement are landscaped with a combination of ornamental trees, shrubs and grass and provide no native plant or wildlife habitat. One approximately 11-inch DBH (diameter at breast height) ornamental Australian willow tree (*Geijera parviflora*) occurs at the fluoridation building site and will be removed with construction. The fluoridation building site is bordered by a 6-inch DBH ornamental Australian willow tree to the west and a 14-inch DBH Australian willow tree to the east.

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.

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<u>Biological Resources</u>				
<i>Would the project:</i>				
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, 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 type="checkbox"/>	<input checked="" 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) **No Impact.** The project facilities will be constructed within roadways, a public right-of-way and a dedicated public utility easement that are landscaped with non-native species. Adjacent land uses are residences and commercial businesses. No native habitat occurs in these areas or within adjacent areas. No wetlands or sensitive habitats occur on the project area. No wildlife corridors occur within or adjacent to the project area. The staging area for the fluoridation building, Zone 7 turnout facilities and City of Pleasanton is west of and adjacent to the fluoridation building and is a graveled area. No habitat occurs in this area. A records search of the California Native Diversity Data Base (CNDDDB) and USFWS list of federal threatened and endangered species and federal and state candidate, sensitive, or special status species showed no records (website accessed April 7, 2006) of occurrence within the project area or adjacent areas. A site visit showed no raptor nesting sites in the ornamental Australian Willow trees on or adjacent to the fluoridation building site or Santa Rita Road control valve vault site. Therefore, a, b, c and d would be no impact.

e) **No Impact.** Several ornamental Australian Willow trees with a DBH of 14-inches or less occur on and adjacent to the fluoridation building site. No heritage trees, as defined by the city of Pleasanton Tree Preservation Ordinance (17.16.003) as a tree with a DBH of 55 inches or more, occur on or adjacent to the project area. The connection of the Santa Rita control valve vault with the City's existing 24-inch water transmission line will require installing pipelines near a 7-inch DBH London Plane tree that occurs between the street sidewalk and Santa Rita Road. Construction of the fluoridation building will require removal of one ornamental tree and working near the drip lines of two other ornamental trees.

As discussed in the Project Description, the City of Pleasanton's *Standard Specifications and Details* (2002) that outline measures to be followed working near drip lines of trees will be part of the project construction specifications and adherence to these specifications during construction will mitigate impacts related to working near the drip lines of trees as described above.

In addition, pursuant to Section 17.16.0070 of the City's Tree Protection Ordinance, a tree survey plan prepared by a certified or consulting arborist will be prepared indicating the health of the trees in the construction area, effects of construction on the trees, and special precautions necessary for preservation as outlined in and submitted to the City for review and approval. The project is consistent with the City of Pleasanton's Tree Preservation Ordinance. Therefore, this would be no impact.

f) **No Impact.** 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 no impact.

5. CULTURAL RESOURCES

Environmental Setting

The project area was not identified as having site specific historic period archeological or Native American resources. A cultural resources records search showed no recorded occurrences of historic period archeological resources occurring within the project area, and no Native American resources in or adjacent to the proposed project area are referenced in the ethnographic literature. State and federal inventories list no historic properties within the proposed project area (Sonoma State University Northwest Information Center 2006).

Based upon an evaluation of the environmental setting and features associated with known sites conducted by the Sonoma State University Northwest Information Center (2006), Native American cultural resources in this part of Alameda County have been found in valleys in close proximity to seasonal and perennial watercourses. The proposed project area is located in the Amador Valley at the valley floor level with numerous creeks in close proximity. Given the similarity of these environmental factors, there is a moderate likelihood that unrecorded Native American cultural resources exist in the proposed project area.

Review of historical literature and maps also showed that three historic-period buildings occurred near the proposed project area. Therefore, there is a moderate possibility of identifying historic-period archaeological resources during construction.

