PLANNING COMMISSION
REGULAR MEETING AGENDA

Wednesday, April 23, 2025
7 p.m.

City Council Chamber
200 Old Bernal Avenue
Pleasanton, CA 94566

The meeting will be held at the City Council Chambers at 200 Old Bernal Ave and will be broadcast live at https://www.youtube.com/user/TheCityofPleasanton.

Public participation: It is requested that members of the public wishing to address the Planning Commission submit a speaker card. When public comment is opened on an agenda item, individuals may speak once per agenda item.

In Person at the City Council Chambers:

- Submit a physical speaker card to the Recording Secretary at the meeting. When your name is called, please provide comment at the podium.

PUBLIC HEARING PROCEDURE

Each of the items listed will be heard as shown on the agenda unless the Planning Commission chooses to change the order. As each item is called, the hearing will proceed as follows:

- A Planning Division staff member will make a presentation on each case and answer Planning Commission questions, as needed.
- The applicant will be asked to present, if desired, or answer questions. Applicant presentations should be no longer than ten minutes.
- The Chair then calls on anyone desiring to speak on the item. Speakers are requested to state their names for the public record and to keep their testimony to no more than three minutes each, with minimum repetition of points made by previous speakers and by being as brief as possible in making their testimony.
- Following public testimony, the applicant will be given the opportunity to respond to issues raised by the public. The response should be limited to five minutes.

The public hearing will then be closed. The Planning Commissioners then discuss among themselves the application under consideration and act on the item. Planning Commission actions may be appealed to the City Council. Appeals must be filed with the City Clerk's Office within 15 days of the Planning Commission's action.

The Planning Commission Chair may enforce other rules as may further the fair and efficient running of the meeting, such as reducing the amount of testimony time allotted to the applicant and all those who wish to speak when the meeting agenda is lengthy or when there are numerous speakers for any specific item. The audience is requested to respect and extend courtesy to all those wishing to testify on all cases by being quiet while others are speaking.

Notice

Under Government Code §54957.5, any writings/documents regarding an item on this agenda provided to a majority of the Planning Commission after distribution of the agenda packet will be available for public inspection at City Hall in the Planning Division, 200 Old Bernal Avenue, Pleasanton.

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact Melinda Denis, Planning and Permit Center Manager, by phone at 925-931-5631 or by email at mdenis@cityofpleasantonca.gov at the earliest possible time. If you need sign language assistance, please provide at least two working days' notice prior to the meeting date.

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

AGENDA AMENDMENTS

CONSENT CALENDAR - *Consent Calendar items are considered routine and will be enacted by one motion unless a request for removal for discussion or explanation is received from the Planning Commission or a member of the public by submitting a speaker card for that item.*

1. Actions of the Zoning Administrator

2. **P23-0177, Street Names for 3200 Hopyard Road** – Approve public street names for Design Review (P23-0177) and Vesting Tentative Tract Map 8672 at 3200 Hopyard Road

3. **P23-0332, Street Names for 2025 Santa Rita Road** - Approve public street names for Design Review (P23-0332) and Vesting Tentative Tract Map 8676 AT 2025 Santa Rita Road

4. Approve the minutes of March 26, 2025

MEETING OPEN TO THE PUBLIC

5. Public Comment from the audience regarding items not listed on the agenda – *Speakers are encouraged to limit comments to 3 minutes*

PUBLIC HEARINGS AND OTHER MATTERS

6. **P23-0480 & Vesting Tentative Map 8680, 3300 Busch Road** – Consideration of: 1) Approval for applications for Housing Site Compliance Review (Design Review Case No. P23-0480) and Vesting Tentative Map 8680 approval pursuant to SB 330 for the construction of: a) 310 detached two-story single-family residential homes with 62 junior accessory dwelling units (JADU); b) 102 multiple-family rental units in five, three-story buildings which include 101 affordable housing units and one manager unit; c) a two-acre park owned/maintained by the development's Homeowners Association (HOA) with access to the general public; and d) on- and off-site improvements; 2) Adoption of CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Final Environmental Impact Report (FEIR); and 3) Recommendation to the City Council to enter into an Affordable Housing Agreement for the proposed project at 3300 Busch Road

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

7. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)

8. Actions of the City Council

9. Future Planning Calendar

MATTERS INITIATED BY COMMISSION MEMBERS

ADJOURNMENT

THE CITY OF PLEASANTON

Planning Commission Agenda Report

April 23, 2025
Item 1

SUBJECT: Actions of the Zoning Administrator

P25-0104, Douglas Harwood / Classic Home Design
Application for Administrative Design Review approval to construct an approximately 1,201-square-foot single and second-story addition with an approximately 210-square-foot balcony at the rear of the residence located at 1788 Terra Court.

Approved. Appeal period expires May 7, 2025. (*Natalie Amos 931-5613*)

P25-0143, Alexandar Angkawijaya
Application for Administrative Design Review approval to construct an approximately 428-square-foot single-story addition to the southwest of the residence located at 6872 Herrin Court.

Approved. Appeal period expires May 7, 2025. (*Natalie Amos 931-5613*)

P25-0146, Suling Cheah / SLC Design
Application for Administrative Design Review approval to install a clear-story window on the south elevation of the residence located at 3790 Kamp Drive.

Approved. Appeal period expires May 7, 2025. (*Natalie Amos 931-5613*)

P25-0097, Sumie He / Fun Share LLC
Application for Minor Conditional Use Permit (MCUP) for the operation of a game arcade in an existing space located within the Stoneridge Shopping Center at 1468 Stoneridge Mall Road, Suite E101.

Approved. Appeal period expires May 7, 2025. (*Natalie Amos 931-5613*)

P25-0048, Douglas Harwood / Classic Home Design
Application for Design Review approval to construct an approximately 7,075-square-foot two-story single-family residence with an approximately 1,383-square-foot four-car garage and related landscape and site improvements on a vacant lot located at 1917 Ticino Court.

Approved. Appeal period expires May 7, 2025. (*Natalie Amos 931-5613*)

P25-0144, Steve Peterson / Advertising Products, Inc.
Application for Sign Design Review approval to install two new wall signs for Rexroth located at 1183 Quarry Lane.

Approved. Appeal period expires May 7, 2025. (*Eric Luchini 931-5612*)

P24-0730, Magdy Farid
Application for Design Review approval to convert the existing second-floor commercial space into one approximately 1,370-square-foot two-bedroom residential apartment unit with a new approximately 108-square-foot balcony and on-site parking modifications located at 218 Ray Street (No new square footage).

Approved. Appeal period expires May 7, 2025. (*Diego Mora 931-5618*)

P25-0160, Rimma Sherman
Application for a Cottage Food Operation (Zefir Boutique) to prepare zefir with direct sales to customers at 4150 Creekwood.

Approved. Appeal period expires May 7, 2025. (*Emily Carroll 931-5608*)

P25-0027, Shwetali Jakate / Best In Class Education
Application for Minor Conditional Use Permit (MCUP) approval to operate a tutoring center with a maximum of 15 students at any one time located at 4466 Black Avenue, Suite B.

Approved. Appeal period expires May 7, 2025. (*Diego Mora 931-5618*)

Planning Commission Agenda Report

April 23, 2025
Item 2

SUBJECT:	**P23-0177 & Tract 8672**
APPLICANT:	Spencer Chapman, Tri Pointe Homes Holdings, Inc.
PROPERTY OWNER:	Tri Pointe Homes Holdings, Inc.
PURPOSE:	Private Street Names for P23-0177 and Amendment to Vesting Tentative Tract Map 8672, Hopyard Road.
LOCATION:	3200 Hopyard Road
GENERAL PLAN:	High Density Residential
ZONING:	RM-1,500 (Multi-Family Residential District, minimum 1,500 square feet of lot area per unit)
EXHIBITS:	A. Draft Resolution B. Project Plans dated received on "March 21, 2025" C. Location and Notification Map

EXECUTIVE SUMMARY

On April 16, 2024, the City Council approved Catalyst Development Partners' proposal for a 55-unit condominium project at 3200 Hopyard Road, including new private streets. As the original approval did not include street names, an amendment to the Vesting Tentative Map is proposed for Planning Commission review and approval. The proposed street names have been reviewed and approved by life-safety responders and City staff for their suitability in accordance with established policies.

BACKGROUND AND DISCUSSION

On April 16, 2024, the City Council approved applications of Catalyst Development Partners, LLC, for Design Review and Vesting Tentative Map 8672 located at 3200 Hopyard Road. The project will create nine parcels for condominium purposes with 55 attached condominium units comprised of 47 townhome-style units, eight one-bedroom units, and 12 common area parcels, and related improvements. Since the original approval was granted, the project entitlements/property have been acquired by the current applicant, Tri Pointe Homes.

The new lots would be accessed by new private streets – two new entry streets from South Valley Trails Drive, and three non-through streets/courts within the interior of the property.

Streets are required to be named for addressing and easy identification by first responders and others.

New street names are reviewed internally by life-safety responders (i.e., Pleasanton Police Department, Livermore-Pleasanton Fire Department, and the Alameda County Fire Department dispatch unit), the US Post Office, and other City divisions/departments to ensure the proposed name(s) will not create delays in life-safety response times and/or conflict with existing street names within Pleasanton or adjoining jurisdictions. Once a street name is internally approved, the name is reflected on the Vesting Tentative Tract Map recorded for the project.

The names of the new private streets were unknown at the time the City took action on the applications. Therefore, a proposed Vesting Tentative Map amendment to reflect the proposed street names is before the Planning Commission for consideration. The proposed street names have been reviewed and found to be acceptable for use by the appropriate life-safety responders and City staff.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and notification map as Exhibit C for reference. At the time this report was published, staff received no comments or concerns.

STAFF RECOMMENDATION

Staff recommends the Planning Commission approve a minor amendment to Vesting Tentative Tract Map 8672 to include the private street names of “Poppy Lane,” “Petunia Lane,” “Pansy Lane,” “Peonies Lane,” and “Painted Daisy Lane,” as set forth in Exhibit B, for the approved housing development (P23-0177 & Vesting Tentative Tract Map 8672).

ENVIRONMENTAL ASSESSMENT

Environmental review was conducted for the proposed 55-unit residential project, in the form of a Section 15183 Consistency Checklist under the California Environmental Quality Act (“CEQA”). The proposed amendment to Vesting Tentative Tract Map 8672 to include private street names is within the scope of the project previously analyzed, and no further CEQA review is required. The minor amendment is also not a project under CEQA.

Primary Author: Diego Mora, Associate Planner, 925-931-5618 or dmora@cityofpleasantonca.gov.

Reviewed/Approved By:
Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development
Kimberly Cilley, Assistant City Attorney
Ellen Clark, Director of Community Development Department

EXHIBIT A

RESOLUTION NO. PC-2025-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON APPROVING A MINOR AMENDMENT TO VESTING TENTATIVE TRACT MAP 8672 TO INCLUDE PRIVATE STREET NAMES FOR A HOUSING DEVELOPMENT AT 3200 HOPYARD ROAD [CASE NOS. P23-0177 AND VTM 8672]

WHEREAS, Catalyst Development Partners LLC applied for Design Review approval and Vesting Tentative Map 8672 for an approximately 2.99-acre site located at 3200 Hopyard Road ("Property") to create nine parcels for condominium purposes with 55 attached condominium units comprised of 47 townhome-style units ranging in size from approximately 1,692 to 2,738 square feet (s.f.) per unit, and eight one-bedroom 565 s.f. units and 12 common area parcels; and

WHEREAS, zoning for the property is zoned RM-1,500 (Multi-Family Residential District) and the General Plan designation is High Density Residential; and

WHEREAS, on April 16th, 2024, the City Council approved applications for Design Review, as filed under case No. P23-0177 and Vesting Tentative Map 8672; and

WHEREAS, the Property and entitlements for the housing development at 3200 Hopyard Road have been acquired by Tri Pointe Homes (“the Applicant”). The Applicant has applied for a minor amendment to Vesting Tentative Tract Map 8672 to include private street names for the approved housing development (“the Project”).

WHEREAS, on April 23, 2025, the Planning Commission held a duly noticed public meeting to consider the Project and staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff reports, took testimony and received into the record all pertinent documents related to the Project (collectively, the “Record Evidence”). The Planning Commission’s determination is based on the Record Evidence which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1. The proposed minor amendment to Vesting Tentative Tract Map 8672 to include private street names is within the scope of the Section 15183 Consistency

DRAFT

Checklist prepared under the California Environmental Quality Act (CEQA) for Design Review (filed under case No. P23-0177 and Vesting Tentative Tract Map 8672, and therefore no additional environmental review is required. The minor amendment is also not considered a project under CEQA.

Section 2. The Planning Commission finds that the minor amendment to Vesting Tentative Tract Map 8672 is made to correct an omission of street names under the Subdivision Map Act and does not affect any property rights.

Section 3. Based on the Planning Commission's independent review of the Record Evidence and considerations, the Planning Commission hereby approves a minor amendment to Vesting Tentative Tract Map 8672 to include the private street names of "Poppy Lane," "Petunia Lane," "Pansy Lane," "Peonies Lane," and "Painted Daisy Lane," as set forth in Attachment 1 to this Resolution. Other than the inclusion of street names to Vesting Tentative Tract Map 8672, Vesting Tentative Tract Map 8672 remains unchanged.

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on April 23, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

_____ _____

Melinda Denis — Ken Morgan

Secretary, Planning Commission — Chair

APPROVED AS TO FORM:

_____

Kimberly Cilley

DRAFT

Assistant City Attorney
ATTACHMENT 1

EXHIBIT A
ATTACHMENT 1



EXHIBIT B



LEGEND

PROJECT BOUNDARY

EXISTING LOT LINE

RECEIVED

03.21.25

P23-0177 & Vesting Ten

CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B

0 30 60 120

SCALE: 1"=60'

SHEET 1 OF 1

3200 HOPYARD ROAD
PROPOSED STREET NAME
EXHIBIT

CITY OF PLEASANTON CALIFORNIA

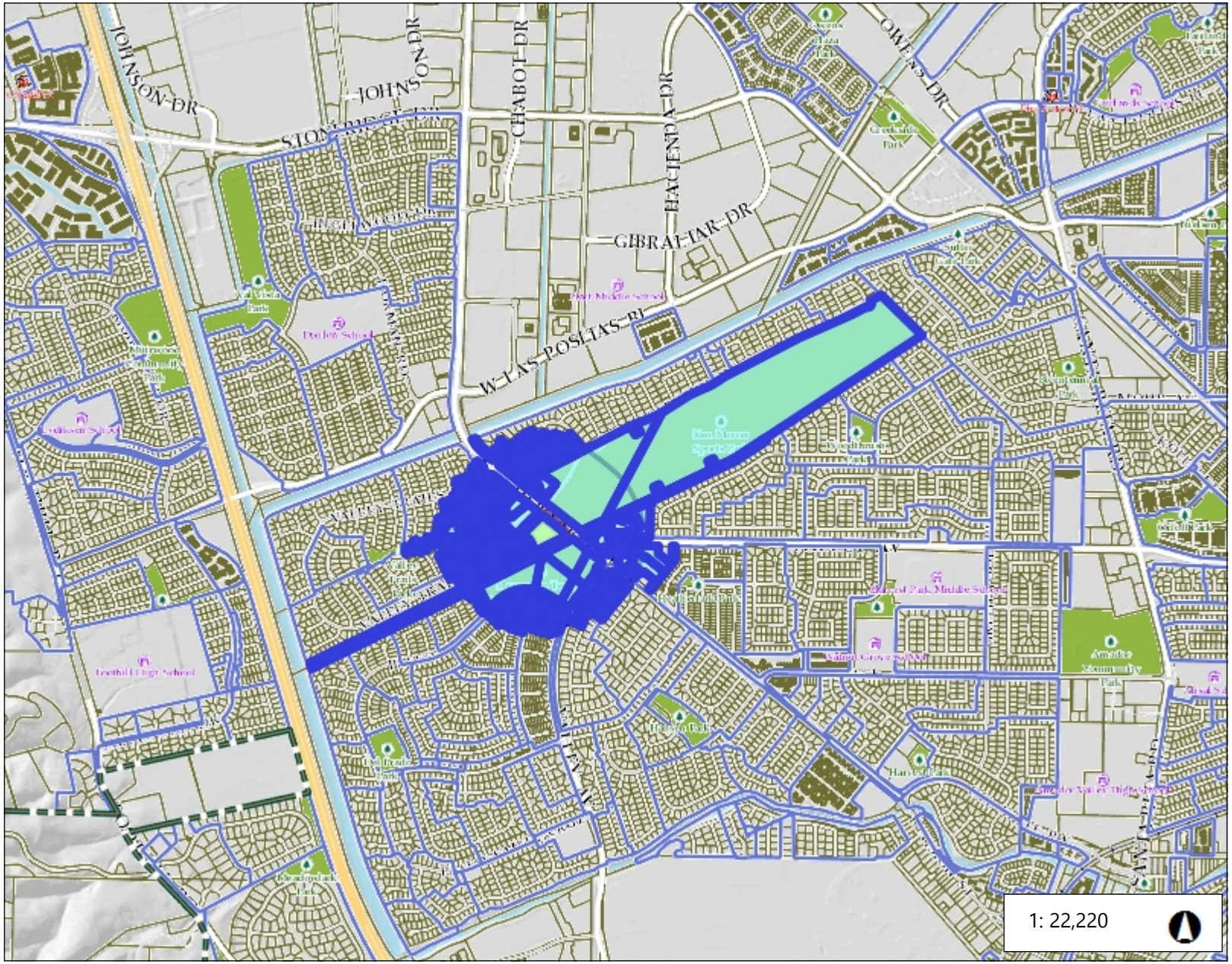
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MACKAY & SOMPS IS NOT RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF REPRODUCTIONS OF THIS DOCUMENT THAT ARE GENERATED BY OTHERS FROM ELECTRONIC MEDIA

PLEASANTON	1" = 60'	03-20-2025	29137
OFFICE	SCALE	DATE	JOB NO.

3200 HOPYARD ROAD

EXHIBIT C



Legend

- Fire Station
- School
- Park
- Parcels

Notes

Notes

3,703.4 0 1,851.69 3,703.4 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Planning Commission Agenda Report

April 23, 2025
Item 3

SUBJECT:	**P23-0332 & Tract 8676**
APPLICANT:	Spencer Chapman, Tri Pointe Homes Holdings, Inc.
PROPERTY OWNER:	Tri Pointe Homes Holdings, Inc.
PURPOSE:	Private Street Names for P23-0332 and Amendment to Vesting Tentative Tract Map 8676, 2025 Santa Rita Road.
LOCATION:	2025 Santa Rita Road
GENERAL PLAN:	Commercial, with a Housing Element Site Overlay (HESO)
ZONING:	C-F (Freeway Interchange Commercial District), with Housing Opportunity Zone overlay
EXHIBITS:	A. Draft Resolution B. Project Plans dated received on "March 13, 2025" C. Location and Notification Map

EXECUTIVE SUMMARY

On November 8, 2023, the Planning Commission approved a proposal for a 42-unit condominium project at 2025 Santa Rita Road, including new private streets. As the original approval did not include street names, an amendment to the Vesting Tentative Map is proposed for Planning Commission review and approval. The proposed street names have been reviewed and approved by life-safety responders and City staff for their suitability in accordance with established policies.

BACKGROUND AND DISCUSSION

On November 8, 2023, the City Council approved applications of City Ventures for Design Review and Vesting Tentative Map 8676 located at 2025 Santa Rita Road. The project will create one lot for condominium purposes with 42 attached condominium units, common areas, open space, a bio-retention area and related improvements. Since the original approval was

granted, the project entitlements/property have been acquired by the current applicant, Tri Pointe Homes.

The new lots would be accessed by new private streets – two new entry streets from Lockhart Lane, and one non-through street within the interior of the property. Streets are required to be named for addressing and easy identification by first responders and others.

New street names are reviewed internally by life-safety responders (i.e., Pleasanton Police Department, Livermore-Pleasanton Fire Department, and the Alameda County Fire Department dispatch unit), the US Post Office, and other City divisions/departments to ensure the proposed name(s) will not create delays in life-safety response times and/or conflict with existing street names within Pleasanton or adjoining jurisdictions. Once a street name is internally approved, the name is reflected on the Vesting Tentative Tract Map recorded for the project.

The names of the new private streets were unknown at the time the City took action on the applications. Therefore, a proposed Vesting Map amendment to reflect the proposed street names is before the Planning Commission for consideration. The proposed street names have been reviewed and found to be acceptable for use by the appropriate life-safety responders and City staff.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and notification map as Exhibit C for reference. At the time this report was published, staff received no comments or concerns.

STAFF RECOMMENDATION

Staff recommends the Planning Commission approve a minor amendment to Vesting Tentative Tract Map 8676 to include the private street names of “Willow Oak Lane,” “Bayberry Lane,” “Elderbrook Lane,” as set forth in Exhibit B, for the approved housing development (P23-0332 & Vesting Tentative Tract Map 8676).

ENVIRONMENTAL ASSESSMENT

Environmental review was conducted for the proposed 42-unit condominium project, in the form of a Section 15183 Consistency Checklist under the California Environmental Quality Act (“CEQA”). The proposed amendment to Vesting Tentative Tract Map 8676 to include private street names is within the scope of the project previously analyzed, and no further CEQA review is required. The minor amendment is also not a project under CEQA.

Primary Author: Emily Carroll, Associate Planner, 925-931-5608 or ecarroll@cityofpleasantonca.gov.

Reviewed/Approved By:
Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development
Kimberly Cilley, Assistant City Attorney
Ellen Clark, Director of Community Development Department

EXHIBIT A

RESOLUTION NO. PC-2025-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON APPROVING A MINOR AMENDMENT TO VESTING TENTATIVE TRACT MAP 8676 TO INCLUDE PRIVATE STREET NAMES FOR A HOUSING DEVELOPMENT AT 2025 SANTA RITA ROAD [CASE NOS. P23-0332 AND VTM 8676]

WHEREAS, City Ventures applied for Design Review approval and Vesting Tentative Map 8676 for an approximately 1.96-acre site located at 2025 Santa Rita Road ("Property") to create one for condominium purposes with 42 condominium units, common area, open space, and a bio-retention area; and

WHEREAS, zoning for the property is C-F (Freeway Interchange Commercial District), with Housing Opportunity Zone overlay and the General Plan designation is Commercial, with a Housing Element Site Overlay (HESO); and

WHEREAS, on November 8th, 2023, the City Council approved applications for Design Review, as filed under case No. P23-0332 and Vesting Tentative Map 8676; and

WHEREAS, the Property and entitlements for the housing development at 2025 Santa Rita Road have been acquired by Tri Pointe Homes ("the Applicant"). The applicant has applied for a minor amendment to the Vesting Tentative Map 8676 to include private street names for the approved housing development ("the Project"); and

WHEREAS, on April 23, 2025, the Planning Commission held a duly noticed public meeting to consider the Project and staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action of the Project, and at a properly noticed public meeting, the Planning Commission reviewed oral staff reports, took testimony and received into the record all pertinent documents related to the Project (collectively the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1. The proposed minor amendment to Vesting Tentative Tract Map 8676 to include private street names is within the scope of the Section 15183 Consistency Checklist prepared under the California Environmental Quality Act (CEQA) for Design

DRAFT

Review (filed under case No. P23-0332 and Vesting Tentative Tract Map 8676), and therefore no additional environmental review is required. The minor amendment is also not considered a project under CEQA.

Section 2. The Planning Commission finds that the minor amendment to Vesting Tentative Tract Map 8676 is made to correct an omission of street names under the Subdivision Map Act and does not affect any property rights.

Section 3. Based on the Planning Commission's independent review of the Record Evidence and considerations, the Planning Commission hereby approves a minor amendment to Vesting Tentative Tract Map 8676 to include the private street names of "Willow Oak Lane," "Bayberry Lane," "Elderbrook Lane," as set forth in Attachment 1 to this Resolution. Other than the inclusion of street names to Vesting Tentative Tract Map 8676, Vesting Tentative Tract Map 8676 remains unchanged.

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on April 23, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

_____ _____

Melinda Denis — Ken Morgan

Secretary, Planning Commission — Chair

APPROVED AS TO FORM:

_____

Kimberly Cilley

Assistant City Attorney

DRAFT

EXHIBIT A
ATTACHMENT 1

ATTACHMENT 1

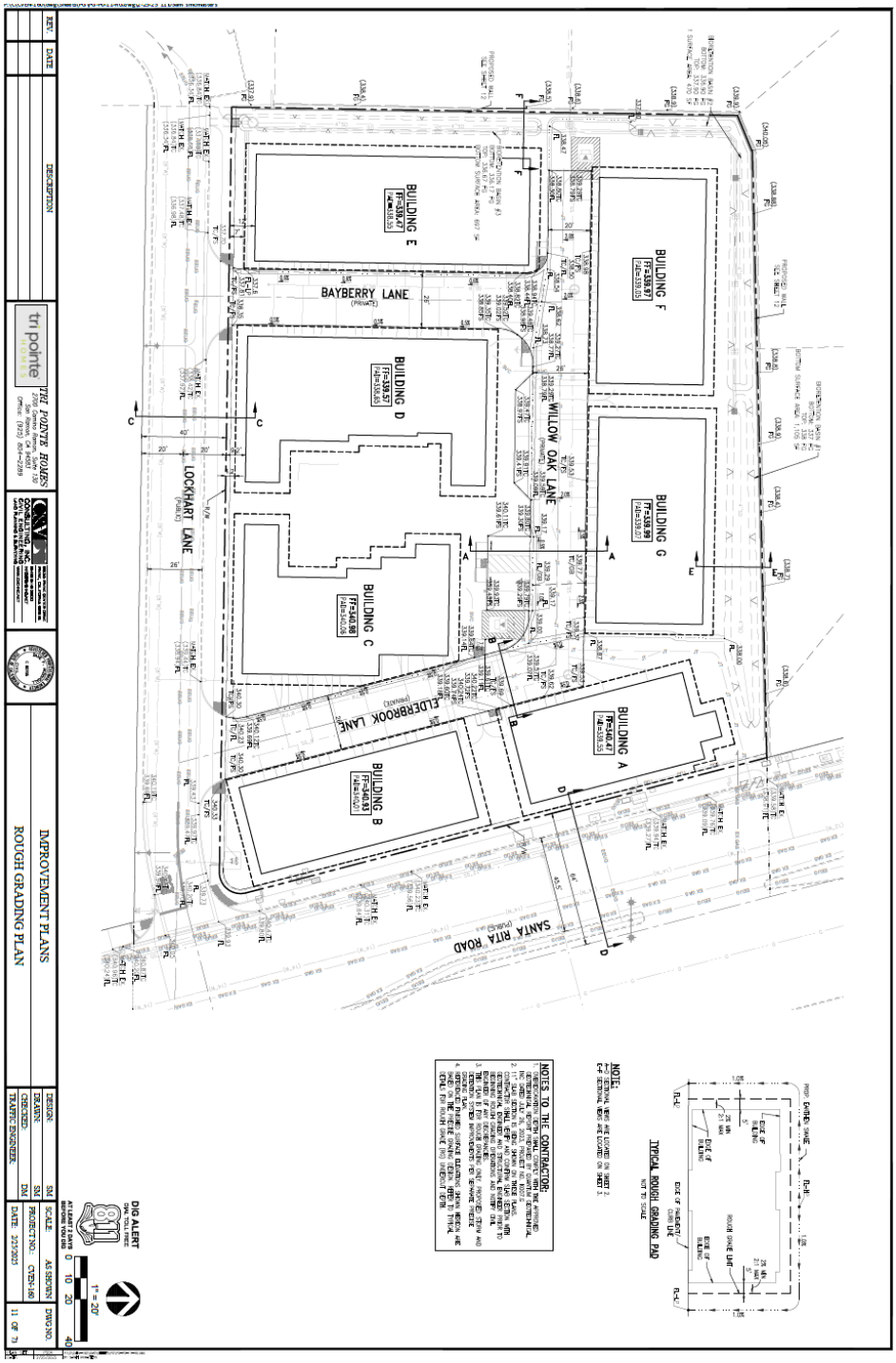
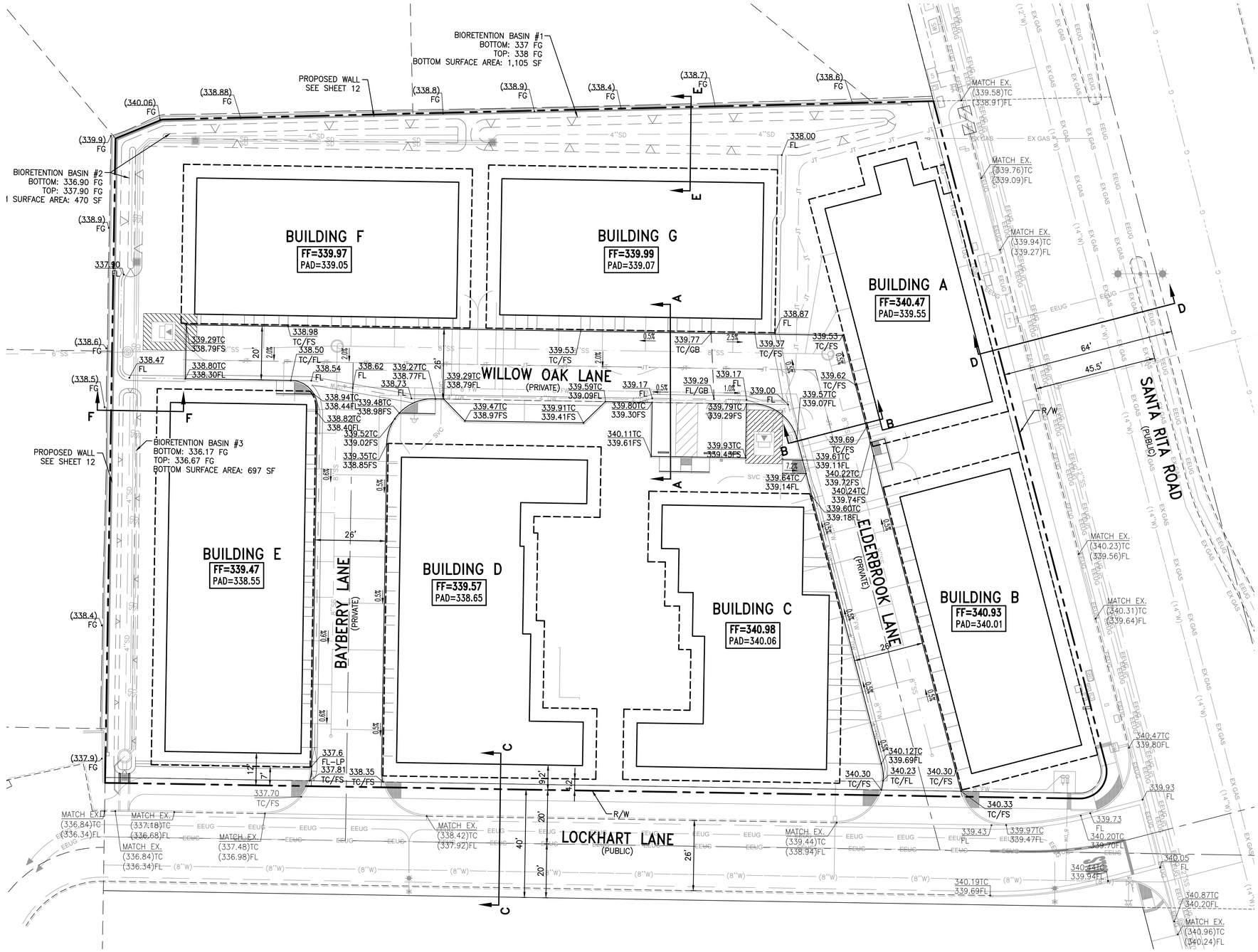
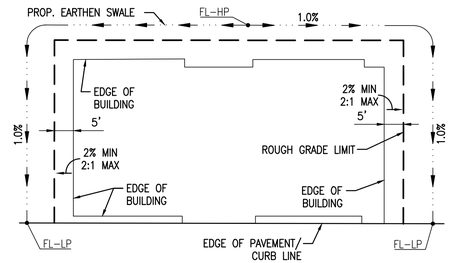


EXHIBIT B





TYPICAL ROUGH GRADING PAD

NOT TO SCALE

NOTE:

A-D SECTIONAL VIEWS ARE LOCATED ON SHEET 2.
E-F SECTIONAL VIEWS ARE LOCATED ON SHEET 3.

NOTES TO THE CONTRACTOR:

1. OVEREXCAVATION DEPTH SHALL COMPLY WITH THE APPROVED GEOTECHNICAL REPORT PREPARED BY QUANTUM GEOTECHNICAL, INC DATED JULY 26, 2023, PROJECT NO. K007.G
2. 11" SLAB SECTION IS BEING SHOWN ON THESE PLANS. CONTRACTOR SHALL VERIFY AND CONFIRM SLAB SECTION WITH GEOTECHNICAL ENGINEER AND STRUCTURAL ENGINEER PRIOR TO BEGINNING ROUGH GRADING OPERATIONS AND NOTIFY CIVIL ENGINEER OF ANY DISCREPANCIES.
3. THIS PLAN IS FOR ROUGH GRADING ONLY. PROPOSED STORM AND DETENTION SYSTEM IMPROVEMENTS PER SEPARATE PRECISE GRADING PLAN.
4. REFERENCED FINISHED SURFACE ELEVATIONS SHOWN HEREON ARE BASED ON THE PRECISE GRADING DESIGN. REFER TO TYPICAL DETAILS FOR ROUGH GRADE (RG) UNDERCUT DEPTH.

RECEIVED
3/13/2025
P23-0332
CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B

DIG ALERT
DIAL TOLL FREE
811
AT LEAST 2 DAYS
BEFORE YOU DIG

1" = 20'
0 10 20 40

REV.	DATE	DESCRIPTION

tri pointe HOMES
TRI POINTE HOMES
2700 Camino Ramon, Suite 130
San Ramon, CA 94583
Office: (925) 804-2289

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
9440 IRVINE CENTER DRIVE
IRVINE, CALIFORNIA 92618
(949) 581-8800
INFO@CVC-INC.NET
WWW.CVC-INC.NET

REGISTERED PROFESSIONAL ENGINEER
DAVID P. MCDONALD
C 80705
CIVIL
STATE OF CALIFORNIA

IMPROVEMENT PLANS

ROUGH GRADING PLAN

DESIGN:	SM
DRAWN:	SM
CHECKED:	DM
TRAFFIC ENGINEER:	

SCALE:	AS SHOWN
PROJECT NO.:	CVEN-160
DATE:	2/25/2025

DWG NO.

11 OF 73

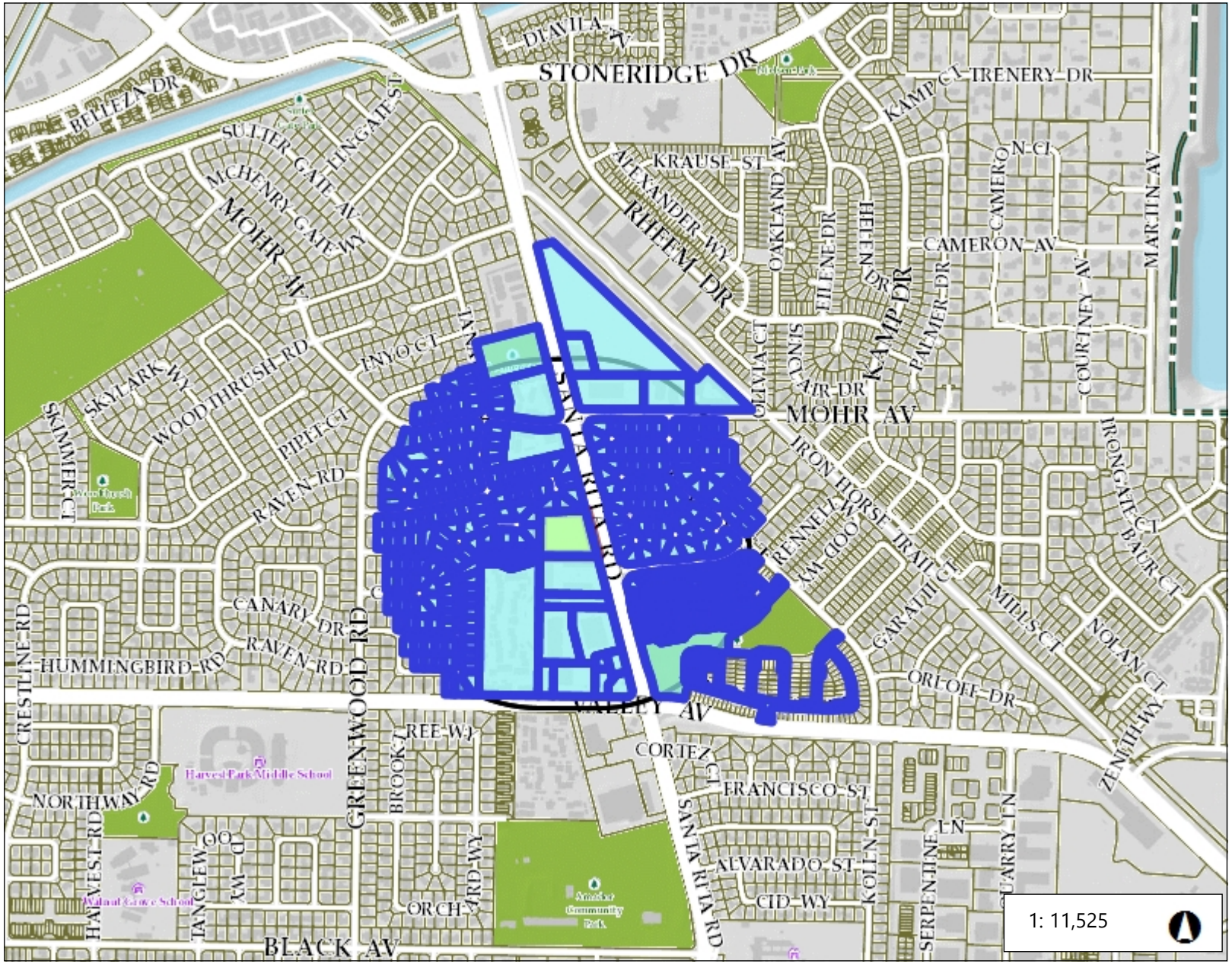
PLAN SET: PDA
DATE: 2/25/2025

P:\C\CVEN-160\dwg\Sheets\PG\PG-P0-11-RG.dwg\12-25-25 11:03am smcmasters

J:\PROJECTS\160\DWG\SHEETS\PG\PG-P0-11-RG.DWG
BY: SARAH MCMASTERS

2025 SANTA RITA ROAD

EXHIBIT C



Legend

- Fire Station
- School
- Park
- Parcels

Notes

Notes

1,920.8 0 960.40 1,920.8 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

PLANNING COMMISSION MEETING MINUTES

Wednesday, March 26, 2025

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

Chair Morgan called the regular meeting of the Planning Commission to order at 7 p.m. from the City Council Chambers located at 200 Old Bernal Avenue.

Commissioner Wedge led the Pledge of Allegiance.

Commissioners Present: Commissioners Anurag Jain, Brandon Pace, Stephanie Wedge, and Chair Ken Morgan

Commissioners Absent: Commissioner Vivek Mohan

AGENDA AMENDMENTS

None.

CONSENT CALENDAR

1. Actions of the Zoning Administrator

   Recommendation: Receive report.

2. Approve the meeting minutes of February 12, 2025

   Recommendation: Approve the meeting minutes.

Chair Morgan opened the public comment. There being no speakers, Chair Morgan closed the public comment.

MOTION: It was m/s by Pace/Mohan to approve the items on the Consent Calendar, as recommended. Motion passed by the following vote:

Ayes:	Commissioners Jain, Pace, Wedge, and Chair Morgan
Noes:	None
Absent:	Commissioner Mohan
Abstain:	None

MEETING OPEN TO THE PUBLIC

3. Public comment regarding items not listed on the agenda.

Chair Morgan opened the public comment. There being no speakers, Chair Morgan closed the public comment.

PUBLIC HEARING AND OTHER MATTERS

4. P24-0596, Pleasanton Unified School District, 0 Vineyard Avenue – Application for Vesting Tentative Map 8724, a 27-lot subdivision, an approximately 3-acre park lot with bioretention areas, and a lot for the internal streets.

   Recommendation: Approve Resolution No. PC-2025-06: 1) Finding the project is exempt from additional environmental review under CEQA Guidelines Section 15183 because it is consistent with the development density and land use characteristics established by the City, as analyzed by the 2023-2031 (6th Cycle) Housing Element Update Program FEIR. No additional environmental review is required. 2) Make the tentative map findings as stated in the report; and 3) Approve Vesting Tentative Map 8724 subject to the draft conditions of approval stated in Attachment 1 to Exhibit A.

Associate Planner Emily Carroll presented the item.

Chair Morgan opened the public comment. Public comments were received from: Dominic Dutra, Robin Miller, applicant, and Justin DeKnoblough.

Chair Morgan closed the public comment.

MOTION: It was m/s by Jain/Pace to adopt Resolution No. PC-2025-06, as recommended. Motion passed by the following roll call vote:

Ayes:	Commissioners Jain, Pace, Wedge, and Chair Morgan
Noes:	None
Absent:	Commissioner Mohan
Abstain:	None

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

5. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)

None.

6. Actions of the City Council

Planning and Permit Center Manager Melinda Denis provided a brief overview of the items listed in the report.

7. Future Planning Calendar

Director Ellen Clark provided a brief overview of the items listed in the report.

MATTERS INITIATED BY COMMISSION MEMBERS

None.

ADJOURNMENT

Chair Morgan adjourned the meeting at 8:05 p.m.

_____
Paul Eichenholtz, Recording Secretary

THE CITY OF PLEASANTON

Planning Commission
Agenda Report
April 23, 2025
Item 6

SUBJECT: **P23-0480 & Vesting Tentative Map 8680**

APPLICANT: Jason Quintel/Seefried Industrial Properties

PROPERTY OWNER: Square Mile Pleasanton, LLC

PURPOSE: Consideration of: 1) Adoption of CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Final Environmental Impact Report (FEIR); 2) Approval for Applications for Housing Site Compliance Review (Case No. P23-0480) and Vesting Tentative Map 8680 approval pursuant to SB 330 for the construction of: a) 310 detached two-story single-family residential homes with 62 junior accessory dwelling units (JADU); b) 102 multiple-family rental units in four, three-story buildings plus an amenity building, which include 101 affordable housing units and one manager's unit; c) an approximately 2-acre park owned/maintained by the development's Homeowners Association (HOA) with access for the general public; d) and on- and off-site improvements; and 3) Recommendation to the City Council to enter into an Affordable Housing Agreement for the proposed project

LOCATION: 3300 Busch Road (APNs 946-1251-7-4, 946-1254-33 and 946-1251-8-9)

GENERAL PLAN: Housing Element Site Overlay

ZONING: Housing Opportunity Zone/I-G-40,000

EXHIBITS:

A. Draft Resolution for approval of: 1) CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Final Environmental Impact Report (FEIR), and 2) Applications for Housing Site Compliance review (Case No. P23-0480) and Vesting Tentative Subdivision Map 8680 approval pursuant to SB 330 for the construction of: a) 310 detached two-story single-family residential homes with 62 junior accessory dwelling units (JADU); b) 102 multiple-family rental units in five, three-story buildings which include 101 affordable housing units and one manager unit; c) an approximately 2-acre park owned/maintained by the development's Homeowners Association (HOA) with access to the general public; d) and on-

and off-site improvements; and 3) for recommendation to the City Council to enter into an Affordable Housing Agreement for the proposed project.

B. Project Plans and Vesting Tentative Map 8680, GHG/CAP2.0 Checklist and Arborist Report
C. State Density Bonus Law Request Letter
D. CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Final Environmental Impact Report (FEIR) and Appendices
E. Mitigation Monitoring and Reporting Program (MMRP) for the Project
F. DRAFT Affordable Housing Agreement (AHA)
G. Location and Notification Map

STAFF RECOMMENDATION

Staff recommends the Planning Commission:

1. Find the CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Environmental Impact Report (FEIR) satisfies the requirements of CEQA;
2. Adopt a resolution for: 1) the adoption of CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Pleasanton Housing Element Update Final Environmental Impact Report (FEIR); 2) the approval of applications for Housing Site Compliance review (P23-0480) and Vesting Tentative Subdivision Map 8680 approval pursuant to SB 330 for the construction of: a) 310 detached two-story single-family residential homes with 62 junior accessory dwelling units (JADU); b) 102 multiple-family rental units in five, three-story buildings which include 101 affordable housing units and one manager unit; c) an approximately 2-acre park owned/maintained by the development's Homeowners Association (HOA) with access to the general public; d) and on- and off-site improvements; and 3) a recommendation to the City Council to enter into an Affordable Housing Agreement for the proposed project.

EXECUTIVE SUMMARY

The existing vacant site is located on the southeast corner of Busch Road and Valley Avenue. It is among the sites identified in the 6th Cycle Housing Element update, identified as the Kiewit property, Site 21, and is designated for residential use in the General Plan and Zoning Map. The proposed development would provide a total of 412 residential units, consisting of 310 detached single-family residential homes with 62 junior accessory dwelling units (JADU) and 102 multiple-family rental units. All the multi-family units would be deed-restricted affordable units, except for the on-site manager's unit. The proposal also includes an approximately 2-acre park owned/maintained by the development's Homeowners Association (HOA) with access to the general public and on- and off-site improvements for streets, utilities, stormwater retention, and trails (hereinafter "the Project").

The application includes various requested waivers and concessions pursuant to State Density Bonus Law; with granting of these waivers and concessions the Project conforms to the City's adopted Objective Design Standards (ODS) and to the Pleasanton Municipal Code (PMC).

The environmental review documentation, Housing Site Compliance review and Vesting Tentative Map are now before the Planning Commission for decision.

Pursuant to procedures outlined in the Inclusionary Zoning Ordinance (PMC Chapter 17.44), the Planning Commission is also requested to review and provide a recommendation to City Council on the draft Affordable Housing Agreement, including aspects of the agreement related to alternative compliance with certain provisions of the IZO.

BACKGROUND

General Plan and Zoning

The Project site has a General Plan Land Use designation of Housing Element Site Overlay (HESO) and a zoning designation of Housing Opportunity Zone District (HOZ) and Industrial General (IG-40,000). Residential uses are defined and identified as appropriate uses under the General Plan land use designations and the HOZ classification.

Housing Element

The City's adopted 2023 Housing Element identifies the Project site as the Kiewit Site, Area 21. Per the Housing Element, Area 21 includes two separate subareas. As illustrated in the Housing Element Appendix B, Sites Inventory and Methodology, the site is shown as having an approximately 5-acre area designated for high-density housing at 30 dwelling units per acre (du/acre) and the remainder designated at a density of 8-13 du/acre.

Senate Bill 330 and Objective Design Standards (ODS)

In March 2023, the applicant submitted a preliminary review application (P23-0188) for the project pursuant to Senate Bill 330 (SB 330). The law provides an optional vesting opportunity for housing development projects, which freezes the policies, standards and fees in effect when a complete Preliminary Application is submitted. As such, this project is vested to the policies, standards, and fees as of the time of the preliminary application submittal and is subject to the Objective Design Standards (ODS) adopted by the City Council on January 26, 2023. Pursuant to State law, specifically the Housing Accountability Act (Cal. Government Code § 65589.5), the scope of the City's review and basis for project approval or denial is based on the conformance to the January 2023 ODS and the other standards of the Pleasanton Municipal Code in place at time of the SB330 preliminary application.

State Density Bonus Law (SDBL)

In addition, under State Density Bonus Law (SDBL), the City is required to provide for a number of "incentives," "concessions" or "waivers or reductions of development standards" based on the percentage of affordable units and qualification for State housing density bonuses. A concession or incentive is defined in State law as a reduction in site development standards, a modification of zoning code or architectural design requirements or other regulatory incentives or concessions which result in identifiable cost reductions. The project qualifies for both incentives/concessions and waivers pursuant to SDBL, based on its provision of 101 lower-income units, equivalent to 24.51 percent of the proposed market-rate units.

A project including at least 10 percent but less than 17 percent lower-income units is entitled up to one incentive or concession. The Project's proposed 24.51 percent lower-income units entitle it to two incentives or concessions. However, the applicant is requesting one incentive/concession.

State law separately defines “waivers or reductions of development standards” as a further form of assistance available to developers with eligible density bonus projects. Under SDBL, the City cannot apply a development standard that would physically preclude the construction of the project at its permitted density; accordingly, a developer may request such standards to be modified or “waived.” For most projects, there is no limit on the number of waivers or reductions of development standards that may be requested. Under these provisions, the applicant has requested 19 waivers to deviate from the requirements. Note that SDBL does not require a project to propose density above the maximum allowed in order to apply for concessions or waivers.

Site Description and Current Uses

The approximately 51.62-acre, roughly triangular-shaped site is located at the southeast corner of Busch Road and Valley Avenue, known as 3300 Busch Road. The site is currently occupied by a construction equipment storage company operating under a short-term lease and through the approval of the city’s temporary use permit process. The neighboring PGS facility also leases space for parking/storage of trucks and vehicles on the site.

The site is bounded to the north by Busch Road, with the Village at Ironwood senior residential community and City Public Works Department (formerly Operation Services Department) facility across Busch Road to the north. The east side of the site abuts the Pleasanton Garbage Service transfer station facility and a large vacant lot. A self-storage facility and light industrial uses are located to the south and across Valley Avenue to the west. Please refer to Figure 1 for Project location.

Due to decades of industrial uses on the Project site and the presence of petroleum hydrocarbons and polychlorinated biphenyls in the soil, in October 2023, the applicant engaged the California Department of Toxic Substances Control (DTSC) to initiate a Removal Action Workplan (RAW) for site cleanup. Site cleanup has been completed as of the publication of this report. Please see additional discussion later in the agenda report.

Figure 1: Project Site and Surrounding



PROJECT DESCRIPTION

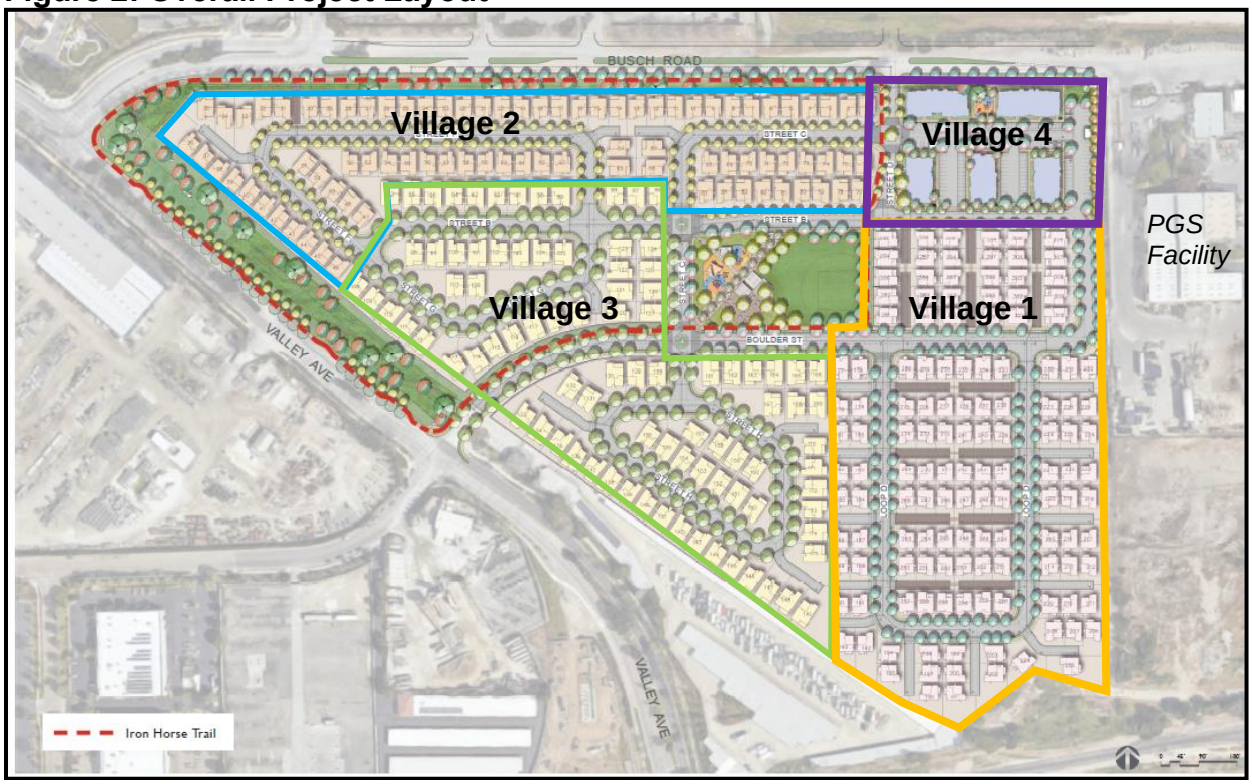
The Project includes: 1) Housing Site Compliance Review/Design Review (P23-0480) for the construction of: a) 310 single-family residential market-rate homes; b) 102 apartment rental units all of which are deed-restricted affordable units, except for one manager's unit; and c) a HOA owned and maintained park with access for the general public; 2) Vesting Tentative Map 8680 includes: a) the subdivision of the project site into 351 parcels, consisting of 311 residential parcels and 40 common-area parcels owned and maintained by the HOA consisting of a park, bio-retention areas, reciprocal assess easements, etc. and b) on- and off-site improvements; and 3) an Affordable Housing Agreement.