Standards of Significance

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

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

Issues	Potentially Significant Impact	Less than Significant 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a and b) **Less than Significant.** There are no known archaeological or historical sites identified in the project area. There is a moderate possibility that previously undiscovered subsurface resources are present. Prehistoric resources may include chert or obsidian flakes or tools, projectile points, mortars and pestles, ground stone artifacts, deposits of shell, dietary bone, locally darkened midden (dark friable soil containing shell and bone dietary debris), heat-affected rock or human burials. Historic resources may include; stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits, found often in old wells and privies.

Project Measure CUL-1: Protection or Recovery of Data will be implemented as part of the project to minimize potential adverse impacts to unknown cultural/archeological or historic resources during construction. This would be a less-than-significant impact with implementation of Project Measure CUL-1.

- c) **Less than Significant.** No known unique paleontological resources or site or unique geologic features are known to occur within the project area (City of Pleasanton 1996). Therefore, this would be less than significant.
- d) **Less than Significant.** No Native American burial sites are known to occur in the project area. However, Project Measure CUL-2: Prehistoric Human Remains addresses procedures that will be implemented in the event that human remains are discovered during construction. The potential for encountering and disturbing human remains will be reduced to a less-than-significant level with implementation of Project Measure CUL-2.

6. GEOLOGY AND SOILS

Environmental Setting

The project facilities are located in an Alquist-Priolo Earthquake Fault Zone as delineated by the California Division of Mines and Geology. A geotechnical engineering investigation report was prepared for the project (DCM Engineering 2005) and recommendations of the report have been incorporated into the project design and construction of the project.

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
<u>Geology and Soils</u>				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-i, ii) **Less than Significant.** The proposed project is near but not crossed by active faults. The closest active faults are the Calaveras fault (maximum magnitude 6.8) 6.5 miles north of the project area, the Hayward fault (maximum magnitude 7.1) about 18 miles north west of the project area, and the Grenville fault (maximum magnitude 6.9) about 19 miles north of the project area. The potential for damage to the project pipelines, underground vaults and fluoridation building by fault offset is remote (DCM Engineering 2005). The project would be subject to potential damage from earthquake ground shaking at the Calaveras fault with a maximum magnitude of 6.8 at a maximum intensity of IX to X of the Modified Mercalli Scale.

The California Uniform Building Code (California UBC) is based on the Uniform Building Code (UBC) 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 UBC. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The City of Pleasanton implements the requirements of the California UBC through its building permit process. The project has been designed in accordance with foundation and seismic provisions of the 1997 Uniform Building Code as discussed in the project Geotechnical Engineering Investigation Report (DCM Engineering 2005) and the project will be constructed to comply with the applicable codes and standards, to meet or exceed the current seismic Zone 8 requirements. The project also will obtain a building permit from the City of Pleasanton. Effects from ground shaking could be significant but with application of California UBC and project-specific geotechnical report recommendations the risk will be reduced as much as for any pipeline in a seismically active area. Therefore, this would be less than significant.

- a-iii) **Less than Significant.** Liquefaction is a soil behavior in which a soil undergoes a rapid loss in effective strength due to the development of high excess pore water pressure generated by earthquake ground shaking. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands or saturated soft to firm low plasticity silts that lie near to the ground surface, depth usually considered to be less than 50 feet. The geotechnical study commissioned for the project (DCM Engineering 2005) concluded that, while the regional mapping of liquefaction hazard levels by others shows that the liquefaction hazard to be moderate to high along the pipeline alignment, based upon exploratory borings taken along the pipeline alignments that did not encounter any layers of saturated silts or sands of low to medium density, the risk of liquefaction is considered to be low. Therefore, this would be less than significant.
- a-iv) **No Impact.** The site is generally flat and no landslides are present within the project site and pipeline alignment (DCM Engineering 2005). Therefore, this would be no impact.
- b, c, and d) **Less than Significant.** There will be limited grading and excavation activities associated with construction of the fluoridation building and the two facility vaults over a relatively small area of approximately 2,450 square feet or less than 0.06 acres. The pipeline will be installed with open trenching and the spoil material trucked off site. There will be no large scale mass grading activities that will disturb the ground surface over an extensive area. Implementation of the erosion control Best Management Practices (BMP's), as discussed in the Project Description and Section VIII, Hydrology and Water Quality will reduce erosion and loss of soil in the limited areas of disturbance during construction. Construction will be in conformance with all storm water management and discharge control provisions contained in Chapter 9.14 of the City of Pleasanton's Municipal Code and the National Pollutant Discharge Elimination System Permit (NPDES) for construction activities. As described in the Project Description, the City of Pleasanton standard specifications include development of a Storm Water Pollution Prevention Plan (SWPPP) for construction. The SWPPP will identify Best Management Practices necessary to control erosion and sedimentation during construction. The SWPPP will require that the measures applied to prevent and control erosion are inspected and kept in working order throughout project construction. Grading will be prohibited from October 15 to April 1 to reduce city-wide impacts. These measures will mitigate off-site erosion during construction and will decrease hazards of strong ground shaking and reduce impacts to less than significant.