Site Design

The Project, referred to as "Villages at the Quarry," provides two main vehicular access points: from Busch Road on the Project's north side and from Valley Avenue on the Project's southwest side. The Project includes four residential "Villages": Villages 1-3 are for detached single-family residential homes (with varying lot and home sizes within each village); and Village 4 which includes the multi-family rental units.

The Project includes a centrally located, approximately 2.1-acre private park with public access. Residential villages within the Project area are connected via internal streets, alleys, sidewalks, and trails, including a proposed multi-use trail within the interior of the site, that also connects to the Iron Horse Trail. Please refer to Figure 2 for the Project's general layout.

Figure 2: Overall Project Layout



Village 1
Located in the southeastern portion of the Project site, Village 1 contains a total of 135 market-rate, single-family homes. The average lot size in Village 1 would be approximately 2,925 square feet, with homes ranging in size from approximately 1,996 square feet to 2,392 square feet. Homes would have four to five bedrooms and three to three and a half bathrooms, and the homes would have a maximum height of approximately 26 feet 11 inches. Plan 3 of Village 1 offers a JADU option.

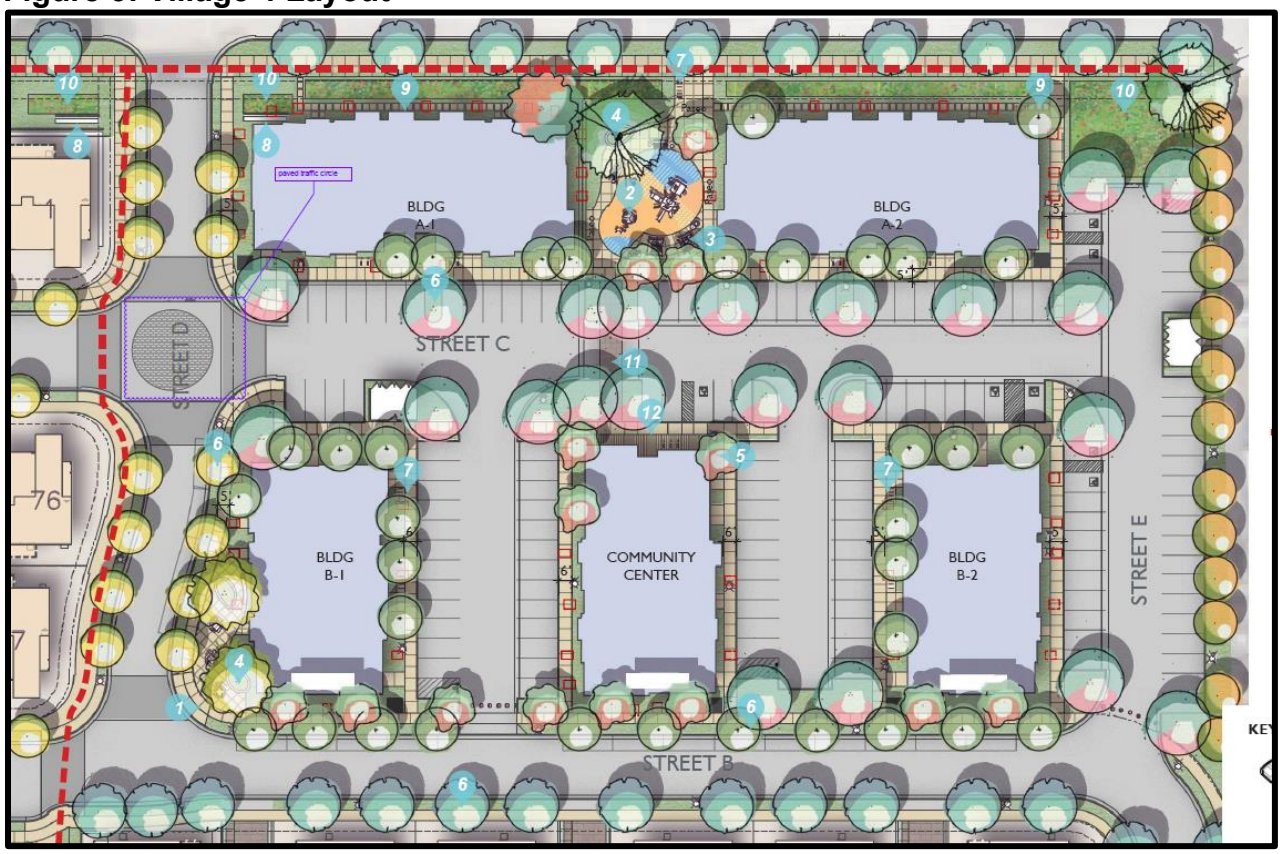
Village 2
Located in the northwestern portion of the Project site, Village 2 contains a total of 85 market-rate, single-family homes. The average lot size in Village 2 would be approximately 3,150 square feet, with homes ranging in size from approximately 2,373 square feet to 2,785 square feet. Homes would have four to five bedrooms and three to three and a half bathrooms, and the homes would have a maximum height of approximately 28 feet 2 inches. Plans 2 and 3 of Village 2 offer a JADU option.

Village 3
Located in the southwestern portion of the Project site, Village 3 contains a total of 90 market-rate, single-family homes. The average lot size in Village 3 would be approximately 4,000 square feet with homes ranging in size from approximately 2,949 square feet to 3,423 square feet. Homes would have three to five bedrooms and three and a half to four and a half bathrooms, and the homes would have a maximum height of approximately 29 feet 9 inches. Plans for Village 3 offer JADU option.

Village 4
Located in the northeast corner of the Project site, Village 4 consists of five multi-family residential buildings with a total of 101 affordable residential units and one on-site manager unit. It is anticipated that approximately 45 of the units would be one-bedroom units, approximately 26 would be two-bedroom, and 31 would be three-bedroom. Each of the buildings would range in size from approximately 14,269 square feet to 24,072 square feet, and the units would range in size from approximately 510 square feet to 1,060 square feet. The maximum height of the multifamily buildings would be approximately 38 feet 10 inches. Village 4 also includes a community center, picnic and play areas, and a pedestrian connection to the Iron Horse Trail along the Project frontage on Busch Road. Figure 3 shows the layout of the multi-family portion of the project in more detail.

The closest residential building, i.e. Building B-2, in Village 4 is located approximately 200 feet from PGS transfer building. The Project plans show landscaping, parking spaces and drive aisle are proposed as a buffer separating commercial operation from residential uses.

Figure 3: Village 4 Layout



<u>The Park</u>
An approximately 2-acre park would be owned and maintained by the Project Homeowners Association (HOA) but would allow access by the general public. The park includes picnic areas, a children's play area, a baseball diamond, pedestrian paths, and planting, etc. (Figure 4). The proposed multi-use trail abuts the park on the south and east sides.

Figure 4: Proposed Park



Project Access and Circulation

Valley Avenue is a north/south arterial that abuts the western boundary of the project site. The Project proposes continuing the existing sidewalk and planting area along the property frontage of Valley Avenue.

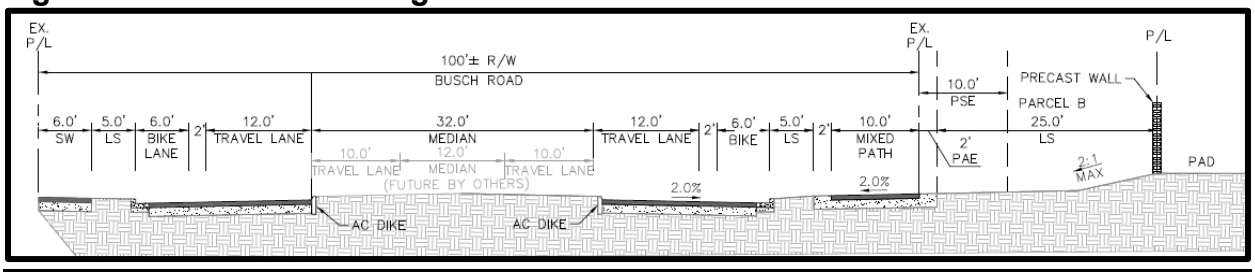
Busch Road is an east/west street east of Valley Avenue that abuts the northern boundary of the project site and terminates approximately 0.67 miles east of Valley Avenue. The Project proposes to install a number of improvements to Busch Road, which are described below. Additionally, the Iron Horse Trail will be extended along the project frontage on Busch Road, and the interim Iron Horse Trail on Valley Avenue will be widened along the property frontage.

The Project entrance on Valley Avenue would be aligned with Boulder Street, which would be extended east through the Project site. The entrance on Busch Road would be located approximately 460 feet west of the Project site's eastern boundary. Additionally, the Project provides Livermore-Pleasanton Fire Department (LPDF) emergency access on Busch Road, approximately 400 feet east of Valley Avenue. (See Exhibit B)

The Project proposes a hierarchy of street designs to facilitate external and internal circulations.

- Busch Road. Busch Road has an existing Right-of-Way (ROW) of approximately 100 feet. The proposed development would install the following improvements: two travel lanes (one in each direction), bike lanes, mixed pedestrian path, landscaping area and planting strip. Please see Figure 5.

Figure 5: Busch Road Design



- Boulder Street (extension). The existing Boulder Street would be extended easterly to become a part of the project's internal street network. The proposed Boulder Street within the development would have a ROW of approximately 62 feet consisting of two travel lanes, on-street parking, landscaping areas, sidewalk on one side, and a multi-use path.
- Other Internal Streets. All internal streets in Villages 1-3 propose ROW widths ranging from approximately 49 feet to 56 feet including travel lanes, on-street parking and separated sidewalks.
- Alleys in Village 1. Village 1 proposes alley-loaded garages; the alleys would and have a width of approximately 24 feet, including an approximately 20-foot wide travel lane (for Fire truck) and an approximately 2-foot wide rolled curb on each side.
- Parking Lot at Village 4. The parking area in Village 4 includes a drive aisle, with parking on both sides of the drive aisle and joined by an approximately 6-foot wide sidewalk along streets and building edges.

Access to homes in Villages 2 through 4 would generally be from internal streets, whereas the access to homes in Village 1 would generally be from alleys/motor courts. Please see Plan Sheet C-100 of Exhibit B, which shows cross-sections for streets and courts proposed with the Project, and Plan Sheets C3.1 through C3.4 for Emergency Vehicle Access Plan.

Parking

Each detached single-family residence would include a private two-car garage, and the multi-family rental units would provide 134 surface spaces in the parking lot. In addition, a total of 365 on-street parking spaces are provided throughout the Project area, which would be available for use by residents, guests and others. Please see Plan Sheet C2 of Exhibit B for parking summary.

Building Designs

The proposed architecture represents typical California-style homes. Specifically, homes would feature stucco, fiber cement lap or board and batten siding with stone veneer as accent for building exteriors, concrete tile or composition shingle roofs, vinyl windows with foam trim, and metal garage door. Stucco break/score lines would be added to the elevations to break buildings' massing.

Each single-family residential village would have three floor plans with three exterior elevations for each floor plan. Additionally, an array of exterior color themes has been proposed to avoid duplication in appearance of homes situated next to each other. Please refer to Figures 6-8 for sample elevations in Villages 1-3, respectively.

Figure 6: Village 1 Sample Elevations



Figure 7: Village 2 Sample Elevations



Figure 8: Village 3 Sample Elevations



The multiple-family rental units would be provided within four, three-story buildings except for the one-story community center in Building C. The community center is intended to serve the needs of the apartment residents, and it includes a manager's office, multi-purpose room, kitchen, laundry area, etc. In addition to the community center, Village 4 also provides an approximately 7,800-square-foot outdoor open-space area with shade structures and a playground, located between Buildings A1 and A2.

Similar to single-family homes, the design of the proposed multiple-family buildings shows California style architecture characterized by composition shingle roof, cementitious board-and-batten siding, stone veneer wall with precast wall cap at the ground floor porch, vinyl window with cementitious trim, and trellis above the upper floor balconies. Please see Figure 9.

Figure 9: Elevation Facing Busch Road



Grading and Drainage

The Project site is relatively flat except for the northwest section, where different elevations create a mound. Grading is proposed throughout the Project site to create flat pad lots, bio-retention areas, and streets. It is estimated an approximately 121,486 cubic yards[1] of cut and an approximately 58,797 cubic yards of fill for the Project. (cut and fill)

The Project proposes installing 12-to-24-inch storm drains within the Busch Road right-of-way and throughout the Project site to channel runoff from the project area to stormwater detention facilities and then offsite to the City storm drain system.

Tree Removal and Landscaping/Fencing

A total of 68 existing trees were analyzed in the Arborist Report, including 14 heritage-sized trees. Of the 68 trees surveyed, only one tree is located on the Project site and the remaining 67 trees are located immediately adjacent to the Project site, mostly within rights-of-way. The Project would remove 52 existing trees, including 13 of the heritage-size trees. The removal is necessary to accommodate proposed project improvements, particularly for bioretention areas.

Preliminary landscape plans have been provided for the Project. A variety of drought-tolerant and climate-appropriate trees, shrubs, and groundcovers are proposed throughout the project, most of which would be planted around the perimeters of the proposed project, along all streets, in common use areas such as the park and community center at the apartments, in bioretention areas, and along the trail and pedestrian path. A number of (final count to be determined with final landscape plans at the time of construction permit review) new trees are proposed for the project.

A preliminary fencing plan has been provided for the Project. It shows a combination of good neighbor wood fencing, cement plaster walls, and low stucco walls on lots adjacent to the park. Please see Exhibit B for a comprehensive view of all conceptual landscaping and fencing plan for the proposed project.

Affordable Housing Agreement

To meet the requirements of PMC Chapter 17.40 – Inclusionary Housing (also known as the Inclusionary Zoning Ordinance or IZO), and the ODS, the applicant proposes 101 of the 102 multi-family rental units to be available to households with incomes at or below 80 percent

[1] The estimated earthwork quantities are proximate in place volumes calculated from the existing ground to the proposed finished grade.

(low-income) of the Area Median Income. This represents an inclusionary percentage of approximately 24.51 percent. As described above, all the proposed affordable units would be provided within Village 4, in a complex of four 3-story buildings with a community building and outdoor amenities.

The proposal includes the following affordability levels:

- A minimum of 25 percent of the Affordable Units shall have rents set at no more than 30% to 50% of AMI (as defined below) for households with incomes up to 50% of AMI (Very Low-Income Units).
- A minimum of 25 percent of Affordable Units shall have rents set at no more than 30% of 60% of AMI for households with incomes of 51% to 60% of AMI (Low-Income Units).
- A maximum of 50 percent of Affordable Units shall have rents set at no more than 30% of 80% of AMI for households with incomes of 61% to 80% of AMI (also Low-Income Units).

Units would be distributed among one-, two-, and three-bedroom units, ranging in size from approximately 510 square feet to 1,060 square feet.

Per the PMC, an Affordable Housing Agreement is required to document the proposed approach to meeting the IZO and related requirements of the ODS. In the case of this project, some aspects of the affordable housing approach deviate from the strict requirements of the IZO, particularly with respect to phasing/timing of the provision of the units. The alternative phasing and timing are necessary to address the specific manner in which these units will be constructed and built, which may include a third-party affordable housing developer and use of tax-credit funding to support the financing and construction of the units.

ANALYSIS

General Plan Conformance

The project site has a Housing Element Sites Overlay (HESO) land use designation in the General Plan and is zoned I-G-40 (General Industrial) with a Housing Opportunity Zone (HOZ) overlay adopted by City Council Ordinance No. 2272, which allows residential development at the density prescribed in the Housing Element.

The Kiewit site (Housing Element Site 21) includes two separate subareas. As illustrated in the Housing Element Appendix B, Sites Inventory and Methodology, the site is shown as having an approximately 5-acre area designated at 30 dwelling units per acre, and the remainder designated at a density of 8-13 du/acre. The proposed market-rate project would have a density of 8.1 du/ac, based on 310 units on approximately 38.25 gross developable acres, and the affordable housing project would have a density of 35.9 du/ac, based on 102 units on approximately 2.84 gross developable acres.

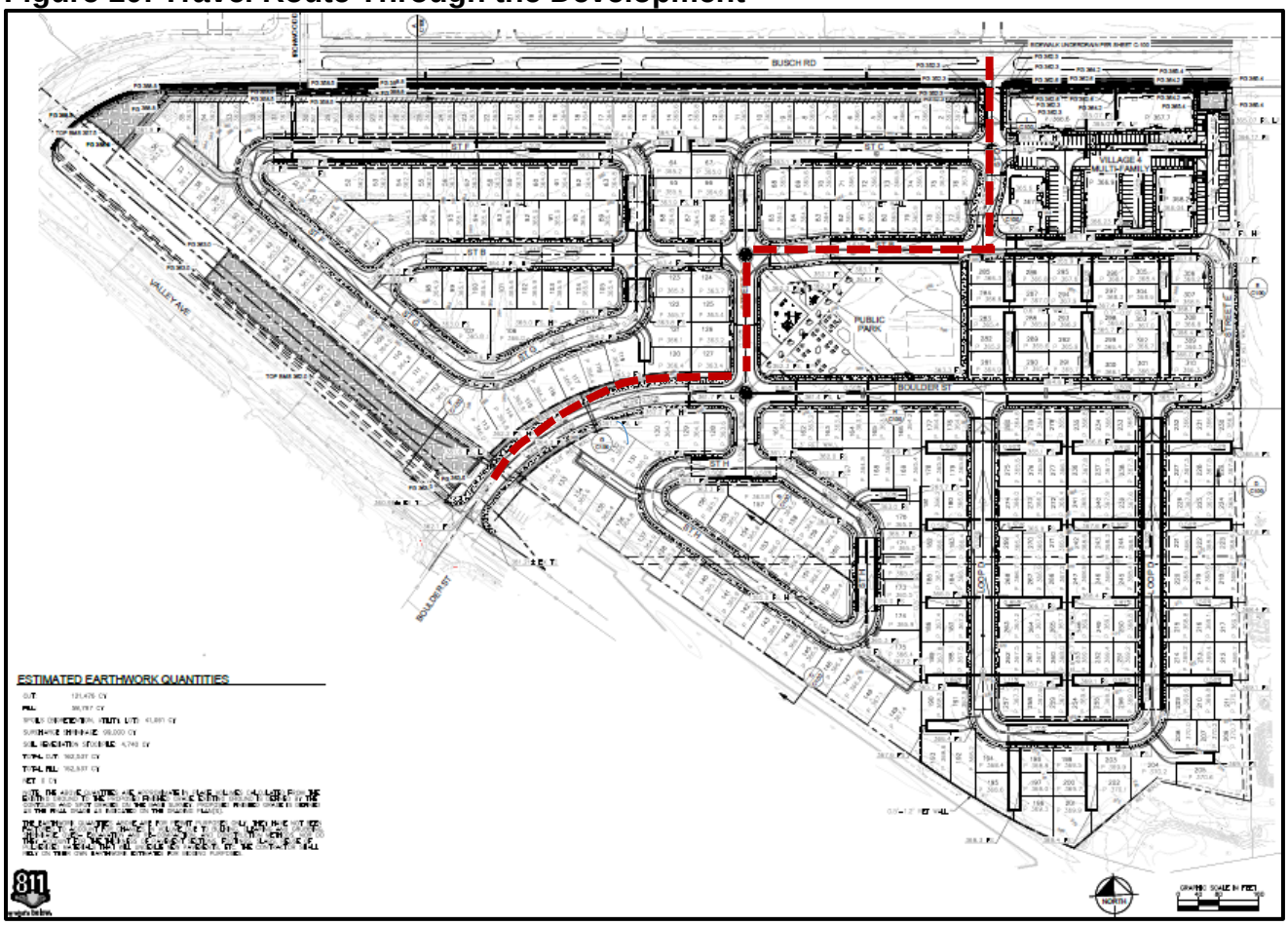
The affordable housing component of the Project would have a density of 35.56 du/ac, based on 101 units on approximately 2.84 gross developable acres, exceeding the maximum allowable density by 20 percent. §65915(b)(1) and §65915(b)(2) of the California Governmental Code regarding density bonus allow a 50-80 percent increase in project densities for affordable housing projects, depending on the project's affordable levels. The Project's affordable housing component would provide 100 percent of the housing units (other than manager's units) to households with incomes at or below 80 percent (low-income) of the

Area Median Income (AMI). In light of the density bonus the applicant is entitled to under state law, the affordable housing component of the Project meets the density requirement.

In addition to the density requirement, the Land Use Element Policy 12 also requires site design to limit and minimize cut-through traffic through the project from Busch Road to Valley Avenue.

The Project site layout shows no direct north-easterly connection from Busch Road and Valley Avenue. Streets are “meandered” to avoid cut-through traffic, and roundabouts are proposed to regulate vehicular speed. As designed and conditioned, the Project satisfies the General Plan requirements.

Figure 10: Travel Route Through the Development



In addition, the proposed project supports/promotes the following General Plan Goals, Programs, and Policies:

Land Use

- Policy 8: Preserve and enhance the character of existing residential neighborhoods.
- Policy 8.1: Enforce the provisions of the City's Zoning Ordinance and related planning ordinances to maintain the character of existing residential neighborhoods.
- Program 8.2: Use the City's development review procedures to minimize intrusions into existing neighborhoods.

- Policy 11: Residential density is determined by the General Plan density range or applicable specific plan.

Housing Element

- Policy 1.1: The City will identify and rezone sites as needed to allow for residential development at appropriate densities and meet the assigned Regional Housing Needs Allocation (RHNA) of 5,965 units for the 2023-2031 (6th Cycle) Housing Element Cycle.
- Policy 1.4: Support the development of sites designated for residential use, particularly sites zoned for higher density and lower- and moderate-income housing. Actively pursuing partnerships and other opportunities for the development of projects with a high proportion of affordable housing units on these sites.
- Policy 1.5: For phased residential developments, ensure that the majority of units affordable to very low- and low-income households are not postponed until the final stages of development.
- Program 1.1: Maintain zoning/rezone appropriate sites to accommodate Pleasanton's share of the regional housing need for all income levels.
- Policy 2.3: In conformance with the Inclusionary Zoning Ordinance, require each residential and non-residential development to which the Ordinance applies, to include its pro-rata share of housing needs for lower- and moderate-income households or, if the Ordinance criteria are met, to contribute to the Lower Income Housing Fund or propose alternative methods to facilitate the construction of housing affordable to these groups. It is strongly encouraged that the Inclusionary Zoning Ordinance requirements be met by building housing affordable to lower- and moderate-income households. The City will continue to offer incentives to encourage and facilitate the production of affordable inclusionary units, as a component of the Ordinance.
- Policy 2.7: Encourage the use of density bonuses in residential projects that include housing units affordable to extremely low-, very low-, low-, and moderate-income households.

Sustainability

- Program 2.6: Require design features in new development and redevelopment areas to encourage transit, bicycle, and pedestrian access, such as connections between activity centers and residential areas, and road design that accommodates transit vehicles, where feasible.

Climate Action Plan 2.0 (CAP 2.0)
In 2022, the City adopted the Climate Action Plan (CAP) 2.0. The CAP 2.0 was reviewed by the Bay Area Quality Management District (BAAQMD) and deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of CAP 2.0 will occur over several years. CAP 2.0 consists of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32, California's Global Warming Solutions Act of 2006.

Staff completed an analysis of how the project is consistent with or implements the applicable measures outlined in CAP 2.0. The project will have roof-mounted solar on all buildings, and garages will be equipped with EV chargers. The applicant requested a waiver for providing EV

chargers in the parking lot for the multiple-family residents, citing that the necessary reconfiguration of the parking lot would preclude the project from being built at the proposed density. With the requested waiver, the project would conform to CAP 2.0.

State Density Bonus Law (SDBL)
State Density Bonus Law was enacted in 1979 and has been amended multiple times since then. In addition to density increase for affordable housing projects, the law encourages applicants to construct affordable housing units (emphasis added), and in exchange, it allows applicants to apply for concessions/incentives and/or waivers to local development standards to facilitate development, in this case, PMC and/or ODS.

As has been noted for other recent projects, under State law, the bases available to the City to deny or reject requests for incentives/concessions or waiver are limited, and generally must be granted if the applicant can demonstrate that the incentive/concession would result in cost savings that would improve financial feasibility of the affordable housing components of the project; or that the waiver would physically preclude the construction of the project at its permitted density.

As such, and at a minimum, the project must meet the requirement of Density Bonus Law to qualify for these incentives and waivers by providing at least the number of deed-restricted affordable units called for by State law. To qualify for one incentive (and additional waivers), a project must provide at least 10 percent very low-, or 17 percent low-, or 20 percent moderate-income units. Adequate assurance must be provided as part of the Affordable Housing Agreement (AHA) terms that this will be the case, should the affordable housing developer be unable to secure financing or the project otherwise fail to move forward.

Based on the terms proposed in the AHA, staff is satisfied that the SDBL requirements will be met. See detailed discussion in the IZO/AHA section later in this report.

Conformance with Objective Development Standards
The Project is subject to the January 26, 2023, City Council-approved Objective Design Standards (ODS). Pursuant to density bonus law, the applicant is entitled to up to two incentives/ concessions and an unlimited number of waivers. The applicant has requested one incentive/concession and 19 waivers from ODS to accommodate the Project. The requested waivers and incentive/concession include, but are not limited to the following:

- Reduced parking requirements for multiple-family units
- Reduced size of storage area in multiple-family units
- Pedestrian circulation and paseo connection
- Wider corner lot width
- Reduced number of shade trees and shade coverage in parking lot
- Exceptions to requirements regarding front doors to face streets/open space/paseo
- Reduced number of EV spaces
- Reduced driveway depth
- Not to provide the required sun shading for south-facing windows (incentive/concession).

The comprehensive list of requested waivers and concessions is provided in Exhibit C, including the applicant's basis for the requests. Beyond these specific requests, staff provides

analysis of the project's conformance to the ODS, and where relevant, notes the application of waivers or concessions. Note that the requested concessions and waivers apply variously to the multi-family and single-family portions of the project.

Site Layout and Building Orientation

The Project site layout concept, i.e. the project consists of four villages with a centrally located park, has been introduced to staff since the discussion of the 6th Cycle Housing Element update. Since the submittal of the preliminary review application in March 2023, the site layout has been revised in the following areas, and therefore, improved the overall site design.

The project design would conform to applicable objective standards and requirements, including the following key aspects:

- North-easterly streets would not serve as a cut-through street between Busch Road and Valley Avenue;
- Iron Horse Trail would extend along the project frontage on Busch Road;
- Busch Road design would include a mixed use path;
- An EVA would be provided between Lots 30 and 31 in Village 2, meeting requirements by Livermore-Pleasanton Fire Department (LPFD);
- The privately owned/maintained park with public access and usage would be designed per city standards;
- Building setbacks.

Pedestrian access would be provided throughout the project site. The Project would include approximately 5-foot-wide sidewalks on both sides of all interior streets to ensure pedestrians have a continuous route throughout the community per ODS A1.4

ODS also requires pedestrian access not be directly from parking area (A1.3), paseos be provided for multiple-family development (A1.7), corner lots be platted wider than interior lots (A1.8b), alleys and parking areas should not be used for primary circulation to the building entries (A1.2), and single-family residential development to have front doors directly face Public Street, Internal Street, Open Spaces or Paseos (A2.1). The Project requests waivers for these requirements.

Parking and Parking Lot Design

A two-car garage will be provided for each single-family home, and, in addition, guest parking is proposed to be accommodated in the driveway on each single-family home. Staff notes that in a single-family residential development, it is common for the driveway to be used as temporary parking for guests/visitors. The project includes approximately 18-foot-deep driveways for single-family homes. PMC requires a 23-foot deep driveway to avoid any portion of a vehicle from encroaching into the adjacent public sidewalk. The applicant requested a waiver to deviate from the standard driveway depth. As such, the driveway would remain at the proposed approximately 18-foot depth – this length should accommodate many typical passenger vehicles, provided they pull all the way into the driveway and up to the garage door. Any obstruction, including parked vehicles, that reduces the clear width of a sidewalk below the minimum requirement can constitute an ADA violation.

The Project has an SDBL component; thus, under the SDBL, the required parking ratios are:

- Zero- to one-bedroom: one onsite parking space per unit;
- Two- to three-bedrooms: one and one-half onsite parking spaces per unit.

The Project proposes 45 one-bedroom apartment units, 26 two-bedroom units, and 31 three-bedroom units. Thus, a total of 131 parking spaces will be required pursuant to the above requirements. The Project provides a total of 114 parking spaces, and the Project applicant requests a waiver to address the shortfall in parking spaces.

ODS requires the following for parking lot design for multiple-family development: vehicles be screened (A7.2); shade trees in parking (A7.7 and A7.8); and weather-protected parking (A7.9). The Project requests waivers for these requirements. All other ODS related to parking design would be met.

Architecture and Design

The proposed California-style architecture is compatible with similar home designs seen throughout Pleasanton. Per ODS B3 through B5, the designs feature stucco, fiber cement lap or board and batten siding with stone veneer as accent for building exteriors, concrete tile or composition shing roofs, vinyl windows with foam trim, and metal garage doors. Stucco break/score lines would be added to the elevations to break buildings' massing.

A number of homes in Village 2 would be constructed along Busch Road, as would two apartment buildings in Village 4. Though an approximately 6-foot-tall precast wall would be constructed along Busch Road separating Busch Road from homes, the rear side of the homes would be facing Busch Road. Special design attention has been given to the rear elevation of these homes. Specifically, rear elevation designs (Figures 11 and 12) present variation in building profiles when viewed from Busch Road:

Figure11: Rear Elevation along Busch Road (Village 2 Homes)



Figure 12: Rear Elevation along Busch Road (Village 4 Building)



Similar to Village 2, many homes in Village 3 back onto Boulder Street. Please see Figure 13 below showing building profiles from Boulder Street.

Figure 13: Rear Elevation along Boulder Street (Village 3 Homes)



The Project meets the majority of the ODS design requirements. The design does not meet the ODS in the following areas which the Project requests waivers or a concession:

- single-family residences to have front doors facing public streets/open space or paseos (B2.1);
- front doors are located within a porch element that is a minimum of 20 percent of the façade (B2.2);
- 50 percent of the windows on south-facing elevation to be provided with sun shading. (B3.3) (Concession).

Tree Removal and Landscaping

A tree report has been prepared for the project that requires the removal of 52 existing trees, including 13 heritage-size trees, due to related off-site improvements.

To mitigate the loss of existing trees, the proposed project landscape plans include multiple planted areas around the perimeter of the project site, in the park open space areas, around common area facilities, and along the internal street network. The landscape plans provide a

variety of trees, shrubs, and groundcover on the project site. The new trees proposed for the project are a combination of 24-inch-box-sized and 15-gallon-sized trees.

Final planting plan details would be determined at the time of building permit review and be finalized in consultation with the City's Landscape Architect to ensure an attractive landscape that would also meet the requirements of the Tree Preservation Ordinance and the City's Water Efficient Landscaping Ordinance (WELO). The City's Landscape Architect has included conditions of approval to mitigate any offset between the proposed tree removal versus the new trees to be planted.

The proposed landscape plan is attractive and contains sufficient landscape area throughout the project site. And, most importantly, it meets the ODS requirements listed in A9 and provisions of the City's Water Efficient Landscape Ordinance (WELO). Once finalized with the City's Landscape Architect, the density and species of the new trees would be appropriate.

In addition to typical landscape areas, mini-traffic circles/roundabouts are proposed at the following locations: Street D at Street C, Street C at Street B, and Street C at Boulder Street as traffic calming measures. The City requires a tree to be planted in each of the mini-traffic circles/roundabouts, in accordance with established City policy. Staff has added a condition of approval to address this item, and the applicant has agreed to provide the trees as requested.

Amenities

The proposed open space areas would meet the requirements of the ODS in terms of required amounts and dimensions of open space provided.

The Project features several common open space areas available to all residents. The approximately 2-acre public park features a children's play area, a baseball diamond, picnic areas, etc. The common area in Village 4 includes a children's play area, picnic and game tables, shade trees, etc. A variety of street trees and shrubs would be planted in the planting areas and in front of homes.

The proposed publicly accessible open space areas would meet the requirements of the ODS proposed planting palette, which shows a selection of species that meet the City's Water Efficient Landscape Ordinance (WELO) and the Bay Friendly planting requirements.

In addition to the open space areas, the project includes a community room for the multi-family residents, where it provides a multi-purpose room and a kitchen for small gatherings, and mail areas to receive packages.

Noise Impacts

The Project would generate negligible urban noise from sources such as traffic, vehicles starting, outside activities in yards and at the clubhouse, people talking, etc. However, given the existing noise levels produced by nearby land uses, noise levels would not change substantially from those currently experienced in the area. Construction equipment would be required to meet DMV noise standards and be equipped with muffling devices. Once constructed, the occupants of the residential units would be required to meet the City's noise ordinance; the Project cannot produce a noise level more than 60 dBA at any point outside of the property plane. The Project, based on its proposed residential use, is not expected to generate any unusual sources of noise.

Noise from the existing nearby land use may impact the proposed residential, such as the PGS transfer station to the immediate east, City's Public Works Department daily operations, LPFD and Police training activities at 3333 Busch Road to the north, and other industrial uses on Busch Road and on the west side of Valley Avenue. Staff have included a condition requiring a disclosure of nearby land uses and activities to be recorded with the land or included in the lease agreement to inform future residents (COA #9).

Noise impacts were analyzed in the CEQA consistency checklist. Analysis includes ambient noise, short-term noise caused by site construction, traffic noise, etc. The analysis concludes there will be no impacts or less than significant impacts with mitigation specified.

Universal Design
Universal Design is a design principle that addresses the needs of people with reduced mobility, agility, and/or strength such as the elderly and people with disabilities. It is usually applied to residential development types not normally covered by the ADA requirements of the California Building Code (CBC) such as single-family homes.

The City's Housing Element contains Program 5.4, which promotes the installation of enhanced accessibility features in a proportion of units. The plans submitted for building permits would be required to meet the needs of the physically challenged population. Design elements to be incorporated in the design include but are not limited to:

- Removable base cabinets beneath the kitchen sink and kitchen work areas.
- Pantry cabinets or lowered upper cabinets in the kitchen area to provide accessible storage.
- Handheld shower head on 59-inch hose with adjustable height slide rod.
- Install grab bars at all sides of the tub/shower surround.
- Provide a shower seat.
- Removable base cabinet beneath vanity sink.
- All storage closets with shelving within the prescribed reach ranges.
- All clothes closets with rod/shelf within accessible reach ranges.

A condition of approval (Condition No. 52) has been added to address this universal design requirement.

Grading and Building Pads
The majority of the project site is relatively flat except for the western portion (Busch Road and Valley Avenue). Slopes in this area vary from approximately 360 feet above sea level to approximately 369 feet above sea level. Hence, grading is proposed to create lots with comparable building pads within the development area. As estimated by project civil engineers, off-hauling would occur. Please refer to Sheet C400 of Exhibit B for grading information.

Water, Sanitary Sewer and Stormwater
Staff requested capacity studies for sanitary sewer and water be conducted to evaluate potential network deficiencies. Woodard & Curran and Akel Engineering Group, city consultants, conducted a sewer capacity study and a water network analysis respectively based on City-wide utility master plans.

Woodard & Curran modeled sewer flows under peak wet weather flow (PWWF) conditions for the two proposed connection points, one at Boulder Street that will serve 337 residential units, and one at Busch Road that will serve 75 units. The study found, despite an increase in PWWF, that proposed Boulder Street connection will not result in downstream capacity issues.

In contrast, results for the Busch Road connection indicate that downstream sewers will be adversely impacted. In particular, flows north through the existing Kamp Drive neighborhood will exacerbate a known problem titled "Capacity Project 4" in the City-wide master plan.

The master plan estimated a project cost of $2,019,000 to construct Capacity Project 4. Woodard & Curran calculated the cost attributable to new customers, only including those from the project. The portion of the costs directly attributable to the project was estimated to be $222,275 or 11 percent of the total project cost. Staff discussed the proportional cost share with the applicant who agreed to pay this amount as their fair share of Capacity Project 4.

Akel Engineering Group, Inc. prepared a Hydraulic Analysis to model domestic water demands from the proposed development. The analysis evaluated the existing and proposed pipelines relative to domestic and fire service demands. The analysis recommends a second service connection between Lots 30 and 31 to ensure "supply reliability and redundancy for these homes if one of the supply mains is out of service", a feature now added to the project. The analysis also evaluated the relocation of an existing water pipeline extending through the project site to Pleasanton Garbage Service (PGS). The relocated pipeline has been included in the project utility design.

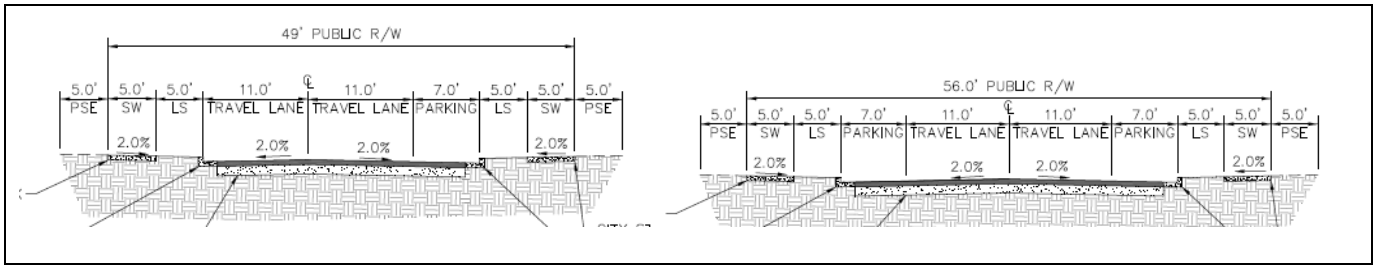
Stormwater flows were evaluated by City staff. The proposed stormwater pipe network conveys flows to bioretention areas located along Valley Avenue and Busch Road. These areas will be designed to store and treat the water before discharge to the City's storm drainage system. Larger storm events will bypass the treatment system and flow directly to the drainage system to prevent flooding.

Typical Public Street Designs

All streets within the development except for alleys in Village 1 are public streets. In addition to vehicle travel lanes, they generally include an approximately 5-foot-wide planting area coupled with an approximately 5-foot-wide sidewalk.

Homes fronting streets would have a minimum front yard setback of approximately 10 feet to the home and approximately 18 feet to the garage. On-street parking is allowed when feasible and possible. The civil plans show a cross-section for each street and Figure 14 shows typical cross-section for an approximately 49-foot-wide public ROW and an approximately 56-foot-wide public ROW:

Figure 14: Street Cross Sections



Boulder Street Extension

Boulder Street currently terminates at Valley Avenue on its eastern end. With construction of the project, Boulder Street would be extended easterly into the project. A portion of the new/proposed Boulder Street extension would traverse a piece of land currently owned by Cubesmart, an existing self-storage facility. The applicant and Cubesmart have signed a Conveyance Option Agreement detailing purchase terms. Staff has included a condition that after the applicant obtains property rights from Cubesmart, said piece of land shall be subsequently dedicated to the public for roadway and utility purposes prior to final map approval. The applicant agrees to this condition.

Roadway Improvements

A Transportation Impact Analysis (TIA) has been prepared for the Project. The TIA analyzed the Project in context with the Housing Element FEIR. The Project's proposed density is consistent with the density analyzed for the site in the Housing Element Update FEIR, which analyzed and establishes mitigation measures, to the extent possible, to mitigate traffic and circulation issues for this Housing Element site.

The City Traffic Engineer has reviewed the Project and Transportation Impact Analysis (TIA) prepared for the Project. The TIA outlines the need for, and the Traffic Engineer requires roadway and signal improvements to facilitate traffic flow and improve operations at the Project site and at locations with anticipated traffic from the Project and allow for roadway and intersection operations that meet the City's standards. Specifically, roadway improvements will be required through conditions of approval at the following locations:

1. Boulder Street/Valley Avenue intersection (COA NO. 142). The required improvements include upgrading the traffic signal to full 8-phase protected left-turn operations with appropriate pedestrian provisions. Two exit lanes should be provided on the project's approach including a separate left turn and a shared through-right turn lane.
2. Santa Rita Road/Valley Avenue intersection (COA NO. 143). The required improvements at this intersection include the widening of the intersection to include a third southbound left turn lane and a second westbound left turn lane. In addition, the westbound left turn pockets shall be extended.
3. Busch Road/Valley Avenue intersection (COA NO. 144). The north leg of the intersection will be modified to provide a marked crosswalk across Valley Avenue including new ADA ramps and pedestrian push button.
4. Busch Road/Ironwood Drive intersection (COA NO. 144). The west leg of the intersection will be modified to provide a marked crosswalk across Busch Road including new ADA ramps and pedestrian push buttons.
5. Busch Road (COA NO. 145). Project shall construct Busch Road along the entirety of the Project frontage as required by Section 19.36.050 of the Pleasanton Municipal Code and shown previously in Figure 5. This design will include a single-lane roundabout which is the appropriate means of traffic control and will provide traffic calming and safe and efficient operation of the intersection of Busch Road and Street D.

Staff notes the City and the Project applicant are not in agreement about the requirement to construct certain of the above-noted improvements, specifically the requirement to construct improvements at Santa Rita/Valley; and the roundabout at Busch Road/Street D. However, the City Traffic Engineer has determined such requirements to be fully supported by the TIA, and provisions of the TIA. Notably, the Conditions specify eligibility for fee credits and (if

necessary) reimbursement for some or all the costs of improvements where applicable, as allowed for by the PMC (e.g.100 percent of the costs of the Santa Rita/Valley Intersection Improvements, and portions of Busch Road improvements. The specific details of these credits and reimbursements will be established as part of the Subdivision Improvement Agreement and separate reimbursement agreement(s) between the developer and the City.

With respect to timing of the Santa Rita Road/Valley Avenue improvements, staff requests said improvements be bonded with the Final Map and completed prior to the earlier of the following: 1) the issuance of the 300th single-family residential building permit, or 2) three years from the date of execution of the Subdivision Improvement Agreement. As noted, this improvement is eligible for Traffic Impact Fee credits and reimbursement through a reimbursement agreement, if applicable.

The TIA evaluated the level of service at the intersection of Santa Rita and Valley and notes the existing Level of Service E condition. Policy 2 Program 2.2 of the City of Pleasanton's General Plan requires developers to implement mitigation measures at major intersections to maintain acceptable levels of service.

Staff's condition on roadway improvements as written (Condition No. 143), allows the Project to add new trips to this failing intersection . This allowance, although not optimal, provides some flexibility to the applicant in being able to make progress on project construction, prior to the improvements being required.

Table 1: Traffic Volume from TIA

Table 6: Existing With Project Conditions – Intersection Operations

Intersection	Control[1]	Peak Hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street & Valley Ave	Signalized	AM	D	7.3	A	11.8	B
		PM		9.5	A	12.3	B
2. Valley Avenue & Busch Rd	Signalized	AM	D	15.4	B	16.7	B
		PM		9.8	A	11.5	B
3. Santa Rita Road & Valley Ave	Signalized	AM	D	33.7	C	34.5	C
		PM		**55.4**	**E**	**66.5**	**E**

Staff also notes the City and the Project applicant are not in agreement about the requirement to design and construct the roundabout at the intersection of Busch Road and Street D.

With respect to the Busch Road/Street D Roundabout, the TIA evaluated anticipated traffic flow at the intersection under two types of controls – side street stop control and as a roundabout and concludes that either type of control would yield acceptable operations. However, after reviewing the TIA and under City's general police power, the City Traffic Engineer has determined that the roundabout is the appropriate traffic measure. The roundabout would improve intersection operation and safety, and serve as a traffic calming tool to reduce roadway speeds on Busch Road. As such, the conditions of approval require the Project to construct Busch Road along the entirety of the project frontage, including a roundabout at the Busch Road/Street D intersection.

It should be mentioned the City's most recent Development Impact Fee Report requires Busch Road to be a four-lane roadway. To provide a safe and operable intersection at Busch Road/D

Street and to reduce costs associated with the Project, the City Traffic Engineer recommends that Busch Road be a two-lane roadway with a roundabout, with adequate ROW reserved to accommodate a future four-lane roadway.

Some elements of the Busch Road construction are eligible for a credit of Traffic Impact Fee (TIF), and if applicable, a reimbursement through a reimbursement agreement in accordance with Chapter 3.26, specifically Sections 3.26.070 and 3.26.080 of the PMC.

School Impacts
Pursuant to State law, payment of school impact fees set by the state legislature is deemed adequate mitigation for school-related impacts associated with new student generation. Construction will not be allowed to start until Pleasanton Unified School District has advised such agreement has been finalized with the project developer and required fees paid.

DTSC Removal Action Plan (RAW)
As the site has historically been used for sand/gravel pit operations, the applicant has engaged with the State Department of Toxic Substance Control (DTSC) for site cleanup in preparation of the proposed residential development.

Geosyntec Consultants, an environmental consulting firm, conducted remedial excavation activities on the project site under the approved DTSC's RAW during the month of February 2024. Soil sample test results indicate the site "… meets the DTSC-approved Removal Goals for the Site, which are based on the conservative DTSC-screening levels (SLs) for residential soil." The Geosyntec report stated COC (Chemical of Concern) -containing soils have been effectively removed to concentrations meeting the DTSC-approved Removal Goals. Therefore, Geosyntec is requesting DTSC's concurrence that no further action (NFA) is required, and the Project Site is suitable for unrestricted land use."

On September 5, 2024, DTSC issued a certificate letter stating the following:

> DTSC determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary. If a previously unidentified release or threatened release of hazardous substances is discovered in the future, Square Mile Pleasanton, LLC shall notify DTSC within five calendar days of discovery. Additional assessment, investigation or cleanup may be required.

Details of the investigation, report and certification can be found at DTSC's website at: https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60003462

Inclusionary Zoning Ordinance (IZO) and Affordable Housing Agreement (AHA)
PMC Section 17.44.040(A) provides that (1) for all new multi-family rental residential projects of 15 or more, at least 15 percent of the subject project's dwelling units shall be affordable to Very Low-Income Households, and/or Low-Income Households; and (2) for all new for sale single-family home projects of 15 units or more, at least 20 percent of the subject project's dwelling units shall be affordable to Very Low-Income Households, Low-Income Households, and/or Moderate-Income Households. Accordingly, for purposes of the 310 single-family detached market-rate units in Villages 1, 2, and 3, the 20 percent requirement triggers an obligation for a total of 62 IZO units.

As permitted in PMC Section 17.44.080(D), the applicant is proposing an alternative method of compliance to the IZO. In lieu of providing single-family affordable units in the project, the applicant is proposing a multi-family residential project consisting of 101 deed-restricted affordable units and one unrestricted staff unit for a total of the 102 multi-family rental units to be available to households with incomes at or below 80 percent (low-income) of the Area Median Income (AMI). The total of 101 affordable units exceeds the applicable IZO requirement of 62 IZO units, as previously described. All of the proposed 101 affordable units would be provided within Village 4, in a complex of four 3-story buildings with a community building and outdoor amenities.

To satisfy the requirements of the IZO and the related requirements of the ODS, as well as those under the SDBL, the City and applicant desire to enter into an agreement to further memorialize the applicant's commitment to construct the affordable units, pursuant to the terms and conditions of the Project Approvals and in accordance with SDBL and the IZO. Some of the key terms in the proposed Affordable Housing Agreement (AHA) are listed below:

- The 102-unit multi-family project shall have the following bedroom mix:

	1-Bed	**2-Bed**	**3-Bed**	**Totals**
# of Units	45	26	31	102

- The affordability restrictions, as specified in the Pleasanton January 2023 Objective Design Standards (ODS) for Housing Site, shall be as follows.
    i. A minimum of 25 percent of the Affordable Units shall have rents set at no more than 30% - 50% of AMI (as defined below) for households with incomes up to 50% of AMI (Very Low-Income Units).
    ii. A minimum of 25 percent of Affordable Units shall have rents set at no more than 30% of 60% of AMI for households with incomes of 51% to 60% of AMI (Low-Income Units).
    iii. A maximum of 50 percent of Affordable Units shall have rents set at no more than 30% of 80% of AMI for households with incomes of 61% to 80% of AMI (also Low-Income Units).
- Applicant may request to revise the affordability restrictions, subject to City Council approval.
- Affordable Unit rents shall be based on the following household sizes and shall need exceed one-twelfth of 30% of the applicable Area Median Income (AMI) adjusted for the household sizes listed below:

Unit Type	**Household Size**
1-Bedroom Unit	One and a half (1.5) person household
2-Bedroom Unit	Three (3) person household
3-Bedroom Unit	Four and a half (4.5) person household

- The Affordable Units shall be rented to qualified applicants in accordance with the City's Preference System.
- The affordability restrictions shall be in perpetuity.

Per the PMC, an Affordable Housing Agreement is required to document the proposed approach to meeting the IZO and related requirements of the ODS. In the case of this project, some aspects of the affordable housing approach deviate from the strict requirements of the IZO, particularly with respect to the phasing/timing of the provision of the units as the IZO requires that "all inclusionary units in a project shall be constructed 'concurrently within or prior to construction of the market rate units'". The applicant is proposing an alternative means of compliance for the IZO. The alternative phasing and timing are necessary to address the specific way these units will be constructed and built, which may include a third-party affordable housing developer and use of tax-credit funding to support the financing and construction of the units. The City is agreeable to the applicant constructing the single-family units ahead of the construction of the affordable units, subject to the following:

- Applicant shall deposit a "Fee Security" equaling the applicable Affordable Housing Fee per single-family unit multiplied by the number of affordable units that have not yet been constructed multiplied by five. Sample calculations are provided in the AHA.
- The Fee Security shall be forfeited if applicant fails to obtain the building permits for the required number of affordable units within 12 months of City's issuance of building permit(s) for the Market Rate Units. The Fee Security shall be refunded when the building permits for the affordable units have been obtained.

The AHA also stipulates how the applicant shall meet its obligations under SDBL. The City and applicant have agreed to the following:

- Applicant shall complete all the necessary remediation, grading, site work, and utility connections for the Affordable Housing Site where the multi-family units shall be constructed prior to transferring the Affordable Housing Site to the Affordable Housing Developer. Upon transfer of the Affordable Housing Site, the City shall issue the building permits for the first 75 single-family units.
- The City shall not issue the building permits for the 76th and/or any remaining single-family units unless the applicant has obtained the building permits for the affordable units, in accordance with one of the following increments:
    - Building permits for a minimum of 21 affordable units for very low-income households (between 30% and 50% AM); or
    - Building permits for a minimum of 42 affordable units for low-income households (between 51% and 80% AMI).

The approval and/or recordation of the AHA shall take place prior to the final map approval. Per PMC Section 17.44.090, the AHA will be reviewed by the Planning Commission who will make a recommendation for approval to the City Council.

Staff notes, a complete preliminary application was submitted in May 2023, therefore the Project is subject to the original 2000 version of the IZO. The completion of the AHA is included as a condition of approval.

No Net Loss Findings

Pursuant to State law (Government Code 65863), the City must always maintain an adequate inventory of sites able to meet its assigned Regional Housing Needs Allocation (RHNA), at each specified affordability level. The proposed project would include 311 above-moderate units, 62 Junior ADUs (which are assigned to various income categories based on allowable assumptions per HCD), and 101 lower-income units. The 6th Cycle Housing Element assumed Site 21 would yield up to 150 lower-income units and 490 above-moderate income units.

Table 2 compares the assumed vs. proposed unit counts. As shown, the project would have a shortfall of 12 lower-income units and 173 above-moderate income units; and a surplus of 19 moderate-income units compared to what was projected in the Housing Element for this site.

Table 2: No Net Loss Analysis

	6th Cycle Assumed Units	Project Proposed		Difference
		Primary Units	JADUs	
Lower-Income	150	101	37	-12
Moderate-Income	0	0	19	+19
Above Moderate-Income	490	311	6	-173

However, despite this deviation from the assumed unit count in the Housing Element, there would still be adequate remaining zoning capacity to absorb the shortfall and retain an adequate inventory of sites. The Housing Element inventory included a surplus or "buffer" of zoning capacity more than the RHNA across all categories. Even considering recently approved projects, and the Kiewit project, an adequate buffer would remain. There remains a buffer of 314 Above-Moderate units; 301 Lower-Income units; and 70 Moderate-Income units in the City's housing sites inventory, and the approval would not require any future rezoning of additional sites to meet the City's RHNA.

Vesting Tentative Subdivision Map 8680

VTM 8680 shows a total of 351 lots, which comprises the various residential lots, park, Parcels A-F for open space, bioswales, etc., and 33 alleys as Reciprocal Access Easement (RAE). Parcels A-F and RAEs are to be privately owned and maintained by the Homeowners Association.

A recent discussion with the project civil engineer indicates RAEs, instead of independent parcels owned and maintained by HOA, RAEs may become part of the lots whose owners share the maintenance responsibilities. If this is the case, the CC&Rs for single-family residential homes will reflect these amended obligations.

ALTERNATIVES

As outlined in the above analysis, staff finds the project, as proposed and conditioned, would minimize adverse impacts to the neighborhood and conforms to the City's requirements, and therefore, recommends the Planning Commission approve the project. However, alternatives to the proposal that could be considered by the Planning Commission include:

1. Deny the project; or
2. Approve the proposal with modifications to the site layout, building designs, uses, etc.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and notification map as Exhibit G

for reference. The applicant also posted an on-site project notification sign pursuant to the City's on-site project notification policy. At the time this report was published, staff received no comments or concerns.

ENVIRONMENTAL ASSESSMENT

Pursuant to CEQA Guidelines, an EIR was prepared and certified by the City on January 26, 2023 (City of Pleasanton 2023-2031 6th Cycle Housing Element Update Program Final Environmental Impact Report, SCH No. 2022040091 (Housing Element Update FEIR), and a Mitigation Monitoring and Reporting Program (MMRP) and related findings were adopted in connection therewith.