The project area and adjacent areas are located in flat terrain and would not be subject to landslides.

Excavations of the pipeline trench will be in soils classed according to Cal/OSHA as Type C in the upper 3.5 feet, overlain with clayey and sandy fill soils and with depth medium to stiff to stiff saturated native lean clay and fat clay Type B soils. Groundwater is anticipated to occur in some portions of the pipeline trench. Based upon the geotechnical investigation recommendations, shoring will be required so that the trench walls do not collapse affecting personnel who enter the trench, adjacent existing utilities, pavements and structures and resist effects from adjacent vehicular traffic, construction

equipment and spoils adjacent to the open pipeline trench. Construction will follow Cal/OSHA Construction Safety Orders and regulations adopted by the City of Pleasanton pertaining to excavation safety. Shoring systems will be the responsibility of the contractor who will submit shoring system design to the City for approval prior to implementation. Excavations will also be monitored and documented.

The turnout and fluoridation building occur on soils mapped as silts and lean clays with low shrink-swell potential and fat clays with high shrink-swell potential. Borings near the fluoridation building consisted of fat clays. Based upon conclusions in the geotechnical report prepared for the project (DCM Engineering 2005), the near-surface soils at the turnout and fluoridation building sites will shrink and swell with seasonal changes in soil moisture content. The expansive soils can adversely impact the foundations of the fluoridation building and turnout. The project design for the fluoridation building and turnout will follow standard recommendations in the geotechnical report (DCM Engineering 2005) to provide a low level of risk with regard to potential impacts of expansive soil. These will be accomplished through a combination of removal and replacement of expansive soils, moisture control and moisture conditioning and site drainage. The methods identified in the geotechnical report will be incorporated into the final design and implemented during project construction and thereby reduce the impacts to less than significant.

- e) **No Impact.** The project will provide public infrastructure for water service. There will not be septic systems or alternative waste water disposal systems within the project. Therefore, this would be no impact.

7. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

The project is located in developed portions of the City of Pleasanton in public rights-of-way, in a dedicated public utility easement and in roadways. Adjacent uses are residential and commercial development including a gas station.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use Plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) **Less than Significant.** During construction potentially hazardous materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the project facilities site and possibly at the staging area adjacent to the fluoridation building. The use of ordinary equipment fuels and fluids during construction would create a minor potential hazard. The potential of a spill is small and if a spill were to happen, it would be controlled, cleaned up, transported and disposed of in accordance with county and state regulations with minimal environmental impact. In addition, as described in the Project Description, construction activities will follow the City of Pleasanton’s standard specifications for handling of hazardous materials (Section 1-25K Good Housekeeping Practices) including inspection of vehicles and equipment arriving on-site for leaking fluids and prompt repair of leaking vehicles and equipment, use of drip pans to catch leaks until repairs are made and carefully handling materials to avoid spills. A stockpile of spill materials such as rags or absorbents will be available on-site, and all spills must be immediately cleaned up to prevent discharge to the storm drain system.

The City maintains a Hazardous Materials Business Plan (HMBP) which provides operational information and procedures for hazardous materials handling and response procedures for upsets and accidents. The City will update this HMBP to include the fluoridation facility and follow the procedures outlined in the HMBP during operations.

During operation of the facilities a potential upset or accident could release hydrofluorosilic acid used in the fluoridation process at the fluoridation building and at the City of Pleasanton's injection vault. As described in the project description, the fluoridation building is designed with secondary containment under the chemical tank so that in the unlikely event that an upset or accident were to occur, any release is contained onsite. Injection of the hydrofluorosilic acid into the transmission pipeline at the City of Pleasanton injection vault will be remotely monitored as is done at other fluoridation facilities throughout the City and, if there is an accidental release, an alarm is sent to the City's operations control center and personnel are sent out immediately to inspect the facility and take corrective actions as necessary. Accidental release of chemicals during filling of the chemical tank could occur. The chemical is delivered by a commercial company, and the tank is filled to 450 gallons per the City's direction providing a 50 gallon freeboard to minimize potential for spills during filling personal communication Dan Smith, Utilities Superintendent, City of Pleasanton, April 19, 2006). In addition, all handling procedures and traffic routes to the fluoridation building will be approved by the Livermore Pleasanton Fire Department as are operations at all fluoridation facilities throughout the City. Therefore, a) and b) would be less than significant impacts.

- c) **Less than Significant.** Uses allowed in residential and commercial development adjacent to the project facilities are not associated with substantial use, storage, or transportation of hazardous substances. A private day care school is located within one-quarter mile of the pipeline alignment south of the intersection of Pimlico Drive and Brockton Drive on Brockton Drive. However, the pipeline will only transmit potable water, and there are no hazardous substances that would pose a risk to this school or proposed schools near this project. Therefore, this would be less than significant.
- d) **Less than Significant.** The area of the project facilities is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List) A leaking underground storage tank was identified south of the project area during a records search for the project and areas within one-half mile of the project area (EDR 2006). The Santa Rita Shell gas station at 6750 Santa Rita Road is located immediately south of Pimlico Drive (and downgradient of the project pipeline) near the intersection with Santa Rita Road. Groundwater remediation activities involving pumping and treating contaminated groundwater were begun in 2003 and are ongoing under the direction of the Alameda County Department of Environmental Health Leaking Underground Storage Tank (LUST) oversight program. The contamination is limited to the Santa Rita Shell gas station site and adjacent shopping center. Gasoline concentrations are at 50 parts per billion. Groundwater flow in the vicinity of the leaking underground storage tank varies from southwest to southeast and the groundwater level is at about 25 feet below the ground surface (personal communication, Jerry Wickham, Alameda County Department of Environmental Health, Hazardous Materials Specialist and project manager for the remediation project, April 11, 2006).

The Santa Rita control valve vault is located approximately 650 feet southwest of the underground storage tank and gas station. It is unlikely that during excavation of the Santa Rita valve vault site that groundwater contaminated with hydrocarbons from the

underground storage tank will be encountered because ongoing site remediation has contained the plume within the gas station site and adjacent shopping center boundaries as reported to the State Water Resources Control Board (Geotracker 2006) and the Santa Rita control valve vault will be about 6 feet below the ground surface above the groundwater level. Therefore, this would be less than significant.

- e, f) **No Impact.** The project is located approximately 1.7 miles from the Livermore Airport and about 1.5 miles from the Camp Parks Heliport and is not within an airport land use plan and is not likely to result in a safety hazard for people residing or working in the area. Therefore, e and f would be no impact.
- g) **Less than Significant.** The Project facilities, including the pipeline and tie-in to the existing water transmission pipeline, fluoridation building, Zone 7 turnout and Santa Rita control valve vault locations, are not part of any adopted emergency response plans or emergency evacuation plans (City of Pleasanton 2005). Santa Rita Road is designated as a main arterial for evacuation northbound to Interstate 580 in the City of Pleasanton's Comprehensive Emergency Management Plan (City of Pleasanton 2005) but not the southbound lane. Therefore, this would be less than significant.
- h) **No Impact.** Wildlands do not exist within or adjacent to the project (City of Pleasanton 1996). Therefore, this would be no impact.