A Consistency Checklist has been prepared pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) (Exhibit D) to determine whether the proposed project requires additional environmental review. CEQA Guidelines Section 15183 mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which a FEIR was certified (in this case the Housing Element Update FEIR) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site.

As illustrated by the Consistency Checklist, the proposed project is consistent with the development density established in the Housing Element Update and related zoning and has been found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR and is exempt from further environmental review. This determination is based on the following criteria pursuant to CEQA Guidelines Section 15183:

1. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR;
2. There are no new significant off-site or cumulative impacts that were not analyzed in the Element Update FEIR, and
3. There are no previously significant effects which, because of substantial new information was not known when the Housing Element Update FEIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element Update FEIR.

The following mitigation measures identified in the Housing Element Update FEIR are applicable to the proposed project, as described in each environmental topic:

- Mitigation Measure (MM) AIR-1a
- MM AIR-1b
- MM BIO-1
- MM GEO-6
- MM TRANS-2

For the reasons set forth in the Checklist and in its attached appendices, the evaluation concludes that the proposed project qualifies for a mandatory streamlining exemption from additional environmental review under Section 15183 because it is consistent with the development density and land use characteristics established by the City in its Housing Element Update and related zoning, as analyzed by the Housing Element Update FEIR.

Further, the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project, identified applicable feasible mitigation measures necessary to reduce project-specific impacts, and the proposed project would be required to implement these mitigation measures.

A copy of the Consistency Checklist is attached as Exhibit D, and a copy of the MMRP as Exhibit E.

CONCLUSION

Staff worked with the applicant closely on the proposed development and appreciated the applicant's cooperation in revising the proposal to address staff's comments concerning site layout, street circulation, and other elements of the design. The project is consistent with the density and land uses allowed for and zoned for the project site, and with all applicable objective standards, except for those for which waivers and concessions have been sought and must be granted pursuant to SDBL. Therefore, staff find the proposal acceptable and recommends approval by the Planning Commission.

The project provides 310 new residential homes and 101 affordable residential rental units, which assists the City in meeting its housing goals.

The proposed AHA and its terms warrant a recommendation of approval from the Planning Commission to the City Council who will review and act on it at a separate duly noticed meeting.

Prepared By: Jenny Soo, Associate Planner; jsoo@cityofpleasantonca.gov

Reviewed/Approved By:
Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development
Ellen Clark, Director of Community Development Department
Kim Cilley, Assistant City Attorney

EXHIBIT A

RESOLUTION NO. PC-2025-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON FOR THE FOLLOWING: (1) ADOPT A CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST PURSUANT TO THE CITY OF PLEASANTON HOUSING ELEMENT UPDATE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR); (2) APPROVE HOUSING SITE COMPLIANCE REVIEW AND VESTING TENTATIVE MAP 8680 APPROVAL PURSUANT TO SB 330 FOR THE CONSTRUCTION OF: 1) 310 DETACHED TWO-STORY SINGLE-FAMILY RESIDENTIAL HOMES WITH 62 JUNIOR ACCESSORY DWELLING UNITS (JADU); 2) 102 MULTIPLE-FAMILY RENTAL UNITS IN FOUR, THREE-STORY BUILDINGS AND SINGLE-STORY COMMUNITY BUILDING, INCLUDING 101 AFFORDABLE HOUSING UNITS AND ONE MANAGER'S UNIT; 3) AN APPROXIMATELY 2-ACRE PARK OWNED/MAINTAINED BY THE DEVELOPMENT'S HOMEOWNERS ASSOCIATION (HOA) WITH ACCESS TO THE GENERAL PUBLIC; 4) AND ON- AND OFF-SITE IMPROVEMENTS; AND (3) RECOMMENDATION TO THE CITY COUNCIL TO ENTER INTO AN AFFORDABLE HOUSING AGREEMENT FOR THE PROPOSED PROJECT AS FILED UNDER CASE NO. P23-0480 AND VESTING TENTATIVE MAP 8680

WHEREAS, on June 19, 2023, Square Mile Pleasanton, LLC, applied for: 1) Housing Site Compliance Review (Case No. P23-0480) and Vesting Tentative Map 8680 approvals pursuant to SB 330 for the construction of: a) 310 detached two-story single-family residential homes with 62 junior accessory dwelling units (JADU) in four villages; b) 102 multiple-family rental units in five, three-story buildings which include 101 affordable housing units and one manager unit; c) an approximately 2-acre park owned/maintained by the development's Homeowners Association (HOA) with access to the general public; d) and on- and off-site improvements on an existing approximately 51.62-acre vacant site, and 2) an Affordable Housing Agreement for the proposed development located at 3300 Busch Road (APNs 946-1251-7-4, 946-1254-33 and 946-1251-8-9 (hereinafter "Project"); and

WHEREAS, the Property is designated Housing Element Sites Overlay (HESO) in the City's General Plan; and

WHEREAS, the Property is designated HOZ (Housing Opportunity Zone) / I-G-40,000 (General Industrial) on the City's zoning map; and

WHEREAS, a Consistency Checklist and supporting materials have been prepared to determine and document whether and to what extent the City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Program Environmental Impact Report (State Clearinghouse [SCH] No. 2022040091), addresses the potential impacts of the proposed Villages at the Quarry (the Project) and whether the Project qualifies for a mandatory streamlining exemption from additional environmental review due to its consistency with the development density and land use characteristics established by the City as required under the Initial Study pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183 Consistency Checklist was performed for this Project; and

WHEREAS, the Project includes a State Density Bonus Law Request Letter which requests 19 waivers and one incentive/concessions to the City's objective standards and requirements, including, but not limited to, the Pleasanton Municipal Code (PMC) and Objective Design Standards (ODS) requirements; and

WHEREAS, pursuant to PMC Chapter 17.44 – Inclusionary Housing (Inclusionary Zoning Ordinance), approval of an Affordable Housing Agreement is required to document the means by which the project will comply with the Ordinance, including a proposed alternative means of compliance to allow for alternative timing for construction of the affordable housing units, subject to City Council review and approval; and

WHEREAS, at its duly noticed public meeting of April 23, 2025, the Planning Commission considered the written agenda report, public testimony, relevant exhibits, and staff recommendations.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff report, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1: California Environmental Quality Act Findings:
Pursuant to CEQA Guidelines, an EIR was prepared and certified by the City on January 26, 2023 (City of Pleasanton 2023-2031 6th Cycle Housing Element Update Program Final Environmental Impact Report, SCH No. 2022040091 (Housing Element Update FEIR), and a Mitigation Monitoring and Reporting Program (MMRP) and related findings were adopted in connection therewith.

A Consistency Checklist has been prepared pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) (Attachment 2) to determine whether the proposed project requires additional environmental review. CEQA Guidelines Section 15183 mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which a FEIR was certified (in this case the Housing Element Update FEIR) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. The Planning Commission finds it has independently reviewed and analyzed the 15183 Consistency Checklist prepared for the Project pursuant to the City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Environmental Impact Report (SCH# 2022040091) (Housing Element Update Final EIR or FEIR) and has considered the information contained therein, prior to recommending approval of the Project.

As illustrated by the Consistency Checklist, the proposed project is consistent with the development density established in the Housing Element Update and related zoning and has been found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR and is exempt from further environmental review. This determination is based on the following criteria pursuant to CEQA Guidelines Section 15183:

1. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR;
2. There are no new significant off-site or cumulative impacts that were not analyzed in the Element Update FEIR; and
3. There are no previously significant effects which, as a result of substantial new information was not known when the Housing Element Update FEIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element Update FEIR.

The following mitigation measures identified in the Housing Element Update FEIR are applicable to the proposed project, as described in each environmental topic:

- Mitigation Measure (MM) AIR-1a
- MM AIR-1b
- MM BIO-1
- MM GEO-6
- MM TRANS-2

For the reasons set forth in the Checklist and in its attached appendices, the evaluation concludes that the proposed project qualifies for a mandatory streamlining exemption from additional environmental review under Section 15183 because it is consistent with the development density and land use characteristics established by the City in its Housing Element Update and related zoning, as analyzed by the Housing Element Update FEIR. Further, the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project, identified applicable feasible mitigation measures necessary to reduce project-specific impacts, and the proposed project would be required to implement these mitigation measures.

Section 2: Housing Sites Compliance Review and Findings of Conformance to Objective Design Standards and Other Applicable Standards

The Planning Commission makes the following specific findings with respect to Housing Sites Compliance Review:

1. **The project complies with the requirements of the objective design standards and any other applicable objective standard established with adopted City plans and documents.**
   The purpose of the Objective Design Standards is to ensure projects will be compatible with their surroundings, attractively designed and landscaped, and

minimize impact to aesthetic resources. As detailed in this report, the Project requests 19 waivers and one incentive/concession. With the requested waivers and incentive/concession, the Project complies with the Objective Design Standards, the Climate Action plan, and objective standards in the PMC. The Planning Commission finds that the Project would conform to the January 2023 Objective Design Standards for Housing Sites (ODS), and all other applicable objective standards of the Pleasanton Municipal Code, Zoning Ordinance and other adopted standards, with the exception of items for which a concession or waivers have been requested by the applicant and granted in accordance with provisions of California State Density Bonus law (Cal. Government Code §65915 et seq.)

2. **The project complies with mitigation measures of any applicable environmental document.**

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it certifies an Environmental Impact Report in conjunction with a project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during project implementation.

Pursuant to CEQA Guidelines Public Resources Code Section 21000, et seq., an Environmental Impact Report (EIR) was certified and a Mitigation Monitoring and Reporting Program (MMRP), was adopted by the City of Pleasanton (City) on January 26, 2023 (City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Program Final Environmental Impact Report, SCH No. 2022040091).

The Consistency Checklist prepared for the Project concluded that Project implementation would be consistent with the development evaluated in the EIR and further identified relevant mitigation measures from the EIR that are applicable to the project, as described in Section 1, above. This MMRP documents how and when the mitigation measures adopted by the Lead Agency as part of the MMRP for the EIR will be implemented for the proposed project and confirms that potential environmental impacts associated with the proposed project are reduced to less than significant levels as identified in the Consistency Checklist. The Consistency Checklist and MMRP are included as Attachment 2. The project is conditioned to implement the project specific mitigations.

Section 3: Findings for Vesting Tentative Map Approval:

The Planning Commission finds Vesting Tentative Map 8680 meets applicable State law and the Zoning Ordinance of the Pleasanton Municipal Code (PMC) that set forth the considerations to be addressed in reviewing a Vesting Tentative Map. The Planning Commission makes the following findings that Vesting Tentative Map 8680 conforms to the purposes of the PMC:

1. **The proposed vesting tentative subdivision map conforms to the zoning regulations/development plan.**

The Vesting Tentative Map 8680, as proposed and conditioned, conforms to the Subdivision Map Act and would reflect the proposed project, which, as described in Section 2 conforms to all development standards with the exception of those for which waivers and concessions pursuant to State Density Bonus Law have been requested and would qualify. The map and improvements, therefore, would conform to the underlying zoning district.

2. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities.

As approved and conditioned in the Design Review development plan, the condominiums in the Project will comply with the City's residential Green Building Ordinance, Climate Action Plan 2.0 and the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features.

3. The proposed vesting tentative subdivision map, together with its design and improvement, is consistent with the Pleasanton General Plan.

The Project is found to be consistent with the Pleasanton General Plan, and Vesting Tentative Map 8680 was submitted based on the proposed development plan. The Project and its improvements are compatible with the applicable objectives, policies, land uses, and programs specified in the General Plan.

4. The subdivision site is physically suitable for this type and density of development.

The property is not in a flood zone or earthquake fault zone and is relatively flat and its suitability for construction was determined on the basis of geotechnical analysis prepared and reviewed by qualified professionals. Project construction would involve minimal site grading and alteration of existing topography. Thus, the project site is physically suitable for the proposed development.

5. The design of the subdivision and improvements covered by the proposed vesting tentative subdivision map will not cause substantial environmental damage and avoidably injure fish and/or wildlife or their habitat.

The CEQA Guidelines Section 15183 Consistency Checklist for the Project found no potential for significant environmental effects which are peculiar to the Project or the property which were not analyzed with the City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Environmental Impact Report (SCH# 2022040091) (Housing Element Update Final EIR or FEIR). The Project includes conditions that are mitigation measures from the Housing Element Update FEIR that require best management practices with respect to any potentially sensitive biological resources, to be incorporated before and during construction to minimize impacts to such resources, and to groundwater and surface water quality.

6. **The design of the proposed subdivision or type of improvements is not likely to cause serious public health problems.**
The Project meets all applicable City standards pertaining to public health, safety, and welfare (e.g., standards pertaining to public utilities and services, public road design and traffic safety, fire hazards and noise hazards). All public safety measures are addressed through the design and conditions of approval for the project and the Vesting Tentative Map 8680. The street design is satisfactory to the Livermore Pleasanton Fire Department and City Traffic Engineer. The new residential buildings will be required to meet the requirements of the California Building Code, Fire Code, and other applicable City codes and/or requirements. The site is free from toxic or hazardous materials, and no earthquake, landslide, flooding, or other natural hazards exist at this site.

7. **The design of the subdivision or its related improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.**
The Vesting Tentative Map 8680 will maintain the existing City's water pipeline easement located on-site. This Vesting Tentative Map 8680 provides for easements including a public access easement, public service easement and emergency access easement. The design of the subdivision and related improvements does not conflict with the proposed easements.

8. **The restriction on approving a tentative subdivision map on land covered by a land conservation contract entered into pursuant to the California Land Conservation Act of 1965 (Williamson Act) is not applicable.**
The site is not covered by any land conservation contract, including a Williamson Act contract.

9. **The discharge of waste from the proposed subdivision would not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board (RWQCB).**
No discharge violation currently exists, and sewer capacity is available for this subdivision. The Project would not discharge any waste other than domestic sewage and all sewage would be discharged into the city's sanitary sewer system for ultimate treatment. Stormwater runoff would be collected and conveyed through bio-retention basins. Urban stormwater runoff is required to meet the City's RWQCB permit requirements for urban development.

Section 4: Findings Pursuant to Government Code Section 65863 (No Net Loss)
The proposed project would include 311 above-moderate units, 62 Junior ADUs, assumed to be assigned in the following affordability categories: 60% lower-income, 30% moderate-income, and 10% above-moderate income, and 101 lower-income units in the multi-family component of the project. The 6th Cycle Housing Element assumed Site 21 would yield up to 150 lower-income units and 490 above-moderate income units. Compared to the assumptions in the 6th Cycle Housing Element for this site, the project would have a shortfall of 12

lower-income units and 173 above-moderate income units; and a surplus of 19 moderate-income units. However, based on the remaining available inventory of sites, there would remain adequate zoning capacity to meet the RHNA, including a remaining surplus of 314 above-moderate units, 301 lower-income units, and 70 moderate-income units. Therefore, the Planning Commission finds there is not a need to re-zone any additional sites as a result of project approval.

Section 5: The Planning Commission hereby takes the following actions:

a. Adopt the Section 15183 Consistency Checklist and the MMRP for the Project as set forth and incorporated herein by reference, in Attachment 2.
b. Adopt the findings set forth in Sections 3 and 4 of this Resolution for Housing Site Compliance Review (Case No. P23-0480) and for Vesting Tentative Map 8680, subject to the draft conditions of approval set forth, and incorporated herein by reference, in Attachment 1.
c. Recommend that the City Council direct the City Manager to execute the Affordable Housing Agreement in Attachment 3 with Square Mile Pleasanton, LLC for the Project.

Section 6: This resolution shall become effective on the later of the following: 1) the day following the first meeting of the City Council after the City Council has received notice of the decision; or 2) the day after the expiration of the 15-day appeal period.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on April 23, 2025, by the following vote:

Ayes: Commissioners
Noes: Commissioners
Absent: Commissioners
Abstain: Commissioners

ATTEST:

_____
Melinda Denis
Secretary, Planning Commission

_____
Ken Morgan
Chair

APPROVED AS TO FORM:

_____
Kimberly Cilley
Assistant City Attorney

ATTACHMENT 1
DRAFT CONDITIONS OF APPROVAL

P23-0480
3300 Busch Road
April 23, 2025

The applicant is hereby notified, as part of this approval, that (s)he is required to satisfy and maintain compliance with the conditions of approval below. Where approval by the Director of Community Development, Planning Division, City Engineer, City Attorney, Chief Building and Safety Official, Fire Department or other City staff is required, review shall be for compliance with all applicable conditions of approval, adopted applicable policies and guidelines, ordinances, laws and regulations, and accepted practices related to the approval. In addition to complying with the conditions below, the applicant is required to comply with all applicable federal, state, and local laws that pertain to this project whether or not specifically noted herein.

This approval is granted for a Housing Site Compliance Review (also referred as Design Review Application No. P23-0480), and Vesting Tentative Subdivision Map 8680 ("VTM") pursuant to SB330 and other applicable laws and regulations for a housing development project consisting of the following: 1) 310 single-family residential homes with 62 Junior Accessory Dwelling Units ("JADUs"), 2) 102 multiple-family residential units, 3) a neighborhood park, and 4) on- and off-site improvements, as the foregoing are further described and shown in the project application materials, plans and reports listed below (collectively, the "Project") located at Assessor Parcel No(s). *946-1251-7-4, 946-1251-8-9 and 946-1251-33* at 3300 Busch Road. Development of the Project shall be substantially as shown on the Project materials listed below (collectively, "Project Plans"):

a. Project Plans, prepared by KTGY architects+planning, KimleyHorn and Gates+Associates for Seefried Industrial Properties dated "Received" on November 2, 2024, and kept on file in the Planning Division of the Community Development Department.

b. Incentives/Concession or Waiver Request prepared by Seefried Industrial Properties dated "Received" August 27, 2024, and kept on file in the Planning Division of the Community Development Department.

c. Engeo Report dated "Received" on August 24, 2024, and kept on file in the Planning Division of the Community Development.

d. Arborist report prepared by McNeil Arboriculture Consultants Inc. dated "Received" November 2, 2024, and kept on file in the Planning Division of the Community Development Department.

e. CEQA Consistency Checklist prepared by FirstCarbon Solutions dated "Received" March 12, 2025, with all appendices and kept on file in the Planning Division of the Community Development Department.

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f. Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed Project as set forth in the 2023-2031 (6th Cycle) Housing Element Update Program EIR CEQA Guidelines, and as updated in the Project's Section 15183 Consistency Checklist, dated "Received" March 12, 2025, and kept on file in the Planning Division of the Community Development Department.

g. The Draft Affordable Housing Agreement for City Council approval ("Affordable Housing Agreement").

THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. APPROVAL AND REVISIONS: The proposed Project shall be in substantial conformance with the "Project Plans", except as modified by the following conditions. Minor changes to the Project Plan(s) may be allowed if requested by the applicant and subject to the approval of the Director of Community Development, so long as the requested change is found to be in substantial conformance with the approved exhibits of the Project Plans. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, house colors or materials, green building measures, landscape material, etc.

2. EXPIRATION: Housing Site Compliance Review shall lapse and be void one (1) year following the effective date of approval unless:
   a. Prior to the expiration of one year, a building permit is issued and construction is commenced and diligently pursued to completion; or
   b. Prior to the lapse of the Housing Site Compliance Review approval, applicant has filed a request for an extension pursuant to PMC Section 18.12.030; or
   c. Otherwise provided by state law.

   The Vesting Tentative Map shall expire 2 years after approval or conditional approval of the tentative map, unless:
   a. Prior to the expiration of the vesting tentative map, the applicant has applied for an extension pursuant to PMC Section 19.20.140 or the Subdivision Map Act; or
   b. Otherwise provided by state law.

3. CONDITIONS OF APPROVAL CHECKLIST: The applicant shall submit a "Conditions of Approval Checklist" indicating all conditions set forth herein have been satisfied, incorporated into the building permit plans or improvements plans, and/or otherwise addressed. Said checklist shall be incorporated as one of the first four plan sheets of all building permit and engineering permit plan submittals for review by the City prior to issuance of permits.

4. APPEAL PERIOD: The building permit submittal will only be accepted after completion of the appeal period or review period for the Housing Site Compliance Review and VTM as provided in the Pleasanton Municipal Code unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the approval is overturned on appeal, or by review of the City Council, or the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the

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expiration of the appeal or review period. Subject to the foregoing, the applicant, at its risk, shall be permitted to proceed with submitting and timely processing application materials to the City in connection with the proposed geotechnical remediation of the Project site.

5. LIABILITY AND INDEMNIFICATION: To the extent permitted by law, the Project applicant shall hold harmless, defend (with counsel acceptable to the City), and indemnify the City, its City Council, its officers, commissions, employee and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and/or the applicant to attack, set aside, or void the approval of the Project or any permit authorized hereby for the Project, including without limitation, reimbursing the City its attorneys' fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

PLANNING DIVISION – 925-931-5600

6. AFFORDABLE HOUSING AGREEMENT: The applicant shall execute the City Council-approved Affordable Housing Agreement, which sets forth the methodology for the applicant's compliance with Pleasanton Municipal Code Chapter 17.44 requirements, and which agreement shall be recorded prior to or concurrently with the final map. ***Project Specific Condition***

7. CONCURRENT CONSTRUCTION AND SEQUENCY OF PERMIT ISSUANCE: The issuance of building permits for both market-rate units and affordable units shall follow the terms specified in the City Council-approved and recorded Affordable Housing Agreement on file with the Housing Division of the Community Development Department. ***Project Specific Condition***

8. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP): The applicant shall comply with the adopted MMRP prepared for the proposed Project as set forth in the 2023-2031 (6th Cycle) Housing Element Update Program EIR and as updated by the Project's CEQA Guidelines Section 15183 Consistency Checklist, on file with the Planning Division of the Community Development Department. ***Project Specific Condition***

9. RECORDED DISCLOSURES: The recorded Declaration of Covenants, Conditions & Restrictions for the single-family residential component of the Project (the CC&Rs) and the lease agreements for the multiple-family residential component of the Project shall contain the following:

   A clause indicating the close proximity of the Pleasanton Garbage Services Transfer Facility, City's Public Works – Operation Services, Livermore-Pleasanton Fire Department training facility and Pleasanton Police training facility; the possible impacts to homes due to activities at these facilities; and a notification of the potential for noise, odor, and dust generated from the operations at these facilities.

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Wording for these disclosures shall be written in simple/plain language and shall be submitted to the City for review and approval. It shall be recorded prior to the issuance of the building permit of the first residential building by separate instrument.

In addition to the above disclosure, the multiple family rental lease agreements shall include language stating that a reduced number of parking spaces are provided for the multiple-family rental units. ***Project Specific Condition***

10.a. HOMEOWNERS ASSOCIATION: The applicant shall prepare the CC&Rs which shall create a Homeowners' Association ("HOA") to govern the single-family residential component of the Project. The CC&Rs shall describe the maintenance areas and responsibilities for the single-family residential component of the Project, which shall be consistent with the maintenance exhibit dated Received on March 24, 2025, on file with the Planning Division of the Community Development Department. The portions of the CC&Rs that are relevant to condition compliance hereunder are subject to review and approval by the Public Works Department and Community Development Department to confirm compliance with this COA 10, prior to recordation of the final map. The CC&Rs shall describe the maintenance responsibilities of all private utilities, public streets and sidewalks, landscaping, trails, bioretentions, street lights, open space, and the HOA-owned park that primarily serves the residential development, but shall also be open to the public. The CC&Rs shall include exhibits showing the location of all the improvements to be maintained by the HOA. Notwithstanding the foregoing, the applicant shall have the right to request the formation of, or inclusion in, a Mello Roos Community Facilities District (Gov't Code §§ 53311- 53368.3) or other similar financing mechanism. ***Project Specific Condition***.

10.b. MULTI-FAMILY RESIDENTIAL MAINTENANCE RESPONSIBILITIES: The applicant, or any successor in interest, shall be solely responsible for the maintenance areas for the multi-family residential component of the Project, including but not limited to the maintenance responsibilities of all private utilities, public streets, sidewalks, walkways, landscaping, trails, bioretentions, streetlights, open space, and parking lots. ***Project Specific Condition***.

11. SMOKING RESTRICTION: The multiple-family residential units shall comply with Pleasanton Municipal Code (PMC) Chapter 9.27 Restrictions on Smoking at Condominiums, Townhomes and Buildings With Three or More Attached Units. ***Project Specific Condition***

<u>Site Development and Building Design</u>

12. GUEST PARKING AT MULTIPLE-FAMILY UNITS: Prior to occupancy of the first multiple-family building, the guest parking stalls for the multiple-family units shall be identified. ***Project Specific Condition***

13. BUILDING MATERIALS AND COLORS: The building materials and colors in the Project Plans shall be stated on the building permit plans.

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14. PAVING MATERIALS: The color, material, design, and product specifications for the paving materials used on-site shall be in conformance with the Project Plans and included with the building permit submittal. Any proposed modifications to the final paving design details shall be subject to review and approval by the Planning Division prior to issuance of building permits.

15. WINDOWS: Manufacturer type, design, material, and installation details for all windows within the Project shall be specified for each unit/building in conformance with the Project Plans and included in the building permit submittal. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.

16. COLOR SCHEME: The applicant shall paint a portion of the building with the color scheme in conformance with the Project Plans. Primary and secondary (accent) paint colors should be painted next to each other on the building, to the extent feasible, for purposes of inspection for conformance with the Project Plans. The colors shall not be considered in conformance with the Project Plans until after inspection and verification by the Planning Division. Any proposed modifications shall be subject to review and approval by the Planning Division.

17. SIGNAGE: The construction plans submitted for issuance of a building permit shall include design details of site monument sign(s). Site wayfinding and building signage shall be designed in compliance with Section 18.96.040.B. of Pleasanton Municipal Code, unless otherwise approved by the Director of Community Development. Said sign designs are subject to review and approval by the Director of Community Development prior to issuance of a building permit. ***Project Specific Condition***

18. FENCE/WALL: All fencing and walls shall be in compliance with the Project plans and shall be shown on the construction plans with the building permit submittal. The design and location must be approved by the Planning Division and comply with all applicable setback requirements.

19. SCREENING FENCE: The applicant shall install a screening fence at the Project perimeter prior to the issuance of a building permit, and the screening fence shall remain on site throughout construction. The details of said fence shall be noted on the plans submitted for issuance of a building permit and are subject to review and approval by the Director of Community Developemnt. ***Project Specific Condition***

20. GREEN BUILDING CHECKLIST: The applicant shall complete the GreenPoint Rated Checklist (www.builditgreen.org/greenpointrated) as required under Municipal Code section 17.50. A copy of it shall be submitted as part of the plans submitted for issuance of a buildng permit and is subject to review and approval by the Director of Community Development. ***Project Specific Condition***

21. OUTDOOR STORAGE: There shall be no outdoor storage during Project operations; during construction, a temporary use permit would be required to be approved by the City.

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22. LIGHTING PLAN: The applicant shall submit a lighting plan with the building permit submittal. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties or streets. The photometrics shall be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to building permit issuance. The type and location of all exterior light fixtures shall be reviewed and approved by the Director of Community Development prior to building permit issuance.

23. BUILDING SURVEY: The applicant shall submit a building survey and/or record of survey prior to building permit issuance.