8. *HYDROLOGY AND WATER QUALITY*

Environmental Setting

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sources are 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: 1) discharges caused by general construction activities; and 2) general quality of storm water in municipal stormwater 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
<u>Hydrology and Water Quality</u>				
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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) **Less than Significant.** Construction activities have the potential to increase erosion and result in sediment laden surface water runoff being discharged to storm drains near the project area. Grading activities at the fluoridation building site, excavation at the two project vaults and earth disturbing activities along the pipeline could cause soil erosion and sediment laden runoff to the storm drain system. As discussed in the Project Description and Section 6, Geology and Soils, a Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented as part of this project per the City of Pleasanton’s *Standard Specifications and Details* (2002). The SWPPP will identify BMPs necessary to prevent adverse impacts to water quality from sediments or excavated material from entering the storm drain system during construction to prevent violations of water quality standards and waste discharge requirements and follow BMPs in the California Regional Water Quality Control Board’s *“Erosion and Sediment Control Field Manual”* (latest edition) and the Association of Bay Area Government’s *“Manual of Standards for Erosion & Sediment Control Measures”* (latest edition).

Operation of the pipeline and vaults will not result in discharge to surface waters, introduce pollutants into storm water runoff, or alter groundwater or surface water quality. The pipeline and other project facilities will be designed to seismic and other standards to avoid potential for pipeline rupture or facility failure from seismic activity as described in the Project Description. The fluoridation building will be designed to state and federal standards including secondary containment to prevent in the case of an accident, leak or failure of the chemical tank any chemical from moving off the site and entering the storm drain system. Potential impacts to water quality are, therefore, less than significant.

b) **Less than Significant.** The project will not use groundwater. The project facilities will increase impervious surfaces in the area by less than 0.06 acres (approximately 2,450 square feet). The entire project area is urbanized and the amount of impervious surfaces associated with the project is small. The project will not significantly increase the

impervious surfaces in the area, and no substantial loss of groundwater recharge potential will occur.

Groundwater levels in the project area were encountered during exploratory borings along the pipeline alignment at depths as shallow as 5 feet below ground surface to 15 feet below ground surface (DCM Engineering 2005). The geotechnical engineering investigation report for the project (DCM Engineering 2005) indicates that the groundwater levels along the project alignment should be expected to fluctuate based on factors such as seasonal rainfall, flow in nearby drainages, nearby construction operations, proximity to existing utility trenches containing porous granular backfill, and leaks in underground utilities. Based upon the results of the borings, the geotechnical investigation (DCM Engineering 2005) concluded that groundwater may be encountered during excavations for the project, including the pipeline. If groundwater is encountered during excavations, dewatering activities will follow the City of Pleasanton *Standard Specifications and Details* (2002) as discussed in the Project Description. All groundwater removed from excavations will be desilted prior to discharge into the storm drain system through filtering materials and methods meeting the Association of Bay Area Governments Standard for Erosion & Sedimentation Control Measures and/or through methods and procedures described in the California Storm Water Best Management Practice Handbook-Construction Activity. Therefore, impacts to groundwater would be less than significant.