24. PAD AND SETBACK CERTIFICATION: The applicant shall submit a pad elevation certification prepared by a California licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying the pad elevations and building locations (setbacks) are conforming to the Project Plans, prior to receiving a foundation inspection for the structures.

25. BUILDING HEIGHT CERTIFICATION: The applicant shall submit a building height certification prepared by a California licensed land surveyor or civil engineer to the Director of Community Development before the first framing or structural inspection by the Building and Safety Division. The height of the structures shall be surveyed and verified as being in conformance to the approved building heights as shown on Exhibit B or otherwise conditioned on the Project Plans.

26. FINAL INSPECTION: Final inspection by the Planning Division is required prior to occupancy.

27. TRANSFORMERS: New electrical transformers shall be either (a) placed underground, or (b) placed above ground and screened from view. Details of the new electrical transformers, and any screening for aboveground transformers shall be architecturally compatible with the building, shall be included in the building permit submittal, and shall be subject to the review and approval of the Director of Engineering/City Engineer and Director of Community Development prior to issuance of the relevant building permit.

28. MECHANICAL EQUIPMENT – SCREENING: The applicant shall effectively and feasibly screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the relevant building. Screening details shall be shown on the plans submitted for the relevant building permit, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be installed prior to final occupancy of the relevant building.

29. TRASH ENCLOSURE: All trash, refuse, and recycling shall be contained completely within enclosures. Containers shall be stored within the enclosures at all times except when being unloaded. The enclosures shall be in compliance with the Project plans and shall be sized to accommodate trash, recycling, and green waste containers in compliance with applicable provisions of the Alameda County Mandatory Recycling

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Ordinance. The materials and colors of any new enclosures shall be in compliance with the Project plans to help ensure compatibility with the primary building on site and the gates shall be metal or solid wood unless otherwise approved by the Director of Community Development. Elevation drawings and plan details, including color and material of the enclosures noted, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.

30. RECYCLING AND COMPOSTING PROGRAMS: The Project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.

Green Building and Sustainability Measures

31. CLIMATE ACTION PLAN 2.0 COMPLIANCE: Prior to building permit issuance for the first residential building, a GHG Emission Compliance Checklist shall be provided in compliance with CAP 2.0 adopted by the City Council to the Planning Division for review and approval by the Director of Community Development. The measures shall be shown on the building permit plans submitted to the Building and Safety Division. The Checklist shall include notation indicating the sheet(s) the measure can be found. Prior to the relevant building permit final, all of the relevant measures indicated on the approved checklist shall be inspected and approved by the City of Pleasanton.

Construction Practices and Noticing

32. WORK HOURS: All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8 a.m. to 5 p.m., Monday through Friday. No construction shall be allowed on State or Federal Holidays or Saturdays or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities, e.g., concrete pouring. All construction equipment shall meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.

33. CONSTRUCTION PARKING: Campers, trailers, motor homes, or any other similar vehicles are not allowed on the construction site except when needed as sleeping quarters for a security guard subject to receipt of a temporary conditional use permit (per PMC 18.116.010.E).

34. CONSTRUCTION TRAILERS: A construction trailer shall be allowed to be placed on the Project site for daily administration/coordination purposes during the construction period.

35. CONSTRUCTION PARKING MANAGEMENT PLAN: The applicant shall prepare a construction parking management plan to address construction parking demands during the construction phase of the Project. The construction parking management plan shall be subject to the review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of a grading permit or the first building permit, whichever comes first. The following items shall be incorporated into the construction and parking management plan:

a. Show truck route for construction and delivery trucks that does not include neighborhood residential streets, unless approved by the City Traffic Engineer;
b. Show construction vehicles and equipment parking area, materials storage, temporary fencing, construction trailer location, and construction contractors/workers parking area.
c. Sidewalk closure or narrowing is not allowed during on-site construction activities without prior approval by the City.

For purposes of this COA, Santa Rita, Busch, Stanley, Valley and Boulder Extension shall not be considered “neighborhood residential streets”.

36. HAULING TRUCKS: All trucks hauling soil or mulch shall be covered with tarpaulins or other effective covers. ***Project Specific Condition***

37. PORTABLE TOILETS: Portable toilets used during construction shall be kept on the Project site and as far as feasible from existing nearby off-site residences and shall be regularly emptied consistent with typical industry standards to prevent odor.

38. EXCESS SOIL AND SOIL STOCKPILING: All excess soil from the Project site shall be off-hauled from the site and disposed of in a lawful manner. No temporary stockpiling of dirt on the Project site shall occur without the specific review and approval by the Director of Community Development. Notwithstanding anything to the contrary in the foregoing, on-site surcharging that is necessary to allow for the proposed geotechnical remediation shall be permitted.

39. NOTICE OF CONSTRUCTION: Prior to construction, the applicant shall notify neighbors within 300 feet of the Project site of the anticipated construction schedule in writing. Such notice shall include contact names and numbers for the disturbance coordinator (see Condition 40, below).

40. DISTURBANCE COORDINATOR: The applicant shall designate a “disturbance coordinator” who shall be responsible for responding to any complaints regarding construction noise, dust, construction parking, etc. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall require the implementation of measures warranted to correct the problem. A telephone number of the disturbance coordinator shall be posted on the construction site fence and on the notification sent to neighbors adjacent to the Project site. The sign shall also list an emergency after-hours contact number for the disturbance coordinator or designee.

41. CULTURAL RESOURCES/HUMAN REMAINS: If any prehistoric or historic artifacts, or other indication of cultural resources, are found once the project construction is underway, all work shall stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State California Environmental Quality Act (CEQA) Guidelines. In the event that human remains are

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discovered during grading and construction of the project, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5, Public Resources Section 5097.98, and Title 14 California Code of Regulations Section 15064.5. These code provisions require notification of the County Coroner, who may then notify the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. A similar note shall appear on the building permit and/or improvement plans.

Fees

42. FEES: The applicant shall pay any and all fees to which the property may be subject, prior to issuance of grading and/or building permits, or prior to recordation of the final map, whichever is applicable. The type and amount of the fees shall be those in effect at the time the SB 330 Preliminary Application was filed, which was on March 1, 2023, and subject to any annual fee adjustments permitted under PMC section 20.04.310.

43. WATER FEES AND WATER METER CONNECTION FEES: The applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters and irrigation meters, if applicable, prior to building permit issuance.

44. SEWER FEES: The applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer permit fees prior to building permit issuance.

45. SCHOOL IMPACT FEES – RESIDENTIAL NEW CONSTRUCTION: Applicant shall pay the applicable school facilities impact fees to the Pleasanton Unified School District (PUSD) prior to building permit issuance.

46. CONDITIONS OF APPROVAL: The applicant shall provide all initial single-family buyers and all multi-family tenants with copies of the final project conditions of approval.

BUILDING AND SAFETY DIVISION – 925-931-5300

47. INSPECTION: Special inspections, including but not limited to inspections outside work hours and designated inspector(s) for the project, may be allowed at the discretion of the Chief Building Official. The applicant shall make such request in writing with the understanding that the applicant is responsible for all associated costs and is subject to review and approval by the Chief Building Official. ***Project Specific Condition***

48. BUILDING AND FIRE CLEARANCE: Prior to issuance of a building permit for a multi-family building within the Project, the applicant shall contact the Building and Safety Division and the Fire Department to ensure the proposed use of the multi-family units meets applicable Building and Fire Code requirements. If required, the applicant shall obtain all appropriate City permits.

49. PHASED OCCUPANCY: Since building occupancy is proposed to be phased as detailed in the approved Affordable Housing Agreement, the applicant shall submit a copy of the

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phasing plan in compliance with the Affordable Housing Agreement to the Chief Building and Safety Official prior to building permit issuance.

50. DIGITAL PLAN SUBMITTAL REQUIREMENT –MULTI-FAMILY RESIDENTIAL: The applicant shall submit site plan and building information to the City's Geographic Information Services (GIS) Division in a digital format prior to issuance of the first multiple-family building permit. All changes or revisions (if any) to the Project Plans during construction which affect the digital submittal shall be resubmitted for GIS review no later than 1 month prior to scheduling a final inspection. The digital submittal will be checked and approved before the building permit will be finalized; and to the extent it requires updating, then the updated digital submittal will be checked and approved prior to the first certificate of occupancy being granted (if applicable). The information will be used for public safety and emergency response planning by the Police and Fire Departments. Refer to the "Digital Plan Submittal Requirements" for necessary data and file formatting requirements.

51. UNIVERSAL DESIGN – 15 OR MORE MULTI-FAMILY UNITS: All multi-family units, including those otherwise required to be adaptable, shall provide the required "universal design" features as set forth in applicable Building Code provisions.

52. UNIVERSAL DESIGN – 15 OR MORE MULTI-FAMILY UNITS – ADDITIONAL CRITERIA: Unless otherwise approved by the Director of Community Development, a minimum of one unit for each bedroom type offered (one-bedroom, two-bedroom, etc.) and a minimum of five percent of all units required to be adaptable shall provide the following features:
    - Removable base cabinets beneath the kitchen sink and kitchen work areas.
    - Pantry cabinet or lowered upper cabinets in the kitchen area to provide accessible storage.
    - Handheld shower head on 59" hose with adjustable height slide rod.
    - Install grab bars at all sides of the tub/shower surround.
    - Provide a shower seat.
    - Removable base cabinet beneath vanity sink.
    - All storage closets with shelving within the prescribed reach ranges.
    - All clothes closets with rod/shelf within accessible reach ranges.

PUBLIC WORKS DEPARTMENT – ENGINEERING DIVISION – 925-931-5650

53. SANITARY SEWER NETWORK ANALYSIS. The City's consultant, Woodard & Curran, conducted a sanitary sewer network analysis to assess capacity issues relative to the City's Sewer Capacity Evaluation Report dated June 2024 (colloquially known as the City-wide sewer network computer model). Within Section 3.2, "Busch Road and Downstream Sewers", the analysis revealed an impact from the proposed Project that exacerbates a downstream deficiency. To address this impact, the applicant shall contribute the amount of Two Hundred Twenty Two Thousand Two Hundred Seventy Five Dollars ($222,275) as its pro rata fair share financial contribution towards a City project known as "Capacity Project 4". This payment shall be made prior to final map approval.

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54. PG&E EASEMENT. The PG&E Easement recorded on 7-27-1973, Reel 3474 Image 261, discusses the right to operate overhead electrical equipment, yet PG&E apparently also operates a buried gas transmission pipeline within the same area according to the *National Pipeline Mapping System* as illustrated on the *Pipeline and Hazardous Materials Safety Administration* (US DOT) website. The applicant shall confer with PG&E about any restrictions PG&E may impose within proximity to this high-risk gas transmission main. A note on the vesting tentative map indicates that the gas transmission pipeline will be relocated so long as PG&E permits this relocation to locations within the subdivision's public road network or public easements. The applicant shall provide evidence from PG&E that it concurs with this relocation and that the relocated facilities will thereafter be subject to franchise rights conveyed via Pleasanton Ordinances 217 and 218 adopted on June 2, 1952, as may have been amended. If PG&E will not allow the relocation of the pipeline, then the Project shall be responsible to revise the subdivision design in a manner that allows the PG&E facilities to remain in their current locations. (Address this condition prior to improvement plan approval)

55. BOULDER STREET EXTENSION. The Boulder Street extension from Valley Avenue will rely on the applicant obtaining property rights (in fee) from Cubesmart across a triangular-shaped parcel shown on Sheet C-200 of the VTM (also identified as APN 946-1251-8-5). This parcel (or portion thereof), along with the other relevant portions of the Boulder Street extension (previously offered for dedication but rejected by the City as noted in COA 56 below) shall be offered for dedication to the public for roadway and utility purposes. The offer of dedication shall be in a form reasonably acceptable to the City. This offer of dedication shall occur prior to final map approval. Such offer of dedication shall be construed as full satisfaction of this Condition 55, regardless of when the City formally accepts said offer for the benefit of the public.

56. BOULDER STREET RIGHT-OF-WAY ACCEPTANCE. The owner of property located on Parcel Map 7995 offered to dedicate right-of-way for the Boulder Street extension needed to connect the Boulder Street at Valley Avenue intersection to the proposed Project. Said offer of dedication was, however, rejected by the City Engineer who preserved the right to accept the offer at a later date, as allowed by California Government Code §66477.2(a). The acceptance can be accomplished by the legislative body [Pleasanton City Council] by passing a resolution, which is then recorded at the Alameda County Recorder's Office. At such time as the applicant complies with COA 55 above (which shall happen prior to final map approval), City staff will present this action to the City Council.

57. PARK. The park shall be owned, operated, and maintained by the HOA with a Public Access Easement ("PAE") granted to the City across the entirety of the park parcel. The PAE shall grant the public rights to access the park subject to restrictions that may be imposed by the HOA consistent with Pleasanton Municipal Code Chapter 13.08. The Director of Community Development shall review and approve the relevant CC&R provisions that address this condition prior to final map approval.

58. UTILITY UNDERGROUNDING. Subject to approval by the relevant utility, the joint utility poles that extend along the east side of the Project site shall be undergrounded as part of the Project, including the pole at the northeast corner of the Project site where existing overhead cables extend north, south, and east. The undergrounding shall be accomplished

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in a manner that does not necessitate the installation of new poles. Provided, however, that if the relevant utility will not allow said relocation, then the applicant shall provide written confirmation from the utility to the City Public Works Director, and the Project shall be responsible to revise the subdivision design in a manner that allows the PG&E facilities to remain in their current locations. (Address this condition by incorporating into improvement plans)

59. UTILITY ENCLOSURES: Proposed utility enclosures, as shown on the Project Plans, including vaults, meter boxes, splice boxes, and pedestals, shall be installed in the public right-of-way, in a public service easement ("PSE"), or in a utility company-specific easement. The locations for utility enclosures shall be considered in the following order of preference: (1) PSE area behind public sidewalk; (2) parkstrip area between the roadway curb & gutter and the sidewalk; (3) within the public sidewalk set flush to grade; and (4) within driveway approach areas set flush to the surface with traffic-rated lids. In no case shall an above-ground pedestal or utility cabinet obstruct sight-line visibility for vehicle drivers at intersections or driveways. Above-ground pedestals or utility cabinets are preferred within the side-yard area of a corner residential lot rather than the front-yard. Any deviations from this standard must be approved by the City Engineer. (Address this condition prior to improvement plan approval)

60. DRY UTILITIES (ELECTRICITY, CATV, TELECOM): All dry utilities including electricity, telecommunications, cable television, street lights, alarm systems, etc. required to serve the Project shall be installed underground from the point-of-connection at the utility purveyor's network to the service point excepting above-ground pedestals and utility cabinets as described above. Aerial drops from utility poles will not be allowed without prior approval of the City Engineer. (Address this condition prior to improvement plan approval)

61. CONSTRUCTION GENERAL PERMIT. This application will be subject to a Construction General Permit according to the National Pollutant Discharge Elimination System (NPDES) General Permit as set forth in applicable laws and regulations. The general permit is applicable to development sites that disturb one or more acres of land surface. The applicant will be required to register the Project with the State Water Board's Stormwater Multi-Application and Report Tracking System (SMARTS) website. A Qualified SWPPP Developer (QSD) and a Qualified SWPPP Practitioner (QSP) shall be responsible for permit compliance. The SMARTS system will generate a Waste Dischargers Identification (WDID) number, which shall be printed on the grading and/or erosion control plans. (Address this condition prior to improvement plan approval)

62. ENGINEERING DIVISION FEES FOR SERVICE: Engineering assesses fees for services, including plan-check, permit issuance, and inspection, according to the City's adopted Master Fee Schedule. These fees are separate and distinct from fees assessed by the Community Development Department (including Planning and Building Division fees). The applicant is responsible for payment of all Engineering fees prior to services rendered or permit issuance, whichever is first. (Address this condition prior to final map approval.)

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63. CITY ENGINEER SIGNATURE BLOCK: The following signature block shall be depicted on the first sheet of the plans submitted for construction: “Approval of these plans is for work within the street right-of-way and public utility systems within Public Services Easements unless otherwise noted. Approval of these plans does not release the developer from the responsibility for the correction of mistakes, errors, or omissions contained therein. If, during the course of construction of the improvements, public interest requires a modification or a departure from the specifications and details of the City of Pleasanton or these plans, the City Engineer shall have the authority to require such modification or departure and to specify the manner in which the same is to be made. Approved as to design only based upon information submitted hereon this [DAY] of [MONTH], [YEAR]. [NAME PROVIDED BY CITY], P.E., City Engineer, [DATE]. (Address this condition prior to improvement plan approval)

64. DESIGN PER CITY STANDARDS: All public improvements shall be designed in conformance with applicable provisions of the City of Pleasanton Municipal Code, applicable provisions of the City’s adopted Standard Specifications and Details, and as set forth in the Project Plans. Said standards are available for download on the City’s website. (Address this condition prior to improvement plan approval)

65. ROADWAY DESIGN STANDARDS: All roads constructed or improved by the applicant shall conform to the applicable design standards contained in Pleasanton Municipal Code Chapter 19.36 and as set forth in the Project Plans. For standards not explicitly described in the Code, the following State of California Department of Transportation (Caltrans) standards shall be followed: Highway Design Manual, and the California Manual on Uniform Traffic Control Devices (CA MUTCD), latest editions. The City also references design standards from “A Policy on Geometric Design of Highways and Streets” (latest edition) as published by the American Association of State Highway and Transportation Officials (AASHTO). Any deviations from the standards set forth in the Project Plans shall be approved by the City Engineer. (Address this condition prior to improvement plan approval)

66. HOT-MIX ASPHALT PAVEMENT DESIGN STANDARDS: Public roadways and parking lots shall be surfaced with hot-mix asphalt (HMA) as designed according to Chapter 630 “Flexible Pavement” of the Caltrans Highway Design Manual and as set forth in the Project Plans, unless otherwise approved by the City Engineer. The following minimum standards shall apply to the design:
    i) Minimum design life = 20 years
    ii) R-value of the underlying soil shall be R = 5 minimum. A higher R-value will be allowed only through analytic testing by a licensed geotechnical engineer or engineering geologist.
    iii) Asphalt Binder classification shall be PG 64-10.
    iv) Minimum Traffic Index (TI) shall be as follows. A lower TI will be considered only when justified by analytic calculations performed by a licensed civil or traffic engineer according to the Caltrans Highway Design Manual Chapter 613.
        (1) Public parking lot: $TI_{min} = 4.5$
        (2) Local Street: $TI_{min} = 5.0$
        (3) Residential collector street: $TI_{min} = 6.0$
        (4) Collector street: $TI_{min} = 7.0$

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(5) Arterial street: $TI_{min} = 9.0$

v) Minimum thickness of HMA layer = 3 inches

vi) Minimum thickness of total structural section = 8 inches (regardless of R-value) (Address this condition prior to improvement plan approval)

67. STREETLIGHTS: Streetlights to be owned and maintained by the City shall include a light-emitting diode (LED) lamp and driver compliant with UL 1598. The luminaire shall be dark-sky compliant with correlated color temperature (CCT) not greater than 4,000K. For safety lighting at signalized intersections, electricity for the lights shall come from a dedicated circuit fed from the traffic signal's electrical panel. The circuit shall be controlled by a photocell that energizes the light only during nighttime hours. For free-standing streetlights on dedicated poles, the electricity shall be fed from an unmetered secondary electrical circuit provided by PG&E. A photocell on each fixture shall control the operation of the lamp. Free-standing fixtures are subject to PG&E's LS2A "Customer-owned Street and Highway Lighting" rate schedule. The applicant shall provide verification of total energy consumption of luminaire to PG&E prior to connection. Billing for LS2A electricity consumption shall be transferred to the City upon acceptance of the streetlight installation.

Streetlights shall have an electronic type of photo control meeting ANSI standard C136.10 with a turn-on value of 1.0 foot-candles and a turn-off value of 1.5 foot-candles. Electro-mechanical or thermal type photo controls and not allowed.

Streetlights shall have badge numbers on each pole. Badge numbers shall be affixed to the pole 9 feet from ground level facing the street-side and be legible from the ground. A streetlight wattage sticker shall identify the actual total wattage consumed, be visible from the ground, be of a size and type acceptable to PG&E showing total fixture energy use in watts, and shall be installed on each fixture.
(Address this condition prior to plan approval)

68. GEOTECHNICAL RECOMMENDATIONS: Recommendations from the Project's geotechnical investigation dated March 8, 2021 (revised June 19, 2024), as prepared by a California-licensed Geotechnical Engineer or Certified Engineering Geologist, shall be incorporated into the design of the improvements and/or explicitly noted on the plans. The author(s) of the geotechnical investigation shall certify on the plans that the design complies with their recommendations. During construction, the applicant shall follow all recommendations. (Address this condition prior to improvement plan approval)

69. SUBDIVISION MAPS: The subdivision of land is governed by Pleasanton Municipal Code Title 19, as well as the California Government Code §§66410-66499.85 (Subdivision Map Act). The final map(s) is subject to review and approval by the City Engineer in accordance with applicable laws and regulations. Recordation of the final subdivision map(s) shall be coordinated by the City's title company, with any fees paid by the applicant, with one full-sized mylar copy of the recorded map returned to the City.

The following statement shall be included on the cover sheet of the final map(s): "I, Adam M. Nelkie, P.E., City Engineer of the City of Pleasanton, County of Alameda, State of California, do hereby state that I have examined the herein embodied map entitled "[MAP

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NAME/NUMBER]" consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet 1 thereof and that the [PARCEL OR TRACT] map was presented to me as provided by local ordinance. This map conforms with the requirements of the Subdivision Map Act and of any local ordinances applicable at the time of approval of the tentative map, and the subdivision as shown is substantially the same as it appeared on the tentative map, if any, and any approved alterations thereof. The name of the subdivider is as shown on the statement of owner upon this sheet."

Adam Nelkie, P.E., Registration No. 78830, City Engineer, City of Pleasanton, County of Alameda, State of California [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]" (Address this condition prior to final map approval)

70. CITY CLERK'S STATEMENT: For final maps, the following statement shall be included on the cover sheet of the final map(s): "I, Jocelyn Kwong, City Clerk and Clerk of the Council of the City of Pleasanton, County of Alameda, State of California, do hereby state that this final map entitled ""[MAP NAME/NUMBER]" consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet [NUMBER] thereof, was presented to said Council of the City of Pleasanton, as provided by law at a regular meeting held on the [DAY] day of [MONTH], [YEAR] and that said Council of the City of Pleasanton did thereupon by motion duly passed and adopted at said meeting, approved said map and accepted on behalf of the public all parcels of land and easements as offered for dedication to the City of Pleasanton for public use in conformity with the terms of the offer of dedication. The names of the subdividers are as shown in the Owner's Statement upon Sheet 1. In witness whereof, I have hereunto set my hand this [DAY] day of [MONTH], [YEAR]. Jocelyn Kwong, City Clerk, City of Pleasanton, Alameda County, State of California [SIGNATURE LINE]". (Address this condition prior to final map approval)

71. SUBDIVISION IMPROVEMENT AGREEMENT: Public improvements required as part of the subdivision shall be either completed to the satisfaction of the City Engineer prior to map approval or guaranteed by a Subdivision Agreement. The agreement requires the applicant to post financial security in the form of either a cash deposit, letter of credit, or surety bonds in amounts equivalent to the value of the public improvements. If surety bonds are utilized, the form of the bond language shall be consistent with California Government Code §66499.1 for faithful performance and §66499.2 for labor and materials. The amounts of the bonds shall be 100% of the total estimated value of the public improvements consistent with §66499.3. In addition, the City requires a warranty bond (often referred to as a maintenance bond) for 10% of the estimated value. The warranty bond shall be active for one year following formal acceptance of the improvements. All submitted securities are subject to review and approval by the City Attorney. In addition, final maps and the associated Subdivision Agreement are subject to approval by the City Council. (Address this condition prior to final map approval.

72. CITY SURVEYOR: The City utilizes the services of an outside consultant to certify the technical accuracy of subdivision maps as City Land Surveyor pursuant to California Government Code §66451.1. In order to provide this service, the consultant shall submit a proposal to the City regarding the estimated cost of the work. The estimate will be presented to the applicant together with the City's administrative markup according to the

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City's adopted Master Fee Schedule. Review of the subdivision map cannot commence until the applicant has submitted payment to the City for these costs. If the ultimate fee at the conclusion of the work is less than this payment, the applicant will be refunded the difference. If the ultimate fee is more than this payment, then the applicant shall submit payment for the difference before the consultant certifies the map.