- c, d) **Less than Significant.** The project facilities will not substantially alter the existing drainage patterns within the construction area or adjacent areas. The pipeline will be buried under Pimlico and Brockton drives, and the trenches will be repaved to preconstruction conditions and no changes to the existing drainage patterns or increase in impervious surfaces will occur. Construction of the fluoridation building, Zone 7 turnout, City of Pleasanton vault and Santa Rita control valve vault will result in approximately 2,450 square feet or 0.06 acre of increased impervious surfaces in an already built out urban area and will not substantially alter existing drainage patterns in the area. This small increase in relation to the urbanized project area will not change storm water infiltration rates from that addressed in the City of Pleasanton 1996 General Plan Update (City of Pleasanton 1996) or the Environmental Impact Report for the 1996 General Plan Update (Mundie and Associates). Further, the small increase will not substantially change the amount of impervious surface coverage in this urban built out area, nor increase or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage system. No additional storm drain capacity is needed for the project.
- g, h) **No Impact.** The project is not within the 100-year flood hazard area of the City of Pleasanton (City of Pleasanton 1996 General Plan Update EIR 1996). The project does not involve placing housing within a 100-year flood hazard area.
- i) **No Impact.** The project does not involve construction of a levee or dam and would not place people or structures at significant risk of loss injury or death related to flooding. Therefore, this would be no impact.

- j) **No Impact.** The City of Pleasanton is not at risk from seiche, tsunami, or mudflow. Therefore, this would be no impact.

9. LAND USE PLANNING

Environmental Setting

The project is located in an urban area. The project facilities will be placed within City roadways, public rights-of-way and a dedicated public utility easement.

Standards of Significance

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

- Substantially conflict with an approved land use plan that would result in physical change to the community or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project facilities, including the buried water transmission pipeline, fluoridation building, Zone 7 turnout, and two below ground vaults, will not physically divide an established community, because the pipeline, turnout, and vaults are underground facilities, and the fluoridation building is a small structure. Therefore, this would be no impact.
- b) **No Impact.** The project facilities are located within roadways and public rights-of-way within areas zoned as PUD-C Planned Unit Development-Commercial, CF- Commercial Freeway, PUD-RM25- Residential Multifamily 2500 square feet and R-1-65- Residential dwelling unit per 6500 square feet (City of Pleasanton 2005). The project facilities are

allowed within these zoned areas and do not conflict with any land use plans or policies. Therefore, this would be no impact.

- c) **No Impact.** There are no habitat conservation plans or natural community conservation plans applicable to the project area which is entirely urbanized. Therefore, this would be no impact.

10. MINERAL RESOURCES

Existing Setting

The proposed project area has not been identified as having mineral resources (City of Pleasanton 1996).

Standards of Significance

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

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b) **No Impact.** The proposed project area is completely urbanized and not included or delineated as a Mineral Resource Zone or locally important mineral resource recovery site on the 1996 City of Pleasanton General Plan update (City of Pleasanton 1996). The project will not result in the loss of availability of a locally important mineral resource recovery site. Therefore, this would be no impact.

11. NOISE

Environmental Setting

The proposed project is located within an urban setting. The pipeline will be placed within Pimlico and Brockton drives and the fluoridation building, turnout and vaults will be placed in public rights-of-way. Residential or commercial areas are located adjacent to these facilities.

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, (70 dBA daytime) for residential areas and 70 dBA for commercial areas;
- 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Discussion

a, b, d) **Less than Significant.** Construction of the project facilities would involve use of construction equipment, such as, a backhoe, excavator, loader, dump truck, small flatbed mounted crane, saw cutter, flat bed trucks, hand compaction equipment, dump truck, bulldozer, small compressors and generation of construction traffic, resulting in a temporary short term increase of noise due to construction activities. These types of equipment normally do not produce strong impacts to the ground that would result in noticeable ground vibration. The increase in ground vibration will be relatively minor and of short duration.

Project construction has the potential to expose people adjacent to construction work area to objectionable sound if loud construction occurs during sensitive hours in the residential and commercial areas adjacent to the construction area. The following Project Measure will be implemented to avoid exposing the public to increased noise levels during sensitive hours of the day and ensure that increased noise levels during construction do not exceed the City’s noise ordinance requirements. Therefore, this would be less than significant with implementation of Project Measure NOISE-1: Construction Noise.

c) **Less than Significant.** Operations of the pipeline and project facilities will not exceed noise levels set forth in City of Pleasanton’s Noise Regulations. The project facilities are not noisy. The pipeline will be underground, which will attenuate any noise created by water flow. The fluoridation building will be constructed of masonry block, which will attenuate any noise from the equipment housed in the building. Noise from equipment housed in the Zone 7 turnout, City of Pleasanton vault or Santa Rita control valve vault will be attenuated by the enclosures and ground. Therefore, this would be less than significant.

e, f) **No Impact.** The proposed project is not located in an area addressed in the Livermore Airport Master Plan (City of Livermore 2004) nor is it near a private airstrip. Therefore, e and f would be no impact.