The following statement shall be included on the cover sheet of the map: "I, [NAME PROVIDED BY CITY], P.L.S, Acting City Surveyor for the City of Pleasanton, Alameda County, California, do hereby state that I have examined this map entitled "[MAP NAME/NUMBER]", and I am satisfied that said map is technically correct. [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]". (Address this condition prior to final map approval)

73. DEDICATIONS TO THE CITY: Dedications to the City shall conform to the following standards, whether dedicated on a subdivision map or by recorded separate instrument:
    a. For final maps, right-of-way dedications for roadways or similar access shall be offered irrevocably to the City as an easement for public purposes pursuant to California Government Code Section 66439(d)(3), including the right to install and operate public utilities. Right-of-way is defined in Pleasanton Municipal Code §13.04.010.
    b. Public Service Easements (PSE) shall be granted to the City in accordance with the Pleasanton Municipal Code §19.24.190 and 19.36.110. PSEs shall be offered as an easement for public purposes including but not limited to installation, construction, access, and maintenance of all public services facilities above and below the ground surface including poles, wires, conduits, vaults, cabinets, sanitary sewers, storm drains, gas lines, and water lines as well as all those public utilities and appurtenances thereto as subject to regulation under Pleasanton Municipal Code Chapter 13.04. Consistent with California Government Code Section 66439(d)(3), the offer shall include the statement, "The real property described below is dedicated as an easement for public purposes…"
    c. Dedications for public access over sidewalk or driveway areas shall exclude the City's obligation for maintenance pursuant to California Streets and Highways Code §5610.
    d. Dedications in fee title shall only be granted upon approval by the City Engineer. Consistent with California Government Code Section 66439(d)(2), the offer shall include the statement, "The real property described below is dedicated in fee for public purposes…" (Address this condition prior to final map approval)

74. DATUM FOR VERTICAL CONTROL: Vertical control surveying for all improvements to be constructed shall be based on the North American Vertical Datum of 1988 (NAVD 88). Any benchmarks used that relied on the National Geodetic Vertical Datum of 1929 (NGVD 29) shall be converted to NAVD 88 when presented on plans. The location of the benchmark and source of data shall also be disclosed on the plans. (Address this condition prior to improvement plan approval)

75. SURVEY MONUMENTS FOR HORIZONTAL CONTROL: Final maps shall include sufficient durable survey monuments to allow the subdivision to be retraced in conformance with Pleasanton Municipal Code §19.24.220. Setting of monuments shall be in accordance with the California Government Code §66495-66498. The surveyor shall

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give notice to the City Engineer when final monuments have been set and when payment for said work has been received from the subdivider. (Address this condition prior to final map approval)

76. STORMWATER HYDRAULICS: The City's storm drainage network has been designed in accordance with the *Alameda County Hydrology and Hydraulics Manual* published by the Alameda County Flood Control & Water Conservation District. Said manual is available for download at:

    https://acfloodcontrol.org/the-work-we-do/the-work-we-do-hydrology-manual/

    The City is located in Zone 7, and its storm drain pipe network is considered a secondary facility. Any connections to, additions, or upgrades to the City's pipe network shall be designed in accordance with the manual. Calculations submitted for review/approval shall be presented in a format consistent with the "Calculation Form – District Rational Method" available in the manual. The calculations shall demonstrate adequate freeboard given the design storm event, assuming all bioretention areas are overflowing. Said calculations shall be prepared, stamped, and signed by a California-licensed civil engineer. (Address this condition prior to improvement plan approval)

77. BAHM REPORT INCONSISTENCY: The Bay Area Hydraulic Model (BAHM) shall be consistent with the relevant Stormwater Management Plan(s) and the Project's final design. (Address this condition prior to improvement plan approval)

78. STORM WATER PUMPS: Referring to the vesting tentative map, the storm drain design relies on pumps to lift water that collects in the sump and pipe network for treatment within the bioretention areas. A system or weirs, orifices, valves, or switches shall be designed to direct only water from the 2-year storm to the pump system for treatment in the associated bioretention area. All stormwater from events larger than the 2-year storm shall bypass the pump system and go directly to the downstream conveyance network. The pump system shall therefore only convey water from 2-year and smaller storm events. After the storm event passes, the pumps shall fully evacuate all water from the sump to prevent vector propagation. All pump systems installed within the storm drain network shall have controls that integrate with the City's supervisory control and data acquisition (SCADA) system for remote monitoring. (Address this condition prior to improvement plan approval)

79. EMERGENCY OVERLAND STORMWATER FLOW/SUMP PROPERTIES: All properties within the Project site shall be designed with an emergency overland flow path to direct storm runoff to the nearest public street or open flood control facility in the event on-site pipes become plugged, as shown on the Project Plans (including the VTM). The flow path shall be lower than the finish floor elevation of all habitable structures. The flow path cannot rely on neighboring properties unless a storm drain easement across the neighbor is obtained. Sump properties shall be designed to discharge the 50-year recurrence interval storm event through the pipe network before habitable structures become inundated. (Address this condition prior to improvement plan approval)

80. SANITARY SEWER DESIGN STANDARDS: Connections to the City's sanitary sewer network shall conform to Pleasanton Municipal Code Title 15 "Sewerage". All buildings

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inhabited by human beings which are not more than 250 feet from the City's sewer network shall be connected. All premises, parcels, and/or lots shall have independent connections to the City's sewer network.

The public sanitary sewer system shall be designed to satisfy the following minimum standards:

a. Minimum Manning Coefficient (n) within the pipe = 0.013
b. Minimum flow velocity = 2 feet per second at least once per day
c. Maximum flow velocity = 10 feet per second
d. Maximum depth of flow to pipe diameter (d/D) = 0.75 for dry weather flow conditions
e. Minimum pipe sizes:
    i. Laterals = 4 inches diameter
    ii. Main = 8 inches diameter
    iii. Force main = 6 inches diameter
f. Minimum slope per table:

Pipe size in diameter:	Minimum slope:
4 inches	0.02 (lateral)
6 inches	0.005 (lateral)
8 inches	0.003
10 inches	0.0025
12 inches	0.0020
15 inches or larger	0.0015

g. Maximum manhole spacing = 350 feet
h. Minimum curvature for curved sewer mains: 200 feet or not less than recommended by pipe manufacturer
i. Minimum pipe cover = 5 feet
j. Peaking factor shall be Peak Wet Weather Flow divided by Average Dry Weather flow (PF = PWWF/ADWF). Minimum allowable PF = 2.0.
(Address this condition prior to improvement plan approval)

81. POTABLE WATER SYSTEM DESIGN STANDARDS: All permanent connections to the City's potable water network shall conform to Pleasanton Municipal Code §14.04.050. Any required water pressure and/or flow needed by the applicant beyond that available from the network at the point-of-connection shall be provided by the applicant as a private improvement on the customer side of the meter or backflow prevention device. All extensions or upgrades to the potable water network shall be designed to satisfy the following minimum standards:

    a. Minimum number of valves:
        i. 3 at cross intersections
        ii. 2 at "T" intersections
        iii. 500 feet maximum spacing
        iv. 1 valve at each fire hydrant lateral
        v. Pressure regulating valve station required between pressure zones
    b. Minimum number of fire hydrants (subject to approval by Livermore-Pleasanton Fire Department (LPFD) Fire Marshal shall be in accordance with COA 110 below.
    c. Minimum pipe size: 8-inch diameter
    d. Minimum depth of cover over pipe: 42 inches
    e. Blowoff requirements:

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i. At all dead ends whether temporary or permanent
ii. At all low points in the line

f. Maximum flow velocity: 10 feet per second (fps)
g. Minimum fire flows in gallons per minute (gpm):
i. 1,500 gpm for 2 hours (rural residential)
ii. 2,000 to 2,500 gpm for 2 hours (single-family residential)
iii. 2,500 gpm for 2 hours (multi-family residential)
iv. 2,500 gpm for 2 hours (social/recreation)
v. 3,500 gpm for 2 hours (schools/commercial/public/institutional)
vi. 5,000 gpm for 4 hours (industrial)
h. Minimum pressures:
i. 40 psi (peak hour demand)
ii. 20 psi (maximum day demand plus fire flows)

82. POTABLE WATER NETWORK ANALYSIS: The City's consultant, Akel Engineering Group, conducted a hydraulic analysis to assess potable water pipeline velocities, system pressures, and fire flow relative to the City's Water Distribution System Capacity Master Plan (Report) dated May 2024 (colloquially known as the City-wide water network computer model). The Project shall design the potable water network per the findings in the hydraulic analysis. (Address this condition prior to improvement plan approval)

83. BACKFLOW PREVENTION ASSEMBLIES: Backflow preventer assemblies shall be designed and installed in accordance with current City Standards 704, 705, 706; State Health and Safety Code; Title 17; and as required by the Director of Operations and Water Utilities. All backflow preventer assemblies shall be tested and certified by a City approved tester, with the certification submitted to the City's contractor, Aqua Backflow. Testing will be performed at the time City water is turned on to the site. If an existing backflow preventer is on the site, it shall be tested and certified by an approved tester with the certification submitted to the City's contractor, Aqua Backflow, before project water is drawn through it. An all-weather cover shall be placed over all backflow prevention assemblies 4 inches and smaller. (Address this condition prior to improvement plan approval)

84. ENCROACHMENT PERMIT: Any work performed within the City's right-of-way, City easements, or City-owned property shall be subject to an Encroachment Permit as defined in Pleasanton Municipal Code Chapter 13.04. All encroachment permit work is subject to adopted City of Pleasanton Standard Specifications and Details, and shall be performed by properly licensed contractors as determined by the City Engineer. Said contractors shall provide evidence of proper licensure (typically a Class "A" General Engineering Contractor license or appropriate Class "C" Specialty Contractor license as issued by the California Contractors State License Board), insurance and City-issued Business License upon application for a permit. (Address this condition prior to permit issuance)

85. HAUL ROUTE: Deliveries to and from the Project site shall conform to the Commercial Vehicle Regulations included in Pleasanton Municipal Code Chapter 11.48. Vehicles with gross weights exceeding 3 tons are prohibited on any City roadway other than those designated a Commercial Vehicle Route unless a Transportation Permit has first been

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obtained. Said Commercial Vehicle Routes include First Street, Stanley Boulevard, and Sunol Boulevard. In addition to weight restrictions, vehicles that exceed 96 inches in width and/or 60 feet in length are also required to obtain a Transportation Permit. For information about Transportation Permits, call 925-931-5677. (Address this condition prior to permit issuance)

86. TEMPORARY TRAFFIC CONTROL: Work in the public right-of-way or publicly-accessible easement areas requires submittal, review, approval, and implementation of a temporary traffic control plan. The plan shall be in writing and subject to review and approval of the City's Traffic Engineer. The plan shall conform to the California Manual on Uniform Traffic Control Devices (CA MUTCD), with specific emphasis on Part 6 "Temporary Traffic Control."

If Flaggers are utilized, said personnel shall be trained in the proper fundamentals of flagging moving traffic before entering the right-of-way. The City may request evidence of said training before allowing said personnel into the right-of-way, which the applicant shall promptly provide.

Prior to working within a traffic signal-controlled intersection, the applicant shall request the City place the signal on all directions flashing red. Temporary STOP (R1-1) signs shall be placed at each approach leg.

Any alterations to pedestrian paths of travel shall conform to current standards for the disabled. Any walking member of the public with a visual impairment (cane or guide dog) shall be escorted through the construction zone. (Address this condition during construction)

87. HIGH VISIBILITY SAFETY APPAREL: All workers on foot who are exposed to the hazard of vehicular traffic shall wear warning garments such as vests, jackets, or shirts manufactured in accordance with the requirements of the American National Standards Institute (ANSI)/International Safety Equipment Association (ISEA) 107-2004 Performance Class 2, high visibility safety apparel and headwear, or any updates adopted by Cal OSHA. During hours of darkness, warning garments shall be retroreflective with visibility from a minimum of 1,000 feet. (Address this condition during construction)

88. EXCAVATION SAFETY: All excavations shall be performed in conformance with California Government Code Section 4216 et seq. No excavation shall occur until proper notice is provided to Underground Service Alert (usanorth811.org) by calling either 811 or 800-642-2444 at least 72 hours prior to the work so buried utilities can be marked. All excavations within the existing public right-of-way and areas accessible to the public shall be covered or barricaded to prevent entry when work is inactive. Open excavations in the public right-of-way shall be covered by skid-resistant steel plates that are firmly affixed to the surface with leading edges ramped. Excavations 5 feet and deeper require a protective system as defined by Cal-OSHA. If a shoring system or trench boxes will be utilized as the protective system, said system shall either be manufactured and installed according to manufacturer recommendations, or designed by a registered professional engineer and installed according to approved plans. No excavation shall be performed

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atop or adjacent to a high-risk facility until authorized by the owner of the facility. High-risk facilities are defined as gas transmission pipelines and hazardous liquid pipelines as regulated by the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (US DOT PHMSA). (Address this condition during construction)

89. POLLUTANT REDUCTION IN STORMWATER: At no time during construction of the Project shall pollutants be allowed to enter, clog, or contaminate storm drain pipe networks or open stormwater channels in violation of Pleasanton Municipal Code §9.14.080 et seq. The applicant shall contain all trash and debris for proper disposal at authorized landfills or recyclers. Erosion control features shall be deployed during the rainy season that extends from October 1st to April 15th each year, or any time rain is forecast outside of this period. Best Management Practices (BMPs) shall be strictly followed. Street sweepers shall be employed if soil or debris is tracked onto the public roads from vehicles exiting the Project site. Standard BMPs that may be used are available from the California Stormwater Quality Association (CASQA), the United States Environmental Protection Agency (EPA), Caltrans, and others. Notes and/or illustrations shall be added to the plans that describe the BMPs to be utilized during construction. The use of manufactured erosion control woven blankets and straw wattles that utilize plastic monofilament netting is specifically prohibited. (Address this condition during construction)

90. SWPPP REPORTING: Copies of any monitoring and/or sampling reports required by the stormwater pollution prevention plan (SWPPP) and submitted by the Legally Responsible Person (LRP) to the State of California's SMARTS database shall also be submitted to the City of Pleasanton inspector assigned to the Project. The SMARTS system will generate a Waste Dischargers Identification (WDID) number, which shall be printed on the grading and/or erosion control plans. (Address this condition prior to permit issuance)

    The LRP shall also submit to the City a copy of the required Annual Report no later than September 1st of each year that construction is active or when erosion control features have been deployed. The report shall include a summary of all sampling and analysis performed (Risk Levels 2 and 3 only), a log of all inspections performed, including Rain Event Action Plans (REAP), a summary of any required corrective actions taken, and a summary of any violations. (Address this condition during construction.)

91. DUST CONTROL: Dust control measures shall be employed during all phases of construction to prevent airborne nuisance to neighboring properties and shall comply with the adopted MMRP. All stockpiles or unused materials that can create dust shall be covered or removed. Exposed soil areas shall be routinely watered until surfacing materials or landscaping are installed. Use of dust palliatives shall conform to Caltrans Standard Specification Section 18. Any damage caused by airborne dust to neighboring properties shall be cleaned with costs paid by the applicant. If the applicant fails to address dust as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction.)

92. PROPERTY NUISANCE: At no time during construction of the Project shall the condition of the Project site become a nuisance as defined in the Pleasanton Municipal Code

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§9.28.020. The City shall have the right to inspect the Project site for conditions that violate the code standard in accordance with the City's enforcement provisions set forth in the Pleasanton Municipal Code. If a nuisance is found, the applicant shall immediately submit a plan of correction upon notification of the same. Depending on the severity of the nuisance and pursuant to applicable provisions in the Pleasanton Municipal Code, the City may suspend all construction work until the condition is corrected. Any of the following conditions shall be considered severe: Leaking chemicals that can cause environmental damage; open excavations or any excavation deeper than 4 feet that lacks proper shoring; unsecured materials that can fall to the ground causing damage or injury; open or exposed utilities that could cause electrical shock or contamination of sewer, potable water systems, groundwater wells, or storm drainage networks. If the applicant fails to address the nuisance as directed by the City, the City shall have the right to enter the Project site to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property, as permitted under the Pleasanton Municipal Code's enforcement provisions. (Address this condition during construction.)

93. NOISE: Construction noise is regulated under Pleasanton Municipal Code Chapter 9.04. Construction noise is prohibited outside of the hours of 8:00 am and 8:00 pm daily, except Sundays and holidays when noise is prohibited outside the hours of 10:00 am and 6:00 pm. Noise is defined as a level exceeding 83 dBA at a distance of 25 feet or 86 dBA at any point beyond the boundary of the property under construction. If the applicant fails to address the noise as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. As set forth in the Pleasanton Municipal Code, exceptions to these regulations require a special permit granted by the City for circumstances when strict compliance would be impractical or unreasonable, and contingent upon proper noticing to surrounding property owners, that includes the dates and times when noise levels will be exceeded and the specific reasons why an exception to the regulation has been granted. (Address this condition during construction.)

94. DROUGHT RESTRICTIONS: If the City Council declares a water shortage emergency due to a drought during a time when this development is under construction, as described in §9.30.010 et seq. of the Pleasanton Municipal Code, the applicant shall adhere to all requirements and restrictions set forth in Pleasanton Municipal Code section 9.30. Recycled water is available at designated locations within the City, subject to the applicant's receipt of a temporary hydrant meter from the Operations Service Center located at 3333 Busch Road. The applicant is responsible for all water costs based on current billing rates. (Address this condition prior to acceptance of improvements.)

95. GEOTECHNICAL FINAL REPORT: At the conclusion of construction, the applicant shall submit to the City a final report from the Geotechnical Engineer or Certified Engineering Geologist testifying to the successful completion of all material testing and/or observation work performed. The final report shall provide assurance that all recommendations have been strictly followed. The applicant shall bear all costs associated with this condition. (Address this condition during construction.)

96. DAMAGE TO EXISTING PUBLIC OR PRIVATE IMPROVEMENTS: The applicant shall repair damage to existing public or private improvements on and near the Project site and

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along the haul route at the applicant's expense if caused by construction activities. (Address this condition prior to acceptance of improvements.)

97. GEOGRAPHIC INFORMATION SYSTEMS: The City's Geographic Information Systems (GIS) staff publishes digital maps that enable first responders to efficiently navigate to locations where calls for service have been requested. The maps are also shared with agencies and departments that provide other critical services to residents, such as mail delivery. To keep these maps current, the City requires as-built plan or map information to be submitted by the applicant in a format that integrates with ArcGIS by ESRI. The "Digital Submittal Requirements" are available from the City's GIS webpage. (Address this condition prior to acceptance of improvements.)

FIRE DEPARTMENT – 925-454-2361

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1.) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2.) Backflow prevention or connections to the public water mains.

98. EVA Between LOTS 30 and 31: The required EVA between Lots 30 and 31 shall have an all-weather surface rated for 80,000 lb gross vehicle weight and curb cuts at both ends. ***Project Specific Condition***

99. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.

100. FIRE CODE: All construction shall conform to the requirements of the 2022 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.

101. SITE SAFETY: Site safety during construction shall be in accordance with Fire Code chapter 33.

102. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2022 Pleasanton Building, Fire, and Residential Codes with local amendments and ordinances.

103. EMERGENCY RESPONDER RADIO: Emergency responder radio coverage shall be provided in accordance with section 510 of the Fire Code.

104. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.

105. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy

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of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.

106. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve, including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

107. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

108. HAZARDOUS MATERIALS DECLARATION: A Hazardous Materials Declaration shall be provided for this tenant and/or use. The form shall be signed by the owner/manager of company occupying the suite/space/building. No building permit shall be issued until the Hazardous Materials Declaration is provided. The form is available from the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

109. HAZARDOUS MATERIALS: Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.

110. FIRE HYDRANTS: Fire hydrants shall be installed at spacing not greater than 300 feet in industrial and commercial developments. Fire hydrants shall be installed at spacing not greater than 400 feet in residential developments.

111. FIRE LANE MARKING: On-site access ways, turn arounds, and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approve by the Fire Department. Signs shall be according to State standards and read “No Parking – Fire Lane” and must be shown on the Project Plans. The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

    a. The following schedule for NO PARKING signs shall apply:

Width	*Requirements*
36 feet or greater	No requirements
Between 28 and 36 feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted
Cul-de-Sac	Not permitted

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112. EMERGENCY VEHICLE ACCESS ROADS: Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.

113. EMERGENCY VEHICLE ACCESS ROADS – ADDITIONAL CRITERIA FOR COMMERCIAL: Buildings or facilities exceeding 62,000 square feet (non-sprinklered) and 124,000 square feet (sprinklered) of gross building area shall be provided with two separate and approved fire apparatus access roads. The roads shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

114. FIRE VEHICLE TURNAROUNDS: Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

115. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.

116. RESIDENTIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab:
    a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.
    b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
    c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.

117. MULTI-FAMILY RESIDENTIAL – NEW CONSTRUCTION: Projects with more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

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118. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

119. LANDSCAPING: Detailed landscape and irrigation plans encompassing all planting areas, both on-site and off-site, shall be included in the building permit plans. All plans shall be prepared by a licensed landscape architect and shall be in compliance with the Project Plans and shall provide the species, location, size, quantities, and spacing of all plants. Minimum plant sizes are 1-gallon containers for ground cover, a mix of 1- and 5-gallon containers for shrubs, and 15-gallon containers for trees. Plant species shall be of a drought-tolerant nature and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent feasible. The drawings shall be subject to the review and approval of the City Landscape Architect prior to building permit issuance.

120. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO): The Project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO) and Bay Friendly Basics Landscape Checklist. The applicant shall submit a Landscape Documentation Package in PDF format to the Landscape Architecture Division, which shall be subject to review and approval by the City Landscape Architect to confirm compliance with the Project Plans prior to building permit issuance. The Landscape Documentation Package shall include:
    a. Project Information;
    b. Water Efficient Landscape Worksheet;
    c. Soil management report;
    d. Landscape design plan;
    e. Irrigation design plan; and
    f. Grading design plan.

121. CERTIFICATE OF COMPLETION: Upon completion of construction and prior to final inspection by the Building and Safety Division, the applicant's landscape architect shall, for each neighborhood within each phase, submit a Certificate of Completion Package in PDF format to the Landscape Architecture Division for review and approval. The Certificate of Completion Package shall include:
    a. Project information sheet;
    b. Certificate of installation according to the landscape documentation package;
    c. Irrigation scheduling;
    d. Schedule of irrigation, landscape and irrigation maintenance;
    e. Landscape irrigation audit report; and
    f. Soil management report (if not previously submitted).

122. LANDSCAPING INSTALLATION: Prior to building permit final for the subject building, all landscaping associated with that building shall be installed as shown on the approved

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building permit set and shall be inspected and approved by the Landscape Architecture Division.

123. CONCRETE CURBS: 6-inch vertical concrete curbs, with curb cuts or flush curbs with wheel stops, if determined to be acceptable by the Director of Public Works and Director of Community Development, shall be installed between all paved and landscape areas, in conformance with the City's Standard Specifications and Details.

124. EROSION CONTROL: For purposes of erosion control, the applicant shall plant a hydro seed mixture designed by the applicant's landscape architect and approved by the Landscape Architecture Division prior to installation. The erosion control shall be maintained by the applicant until permanent landscaping is in place.

125. BACKFLOW AND IRRIGATION METER SCREENING: All backflow prevention devices and above-ground irrigation controls shall be located and screened to minimize their visual impacts to the extent feasible. These devices with their proposed screening shall be in compliance with the Approved Plans and shown on the landscaping and utility plans submitted with the building permit plans or improvement plans and shall be subject to the review and approval of the City Landscape Architect prior to their installation. If above-ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within 1 year from the date of planting. Weather protection devices, such as measures to protect pipes from freezing, shall require approval by the City Landscape Architect prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices. ***Project Specific Condition***

126. AGREEMENT: The Project includes landscaping or private features within the public right-of-way. The applicant shall enter into a Landscape Maintenance Agreement with the City, approved by the City Attorney, which guarantees all landscaping in the Project will be maintained at all times in a manner consistent with the approved landscape plan. Said agreement shall be recorded and run with the land for the duration of the existence of the structures located on the subject property. ***Project Specific Condition***

127. BUSCH ROAD LANDSCAPE PLANTING STRIP: The CC&Rs shall include language regarding this maintenance obligation. The planting area on the south side of Busch Road between the curb and sidewalk shall be a minimum of 5 feet wide and larger where feasible, as shown on the Project Plans. To accomplish this, the sidewalk shall extend past the right-of-way into a proposed 5-foot Public Access Easement (PAE). ***Project Specific Condition***

128. PARK DESIGN: The planting, amenities, materials, and layout of the HOA owned and maintained park shall be designed in compliance with the Project Plans. ***Project Specific Condition***

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129. MINI-TRAFFIC CIRCLE/ROUNDABOUT: Utilities shall be routed around the mini-traffic circles and roundabout on Busch Road to be a minimum of 8 feet clear of the center of the circle and shall include planting and a minimum of one 24-inch-box-sized tree. ***Project Specific Condition***

Trees

130. TREE REPORT: The applicant shall comply with the recommendations of the tree report prepared by Todd McNeil, McNeil Arboriculture Consultants, LLC, dated July 9, 2024. No tree trimming or pruning other than that specified in the tree report shall occur. An updated arborist report shall be provided based on the construction plans. The applicant shall arrange for the Project Arborist to conduct a field inspection prior to building permit issuance to ensure all recommendations have been properly implemented. The Project Arborist shall certify in writing all recommendations have been followed. ***Project Specific Condition***

131. TREE REMOVAL MITIGATION: Any trees approved to be removed by the City shall have its full value paid into the City's Urban Forestry Fund pursuant to requirements set forth in the Pleasanton Municipal Code section 17.16.050. A credit for replanting trees shall be as follows:
    a. $250 credit for a 15-gallon size replacement tree;
    b. $500 credit for a 24-inch box size replacement tree; and
    c. $1,000 credit for a 36-inch box size replacement tree.
    Project Specific Condition

132. TREE DISPOSITION PLAN: Provide a tree disposition plan that shows trees to remain, trees to be removed, the value of each tree, the total value of the trees to remain and be protected, and the total value of trees to be removed. The plan shall also include the tree protection recommendations from the arborist report. ***Project Specific Condition***

133. STREET TREES: Street trees varieties shall be installed as shown in the Approved Plans. Varieties shall be reviewed and agreed upon by the City Landscape Architect and Applicant prior to issuance of the building permit. ***Project Specific Condition***

134. TREE BOND: Any tree affected by the Project shall be addressed in accordance with the applicable requirements per the Municipal Code. The applicant shall post cash, letter of credit, or other security satisfactory to the Director of Public Works/City Engineer, for all Heritage Trees and any other significant tree as deemed by the City Landscape Architect in accordance with Pleasanton Municipal Code section 17.16.050. This bond or security will be for the total value of the tree(s), up to a maximum of $100,000, and shall be held for a minimum of 1 year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. An arborist shall be onsite during any tree work (i.e. root pruning, trimming, setting up tree protection, etc.). The bond or security may be released early with a certification letter by the arborist confirming he/she was present during said tree work and work was performed in accordance with the arborist's recommendations.

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135. ROOT CONTROL BARRIER: The applicant shall provide root control barriers and 4-inch perforated pipe for all trees located within 8-feet of pavement or other hardscape, determined by the City Landscape Architect. Root barriers shall be located along the edge of the pavement wherever the tree is within 8-feet of pavement or hardscape. Information and details shall be included in the landscape plan submittal for review and approval by the Landscape Architecture Division.

136. TREE PRUNING: Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture (ISA) pruning guidelines and shall comply with the guidelines established by the ISA, Tree Pruning Guidelines, current edition, to maintain the health of the trees during construction.

137. TREE PROTECTION FENCING: Prior to issuance of a grading or building permit, the applicant shall install temporary 6-foot tall chain-link fencing (or other fence type acceptable to the Landscape Architecture Division) outside of the existing tree drip lines. The location of the tree protection fencing shall be shown on the demolition plans (if applicable), grading, building, and/or landscape plans. The fencing shall remain in place until final landscape inspection by the Landscape Architecture Division. Removal of such fencing prior to approval may result in a "stop work order."

TRAFFIC ENGINEERING DIVISION – 925-931-5677

138. TRAFFIC IMPACT FEES: The applicant or responsible party shall pay all applicable traffic impact fees for the Project as outlined in Pleasanton Municipal Code Section 3.26.050 "Amount of Fee". The fee shall be reduced by the amount of any credit authorized by Section 3.26.070 of the Pleasanton Municipal Code. Should credits exceed the amount of the fee, a reimbursement shall be given pursuant to Section 3.26.080 of the Pleasanton Municipal Code. The fee shall be paid prior to building permit issuance, except as provided in Condition of Approval 143 below.

139. TRAFFIC CONTROL PLAN (TCP): Comprehensive traffic control measures shall be implemented pursuant to Pleasanton Municipal Code sections 13.04.240 and 13.04.250 during construction, including scheduling of major truck trips and deliveries to avoid peak travel hours. If necessary, as determined by the Traffic Engineer, proper lane closure procedures such as flagger stations, signage, cones, and other warning devices shall be implemented during construction.

140. TRUCK ROUTES: The haul route for all materials to and from the Project site shall be approved by the City's Traffic Engineer prior to issuance of a building permit, and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the Project applicant or developer.

141. SIGNAGE AND STRIPING: The plans submitted to the Building and Safety Division for plan check shall include improvement plans for this Project that contain signage and striping details for both on- and off-site. Said improvement plans shall be subject to the review and approval of the City Traffic Engineer prior to building permit issuance.