12. POPULATION AND HOUSING

Environmental Setting

The proposed project will be constructed within Pimlico and Brockton drives and within adjacent public rights-of-way and a dedicated public. Adjacent land uses to the project include residential and commercial areas and that are built out.

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 checked="" type="checkbox"/>	<input 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) **Less than Significant.** A portion of the projected water demands for future growth to build out will be provided by the proposed project through improving the storage capacity of Tassajara Reservoir and improving control capacity of the City’s water distribution system. Improving pressure zones in the City-wide water distribution system were analyzed in the 1996 Pleasanton General Plan Update Environmental Impact Report and 1996 General Plan Update. The Water Distribution System Master Plan Update (2002), that was based upon on the 1996 General Plan Update and subsequent City Planning and Community Development departments growth projections, identified improvements to the water distribution system including improving pressures zones required to meet the needs of the system through build out including the proposed project.

The 1996 General Plan Update identified growth control measures that will ensure growth occurs in a planned manner so that direct and indirect effects of rapid growth can be minimized or avoided. The City of Pleasanton has adopted a Growth Management Ordinance to plan growth through build out (Chapter 17.36) and prepared a Growth Management Plan (1995) to help the City to manage effects of City growth. With long-term planning and growth control measures in place that would avoid or reduce direct or indirect effects of substantial growth in the area under full build out, the potential for growth inducement associated with the project would be less than significant.

b, c) **No Impact.** No housing units or people will be displaced by the project.

13. PUBLIC SERVICES

Environmental Setting

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, as 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant.** Construction and operation of the project will not place a demand on fire and police services except in an emergency. Response times for police and fire services would not be substantially affected (temporary construction impacts from traffic lane closures are addressed in Section XV, Transportation). The project will not place additional demands on schools or parks that have not been addressed in the General Plan Update (1996), General Plan EIR (Mundie and Associates 1996) and public services and infrastructure planned to meet the build out addressed in the City’s Growth Management Plan (2002). Construction truck traffic would place ordinary wear and tear on the road, used to and from the Project area. Increases in traffic from operations will be minimal. Therefore, the impact to public services would be less than significant.

14. RECREATION

Environmental Setting

The project is located in a residential and commercial area, and no parks occur on or adjacent to the project.

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a, b) **No Impact.** The construction, operation and maintenance of the project would have no effect on recreational facilities. The project is construction of an underground pipeline, fluoridation building, Zone 7 turnout and two below grade vaults. Therefore, this would be no impact.

15. TRANSPORTATION AND TRAFFIC

Environmental Setting

The proposed project is in an urban area that is built out. Local traffic in Pleasanton including the project area is affected by changes to regional traffic and circulation patterns such as freeway congestion, employment patterns in Silicon Valley, and alternative regional commute modes. Congestion continues to increase on the 1-580 and 1-680 freeway corridors through Pleasanton and also affects local traffic. The City, through the annual update of the Growth Management Plan, analyzes future growth and future traffic volumes on Pleasanton’s streets to plan and account for development in the City and needed traffic improvements (City of Pleasanton 2004).

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.

Pimlico Drive Turnout and Pipeline Project Environmental Checklist

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, d, e, f) **Less than Significant.** The traffic volumes generated from construction activities will be low compared to the existing traffic along Pimlico and Brockton drives. However, lane closures required for construction along Pimlico and Brockton drives and near the intersection of Pimlico Drive and Santa Rita Road will temporarily affect traffic flow along these roads and the level of service at the intersection.

Construction activities at Pimlico and Brockton drives may require a lane closure for construction of the Zone 7 turnout, City of Pleasanton valve vault, fluoridation building and installation of the pipeline. The roads are sufficiently wide to accommodate a lane closure, and maintain traffic in both directions. At a minimum, one lane will be open at

all times, except for brief street closures for installation of pipeline facilities across the street. At the end of the work day open trenches will be covered with steel plates. The level of service (LOS) along Pimlico and Brockton drives in residential areas is C and along Pimlico Drive in the commercial section of the pipeline alignment the LOS is C (City of Pleasanton, Growth Management Plan 2002).

The Pimlico Drive/Santa Rita Road intersection is located just south of the eastbound Interstate 580 on ramp and is subject to congestion and high traffic volumes in the morning and evening peak commuter periods. The LOS at the intersection in the morning is D and in the evening is E (personal communication Mr. Michael Tassano City of Pleasanton Senior Transportation Engineer, April 11, 2006).

Installation of the tie-in of the water transmission pipeline with the existing 27-inch water transmission pipeline near the intersection of Pimlico Drive and Santa Rita Road will require closure of up to two lanes of the four-lane, west bound Pimlico Drive at the tie-in location during the day over a period of one to two weeks during construction activity. All open trenches will be covered at the end of the day.

One west bound lane of Santa Rita Road may be temporarily closed during the day during installation of the pipeline connections at the Santa Rita control valve vault site. Steel plates will be placed over open trenches at the end of the work day. Traffic exiting Interstate Freeway 580 onto Santa Rita Road in the east direction during the day may need to merge into the inside lane of Santa Rita Road.

Parking occurs along Pimlico Drive in both the residential and commercial sections of the road. In addition, there are entrances and exits to commercial businesses on either side of Pimlico Drive, including one entrance/exit to a commercial business near the location of the proposed tie-in. Pipeline construction in this area of Pimlico Drive may require up to two lanes to be closed for short periods of time during construction until the pipeline is installed and roadway surface restored. Up to two lane closures may be needed at the site of the proposed tie-in near the intersection of Pimlico Drive and Santa Rita Road. Lane closures in this area during peak morning and evening commute hours will decrease traffic flow and the level of service at this intersection.

Although the traffic hazard associated with the project is limited by its small extent and brief duration, due to the current poor level of service at the intersection of Pimlico Drive and Santa Rita Road during commute periods, Project Measure TRANS-1: Traffic Control Plan has been incorporated as part of the Project. The Measure requires the Contractor to prepare a formal traffic control plan that would be implemented to keep impacts on traffic flow, parking, and pedestrian/bicycle safety to a practical minimum. This impact is considered less than significant.

- c, g) **No impact.** The project will not affect air traffic patterns nor adopted policies, plans, or programs supporting alternative transportation. Therefore, this would be 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 (1996), as 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; or
- 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b, c, d) **No Impact.** The project will not place additional demands on public utilities or services. No new utility systems are necessary in relation to the project. There will be minimal construction debris generated during construction. The project has no appreciable bearing on storm water, wastewater treatment, or solid waste facilities or

disposal needs. The project will not impact utilities or service systems. Therefore, this would be no impact.

17. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a, c) Project measures are recommended in this Initial Study to prevent significant effects in the categories of cultural resources, air quality, noise and transportation/traffic. With implementation of Project Measures, impacts to cultural resources in the case of encountering an undiscovered cultural, archeological or historic resource will be less than significant.

The project has been designed and will be constructed to incorporate standards and specifications of the City of Pleasanton and to meet local codes and regulations.

b) The project will not add appreciably to any existing or foreseeable future significant cumulative impact, such as species endangerment, wetland loss or air quality degradation. Incremental impacts, if any, will be negligible and undetectable. The project is not contingent on or otherwise related to the development of any other project. The project

will not be growth inducing or inhibiting. The project is not contingent on or otherwise related to the development of an additional water source or any other project.

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