DRAFT

142. BOULDER STREET AND VALLEY AVENUE IMPROVEMENTS: The Project shall construct improvements to the Boulder Street/Valley Avenue intersection. These shall include upgrading the traffic signals to full 8-phase protected left turn operations with appropriate pedestrian provisions. Two exit lanes shall be provided on the Project's approach including a separate left turn and a shared through-right turn lane. ***Project Specific Condition***

143. SANTA RITA ROAD AND VALLEY AVENUE IMRPOVEMENTS: The Project shall construct improvements to the Santa Rita Road/Valley Avenue intersection which shall include the widening of the intersection to include a third southbound left turn lane, a second westbound left turn lane, and the extension of the westbound left turn pockets ("Santa Rita Road/Valley Avenue Improvements"). As a condition precedent to approval of the final map, the City and the applicant shall enter into a subdivision improvement agreement, subject to the city's bonding requirements, for the completion of the Santa Rita Road/Valley Avenue Improvements. The Santa Rita Road/Valley Avenue Improvements shall be completed prior to the earlier of the following: 1) the issuance of the 300th dingle-family residential building permit, or 2) three years from the date of execution of the Subdivision Improvement Agreement. The Santa Rita Road/Valley Avenue Improvements shall be eligible for a fee credit in accordance with Pleasanton Municipal Code Section 3.26.070. Should the applicable fee credits exceed the required transportation development fee, the applicant shall be entitled to reimbursement pursuant to a reimbursement agreement in accordance with Pleasanton Municipal Code Section 3.26.080. ***Project Specific Condition***

144. INTERSECTION IMPROVEMENTS: The Project shall modify the following two intersections to include striped crosswalks with associated ADA ramps and traffic signal modifications as necessary:
    a. The north leg of the Busch Road/Valley Avenue intersection shall allow pedestrian and bicycle crossings across Valley Avenue.
    b. The west leg of the Busch Road/Ironwood Drive intersection shall allow pedestrian and bicycle crossings across Busch Road. ***Project Specific Condition***

145. BUSCH ROAD IMPROVEMENTS: The Project shall construct Busch Road along the entirety of the Project frontage, as a two-lane roadway, in accordance with Section 19.36.050 of the Pleasanton Municipal Code, inclusive of a single-lane roundabout which is the appropriate means of traffic control for safe and efficient operation of the intersection of Busch Road and Street D ("Busch Road Improvements"). The roundabout shall be designed to fit entirely within the existing right of way without requiring any dedication of additional right(s)-of-way by developer or third parties. As a condition precedent to approval of the final map, the City and the applicant shall enter into a subdivision improvement agreement, subject to the City's bonding requirements, for the completion of the Busch Road Improvements. The Busch Road Improvements shall be eligible for a fee credit in accordance with Pleasanton Municipal Code Section 3.26.070. Should the applicable fee credits exceed the requirements transportation development fee, the applicant shall be entitled to reimbursement pursuant to a reimbursement agreement in accordance with Pleasanton Municipal Code Section 3.26.080. ***Project Specific Condition***

146. PARKING STALL DIMENSIONS: 9 feet by 19 feet standard stall (9 feet by 17 feet with 2-foot overhang over planted areas or curbs) and 8 feet by 16 feet compact stall (8 feet by 15 feet with 1-foot overhang over planted areas or curbs) shall be installed in accordance with the Project Plans. If adjacent to a sidewalk in the Project site then the adjacent sidewalk shall be 6 feet minimum.
    a. CORNER STALL DIMENSIONS: Stalls that are perpendicular to one another at a corner location shall provide a 2-foot buffer for each stall at the corner location as shown in the Project Plans.

147. DRIVE AISLES: 24 feet minimum shall be incorporated into the Project as shown in the Project Plans.

148. BICYCLE PARKING: The Project shall comply with the applicable bicycle parking requirements as set forth in Pleasanton Municipal Code and Objective Design Standards. Bicycle parking shall be shown on the building permit plans for review and approval by the Traffic Engineering Division prior to building permit submittal.

149. BICYCLE RACKS: All bicycle racks shall comply with the following criteria:
    a. Located in a visible and accessible location;
    b. Support the frame of the bicycle and not just one wheel;
    c. Allow the frame and one wheel to be locked to the rack;
    d. Allow the use of either a cable or U-shaped lock;
    e. Be securely anchored;
    f. Be usable by bikes with no kickstand; and
    g. Be usable by a wide variety of bicycle sizes and types.

    The number, location and type of bicycle racks shall comply with the Project Plans and shall be shown on the building permit plans and shall be subject to review and approval by the City Traffic Engineer to confirm compliance prior to issuance of building permits.

[END]

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EXHIBIT A
ATTACHMENT 2

2023-2031 (6th Cycle) Housing Element Update Program EIR CEQA Guidelines Section 15183 Consistency Checklist for the Villages at the Quarry Project City of Pleasanton, Alameda County, California

Prepared for:
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566-0802
925.931.5615

Contact: Jenny Soo, Associate Planner

Prepared by:
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597
888.826.5814

Contact: Mary Bean, Project Director
Laura Campion, Project Manager

Date: March 12, 2024

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ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACE	Altamont Corridor Express
ACEH	Alameda County Environmental Health
ADWF	average dry weather flow
AERMOD	American Meteorological Society/EPA Regulatory Model
AIA	Airport Influence Area
Alameda CTC	Alameda Countywide Travel Demand
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUPP	Airport Land Use Policy Plan
APN	Assessor's Parcel Number
AQP	Air Quality Plan
ARB	California Air Resources Board
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Basin Plan	Water Quality Control Plan
BERD	California Built Environment Resource Directory
BGS	below ground surface
BMP	Best Management Practice
BRA	Biological Resources Analysis
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Health and Safety Administration
Caltrans	California Department of Transportation
CAP 2.0	Climate Action Plan 2.0
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Standards Code
CC&R	Conditions Covenants and Restrictions
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey

CHL	California Historical Landmarks
CHPI	California Points of Historical Interest
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
COA	Condition of Approval
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRRP	Community Risk Reduction Plan
CRZ	Critical Root Zone
CWA	Clean Water Act
dBA	A-weighted decibel
DMA	Drainage Management Area
DPM	diesel particulate matter
DSRSD	Dublin San Ramon Services District
DTSC	California Department of Toxic Substances Control
du/acre	dwelling units per acre
EACCS	East Alameda County Conservation Strategy
EBCE	East Bay Community Energy
ECAP-MDR	East County Area Plan–Medium Density Residential
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
EQ Zapp	California Earthquake Hazards Zone Application
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EV	electric vehicle
FAA	Federal Aviation Administration
FCS	FirstCarbon Solutions
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FRA	Federal Responsibility Area
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
GHAD	Geologic Hazard Abatement District

GHG	greenhouse gas
GIS	Geographic Information System
gpd	gallons per day
gpm	gallons per minute
GSP	Groundwater Sustainability Plan
HARP2	Hot Spots Analysis and Reporting Program 2
HCP	Habitat Conservation Plan
HEPA	high-efficiency particulate air
HERS	Home Energy Rating System
HESO	Housing Element Sites Overlay
HI	hazard index
HOZ	Housing Opportunity Zone
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
in/sec	inches per second
IPaC	Information for Planning and Consultation
JADU	junior accessory dwelling unit
kg	kilogram
kWh	kilowatt hour
LAVWMA	Livermore-Amador Valley Water Management Agency
lbs	pounds
L_{dn}	day/night average sound level
L_{eq}	equivalent noise/sound level
LHMP	Local Hazard Mitigation Plan
L_{max}	maximum noise/sound level
LOS	Level of Service
LPFD	Livermore-Pleasanton Fire Department
LRA	Local Responsibility Area
LSAA	Lake and Streambed Alteration Agreement
LWRP	Livermore Water Reclamation Plant
MBTA	Migratory Bird Treaty Act
MDR-HDR	Medium Density Residential to High Density Residential
MEIR	Maximally Exposed Individual Resident
MEIW	Maximally Exposed Individual Worker
MERV	Minimum Efficiency Reporting Values
mgd	million gallons per day
MM	Mitigation Measure
MMBTU	Million Metric British Thermal Units

MMRP	Mitigation Monitoring and Reporting Program
MT	metric tons
MTC	Metropolitan Transportation Commission
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	ozone
ODS	Objective Design Standards
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	California Governor's Office of Planning and Research
PCB	polychlorinated biphenyl
PDWF	peak dry weather flow
PFAS	polyfluoroalkyl substances
PG&E	Pacific Gas and Electric Company
PGS	Pleasanton Garbage Service, Inc.
Phase I CRA	Phase I Cultural Resources Assessment
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
PUD	Planned Unit Development
PUSD	Pleasanton Unified School District
PWWF	peak wet weather flow
RA	Removal Action
RAST	Health Risk Assessment Stand-alone Tool
RAW	Removal Action Workplan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
REL	Reference Exposure Level
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
RWTF	Regional Wastewater Treatment Facility
SB	Senate Bill
SLF	Sacred Lands File

SCH	State Clearinghouse
SFBAAB	San Francisco Bay Air Basin
SOI	Sphere of Influence
SPSA	School Plan for Student Achievement
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TPZ	Tree Protection Zone
UCMP	University of California Museum of Paleontology
UGB	Urban Growth Boundary
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VTR	Vehicle Trip Reduction
WAF	worker adjustment factor
WEAP	Worker Environmental Awareness Program
WELO	Water Efficient Landscape Ordinance
WDR	Waste Discharge Requirements
Zone 7	Zone 7 Water Agency

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SECTION 1: INTRODUCTION

This Consistency Checklist and attached supporting materials have been prepared to determine and document whether and to what extent the City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Program Environmental Impact Report (State Clearinghouse [SCH] No. 2022040091), including all appendices attached thereto (Housing Element Update Final EIR [FEIR]), addresses the potential impacts of the proposed Villages at the Quarry Project (proposed project) and whether the proposed project qualifies for a mandatory streamlining exemption from additional environmental review due to its consistency with the development density and land use characteristics established by the City as required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], § 21000, *et seq*. and California Code of Regulations [CCR], Title 6, Chapter 3, §15000 *et seq*.).

As detailed more fully herein, the proposed project is located on a housing opportunity site considered and evaluated in the certified Housing Element Update FEIR. The proposed project consists of the construction and operation of a total of 412 dwelling units (both single- and multi-family) and a total of 57 junior accessory dwelling units (JADUs), an approximately 2-acre public park, internal streets, an amenity facility/open space, and other related on- and off-site improvements to serve the proposed project.

1.1 - CEQA Assessment

Pursuant to CEQA Guidelines, an EIR was prepared and certified by the City on January 26, 2023 (City of Pleasanton 2023-2031 6th Cycle Housing Element Update Program Final Environmental Impact Report, SCH No. 2022040091), and a Mitigation Monitoring and Reporting Program (MMRP) and related findings were adopted in connection therewith. This document will be referred to as the Housing Element Update FEIR throughout this Consistency Checklist.

Among other things, the Housing Element Update FEIR considered and evaluated the impacts associated with the development of a total of 25 sites proposed for redesignation and rezoning for residential uses, and 20 of those sites were ultimately included in the Housing Element Update adopted by the City on January 26, 2023 (and as further revised in August 2023). Because the Housing Element Update FEIR analyzed all 25 sites, some of those sites are referred to in the discussion below even though they are not included in the

adopted Housing Element Update. The land upon which the proposed project would be located was considered and included in the adopted Housing Element Update and is identified therein and in the Housing Element Update FEIR as Sites 21a and 21b (collectively, Kiewit Site, project site, or Site 21).

The following Consistency Checklist has been prepared pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) to determine whether the proposed project requires additional environmental review. CEQA Guidelines Section 15183 mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which a FEIR was certified (in this case the Housing Element Update FEIR) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site.

This streamlining provision thereby limits the review of such projects and reduces the need to prepare repetitive environmental studies. Specifically, Section 15183 provides that examination of environmental effects shall be limited to those effects that: (1) are peculiar to the project or the parcel on which the project would be located, (2) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent, (3) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the zoning action, general plan, or community plan, or (4) are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Public Resources Code Section 21083.3(d) and CEQA Guidelines Section 15183(c) further specify that an impact shall not be considered peculiar to the parcel or to the proposed project if the project is subject to uniformly applied development policies or standards that were adopted to substantially mitigate the relevant impact(s) unless substantial new information shows that the policies and standards will not substantially mitigate the impact(s) at issue.

1.2 - Summary of Results

As illustrated by the following Consistency Checklist, the proposed project is consistent with the development density established in the Housing Element Update and related zoning and has been found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR and is exempt from further environmental review. This determination is based on the following criteria pursuant to CEQA Guidelines Section 15183:

1. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR;
2. There are no new significant off-site or cumulative impacts that were not analyzed in the Element Update FEIR, and
3. There are no previously significant effects which, as a result of substantial new information was not known when the Housing Element Update FEIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element Update FEIR.

The following mitigation measures identified in the Housing Element Update FEIR are applicable to the proposed project, as described in each environmental topic:

- Mitigation Measure (MM) AIR-1a
- MM AIR-1b
- MM BIO-1
- MM GEO-6
- MM TRANS-2

For the reasons set forth herein as well as in the attached appendices, this evaluation concludes that the proposed project qualifies for a mandatory streamlining exemption from additional environmental review under Section 15183 because it is consistent with the development density and land use characteristics established by the City in its Housing Element Update and related zoning, as analyzed by the Housing Element Update FEIR. Further, the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project, identified applicable feasible mitigation measures necessary to reduce project-specific impacts, and the proposed project would be required to implement these mitigation measures.

The Housing Element Update FEIR is available at:

City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566-0802
Website: https://www.cityofpleasantonca.gov/our-government/community-development/

SECTION 2: PROJECT DESCRIPTION

2.1 - Project Details

1. Project Title and Number

Villages at the Quarry

2. Lead Agency Name and Address

City of Pleasanton
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566-0802

3. Contact Person and Phone Number

Jenny Soo, Associate Planner
Phone: 925.931.5615
Email: jsoo@cityofpleasantonca.gov

4. Project Location and Assessor's Parcel Number (APN)

3300 Busch Road, APNs: 946-125-10-0704, -0809, and -3300

5. Project Sponsor's Name and Address

Jason Quintel, Senior Vice President–West Region
Seefried Industrial Properties, Inc.
2201 East Camelback Road, Suite 222
Phoenix, AZ 85016

Craig H. Solomon, Managing Principal
Square Mile Pleasanton LLC
c/o Square Mile Capital
350 Park Avenue, 15th Floor
New York, NY 10022

6. General Plan Designation

The project site is currently designated as Medium Density to High Density Residential (MDR-HDR) with a Housing Element Sites Overlay (HESO) by the City of Pleasanton General Plan (General Plan).

7. Zoning and Density

The project site was previously zoned General Industrial (I-G-40). With the approval and certification of the Housing Element Update in 2023, the subject site was rezoned to Housing Opportunity Zone (HOZ) District. Accordingly, the project proposes affordable High Density Residential development of up to 150 units on approximately five acres of the site, and a mix of up to 375 single-family detached and attached units on the remainder of the site, as well as a dedicated park/open space area.

8. Description of Proposed Project

The project applicant seeks to implement the City's approved 6th Cycle Housing Element Update (Housing Element Update) by developing a residential project on the project site, consisting of four "villages," resulting in a maximum total of 412 dwelling units (single- and multi-family) and a total of 57 JADUs:

- **Village 1** would consist of a total of approximately 135 market-rate single-family residential lots and would result in a total of approximately 312,673 square feet of living areas.
- **Village 2** would consist of a total of approximately 85 market-rate single-family residential lots and would result in a total of approximately 221,780 square feet of living areas.
- **Village 3** would consist of a total of approximately 90 market-rate single-family residential units and result in a total of approximately 283,429 square feet of living areas. 57 of the single-family residential units would have JADUs.
- **Village 4** would consist of four multi-family residential buildings and one multi-family residential/amenity building with a total of approximately 102 affordable residential units, resulting in a total of approximately 81,993 square feet of rentable space.

The proposed project would also include an approximately 2.1-acre public park at the center of the project site, as well as several related on- and off-site improvements consisting of a looped trail: the extension of the Iron Horse Trail on Busch Road from Valley Avenue to the proposed project's entrance; on Valley Avenue from Busch Road to the proposed project's entrance; and an in-tract trail along the west side of the main street connecting development entrances on Busch Road and Valley Avenue.

9. Requested Permits/Approvals

- Vesting Tentative and Final Maps (City of Pleasanton).
- Affordable Housing Agreement (City of Pleasanton).
- Housing Site Compliance Review (City of Pleasanton).
- Grading and building permits, certificates of occupancy, and encroachment permits for on-site and off-site work (City of Pleasanton).

2.2 - Project Location and Setting

2.2.1 - Location

3300 Busch Road, Pleasanton, CA 94566 (Exhibit 1)

2.2.2 - Existing Environmental Setting

Project Site

The approximately 51.37-acre project site is of a triangle shape. The current unimproved site has been used by Construction Crane Company, operating under a short-term lease, as an outdoor storage yard.

The project site is bordered to the southwest by CubeSmart Self Storage, Pleasanton Ready Mix Concrete, Inc., and Valley Avenue. The project site is bordered to the north by Busch Road and Ironwood residential community on the north side of Busch Road along with the City of Pleasanton Public Works Departments and its service facilities, including a training facility for the Livermore-Pleasanton Fire Department (LPFD) and a shooting range for Pleasanton Police Department. The project site is bordered to the east by vacant land and Pleasanton Garbage Service, Inc. (PGS)(Exhibits 2 and 2a).

As a result of contamination related to prior land uses, the California Department of Toxic Substances Control (DTSC) is the designated oversight agency in charge of remediation. A Removal Action Workplan (RAW) was prepared to address contaminants at the site, and the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[1]

[1] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Surrounding Land Uses

North: City of Pleasanton General Plan–Other Public and Institutional/General and Limited Industrial/Medium and High Density Residential; East County Area Plan–Medium Density Residential (ECAP-MDR)

South: General and Limited Industrial in general

East: General and Limited Industrial

West: General and Limited Industrial

2.2.3 - Land Use Designation and Zoning

The project site is designated by the General Plan as Medium Density to High Density Residential (MDR-HDR) with an HESO (Exhibit 3). The Housing Element Update designates the project site as Sites 21a and 21b (collectively referred to as Kiewit Site, project site, or Site 21) and allows for a density range between 8 dwelling units per acre (du/acre) to 30 du/acre.

The project site has recently been rezoned to Planned Unit Development (PUD)-MDR-HDR/HOZ Districts as shown on the City's zoning maps (Exhibit 4).

2.3 - Project Background and Previous Environmental Review

2.3.1 - General Plan Housing Element

Concurrent with the adoption of the Housing Element Update on January 20, 2023 (and as further revised in August 2023), the City Council also adopted the other necessary, conforming General Plan amendments to allow residential development on the various identified housing opportunity sites (including the project site) at the prescribed density identified in the Housing Element Update. These sites are each covered by an HESO in the General Plan Land Use Map and development on each of the sites must comply with the site-specific densities set forth in the Housing Element Update. These sites are designated and zoned for residential development, consistent with the applicable Objective Design Standards (ODS) established by the City on May 2, 2023, with the intent of ensuring well-designed and attractive projects that feasibly minimize aesthetics and land use impacts, as described more fully below.

The City has adopted the ODS to implement development consistent with the Housing Element Update, applicable to each of the housing opportunity sites which, among other components, include standards that regulate

height, setbacks, massing, site planning, lighting, landscaping, and building design to ensure that projects will be compatible with their surroundings, attractively designed and landscaped, and feasibly minimize impacts to aesthetic resources and land use. Each project proposed on a housing opportunity site, including the proposed project, would be required to comply with the applicable ODS.

Consistent therewith, the Housing Element Update also sets forth development standards for the Kiewit Site, including a density of 8 to 13 du/acre for Medium Density Residential uses and a density of 30 du/acre for the High Density Residential uses.

2.3.2 - Housing Element Update Final Environmental Impact Report

The City prepared a Program EIR for the Housing Element Update and other related General Plan amendments and certified the Housing Element Update FEIR on January 26, 2023. The Housing Element Update FEIR identified significant environmental effects that could result from implementation of the Housing Element Update as well as ways the impacts could feasibly be reduced to less than significant through implementation of applicable laws, regulations and mitigation measures. The FEIR also identified significant and unavoidable environmental impacts related to Vehicle Miles Traveled (VMT) and water supply and adopted a Statement of Overriding Considerations for each significant and unavoidable impact prior to certifying the Housing Element Update FEIR and approving the Housing Element Update. The Housing Element Update FEIR's conclusions are summarized in Section 4, Environmental Analysis, of this document.

2.4 - Project Characteristics

2.4.1 - Development Summary

The proposed project would construct a maximum total of 412 dwelling units (both single- and multi-family) and 57 JADUs (Exhibit 5) divided into four "villages." The proposed project would have an average density of approximately 8.2 dwelling units per acre. Between the four villages, the proposed project would also include an approximately 2.1-acre public park with a play structure, picnic area, and turf area. In addition to the foregoing, related on-site improvements (consisting of streets, sidewalk, curb/gutter, trail, bioretention area) and off-site improvements (consisting of streets, sidewalk, curb/gutter, trail, storm drain/sanitary sewer/water systems) would be developed to serve the proposed project.

Village 1

Village 1 is located in the southeastern portion of the project site and contains a total of 135 market-rate, single-family homes. These homes would range in size from approximately 1,996 square feet to 2,392 square feet. The homes would have 4 to 5 bedrooms and 3 to 3.5 bathrooms, and the homes would have a maximum height of approximately 26 feet and 11 inches.

Village 2

Village 2 is located in the northwestern portion of the project site and contains a total of 85 market-rate, single-family homes. These homes would range in size from approximately 2,394 square feet to 2,949 square feet. The homes would have 4 to 5 bedrooms and 3 to 3.5 bathrooms, and the homes would have a maximum height of approximately 28 feet and 2 inches.

Village 3

Village 3 is located in the southwestern portion of the project site and contains a total of 90 market-rate, single-family homes. These homes would range in size from approximately 2,949 square feet to 3,425 square feet. The homes would have 3 to 5 bedrooms and 3.5 to 4.5 bathrooms, and the homes would have a maximum height of approximately 29 feet and 9 inches.

Village 4

Village 4 consists of five multi-family residential buildings with a total of 102[2] affordable residential units, resulting in approximately 81,993 square feet of rentable space. It is anticipated that approximately 45 of these units would be 1-bedroom units, approximately 26 would be 2-bedroom, and 31 would be 3-bedroom. The buildings would range in size from approximately 14,269 square feet to 24,072 square feet, and the units would range in size from approximately 490 square feet to 1,063 square feet. The maximum height of the multi-family buildings would be 38 feet and 10 inches. Village 4 would include an amenity center, picnic and play areas, and a pedestrian connection to the Iron Horse Trail along the project frontage on Busch Road.

2.4.2 - Design and Appearance

Both the market-rate and affordable homes would implement uniformly applied design standards in accordance with applicable laws and regulations. For example, it is anticipated that the units would include

[2] 101 of these units would be deed-restricted for specified affordability levels, with the remaining one unit being made available to the on-site property manager.

accessible entrances at the front of the proposed project, at least one bathroom, and at least one bedroom in each unit.

The exterior surfaces of the proposed buildings would employ materials such as cementitious panel, cementitious board and batten, cementitious lap sliding, vinyl windows, and stone veneer. Exhibit 6a through 6d show elevations of proposed building styles.

Villages 1 through 3 would include 6-foot fences around each unit. A 6- to 8-foot-high precast wall would surround the entirety of the project site.

2.4.3 - Landscaping

Landscaping would be included throughout the project site, with an emphasis on surrounding pedestrian circulation areas. Landscaping and related irrigation would be required to comply with applicable provisions of the City's Water Efficient Landscaping Ordinance (WELO). Landscaping would be designed for aesthetic appeal, to enhance and complement building entrances and façades, and to facilitate circulation.

Landscaping along Busch Road, Valley Avenue, and the interior roads would also include various street trees including, but not limited to, Tilia cordata, Robinia "Purple Robe," Fraxinus "Fan West," Pistacia chinenesis, and other comparable species that meet the City requirements (Exhibit 7).

2.4.4 - Access and Circulation

Vehicular Circulation

Vehicle access to the project site would be provided by new roadway connections on Busch Road through (currently known as) Street D and Valley Avenue through Boulder Street. Internal circulation would be provided via various internal roadways throughout the project site (Exhibit 5).

Alternative Transit

The project site is located within approximately 1 mile of the closest bus stop at Santa Rita and Valley Avenue and approximately 1.8 miles from the next closest bus stop at Main Street and Vervais Avenue.

The project site is approximately 2.8 miles from the Pleasanton Station of the Amtrak Thruway Connecting Service, servicing the Altamont Corridor Express (ACE) rail line. The West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station is about 7.3 miles from the project site.

Pedestrian Access

Pedestrian access would be provided throughout the project site. The proposed project would include sidewalks on both sides of interior streets to ensure that pedestrians have a continuous route throughout the community. Residents would also have access to other communities through Busch Road and Valley Avenue, both of which incorporate pedestrian connectivity features such as trails along the development frontage on Busch Road (from Valley Avenue to project entrance) and Valley Avenue (from Busch Road to project entrance). The proposed project would include a looped trail: the extension of the Iron Horse Trail on Busch Road from Valley Avenue to the proposed project's entrance; on Valley Avenue from Busch Road to the proposed project's entrance; and an in-tract trail along the west side of the main street connecting development entrances on Busch Road and Valley Avenue (Exhibit 5)

2.4.5 - Parking

Villages 1 Through 3

The single-family component of the proposed project would be required to comply with all applicable parking standards. Between Villages 1–3, there would be approximately 620 off-street parking spaces in the form of garage parking spaces. In addition, it is anticipated that approximately 365 street parking spaces would be available to serve the proposed project.

Village 4

The multi-family component of the proposed project would be required to comply with all applicable parking standards. Pursuant to the benefits granted via State Density Bonus Law for Village 4's affordable residential units, 1-bedroom units would require a maximum of one parking space, while 2-bedroom and 3-bedroom units would require a maximum of 1.5 parking spaces. Therefore, the proposed project would be required to provide a total of approximately 131 parking spaces for Village 4. The proposed project would exceed these requirements by including a total of approximately 134 parking spaces, inclusive of 56 electric vehicle (EV) parking spaces given the requirements of the California Green Building Standards Code (CALGreen). Although Village 4 would otherwise require 102 EV parking spaces according to the Pleasanton Municipal Code, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application and thus would meet all applicable CALGreen requirements.

2.4.6 - Off-site Improvements

The proposed project would include off-site improvements along Busch Road and Valley Avenue, such as curb, gutter, roadway, sidewalk/trail, extension of Ironhorse Trail, storm/sanitary sewer/water systems, and landscaping.

2.4.7 - Utilities

Water and Wastewater

The proposed project would connect to existing water and sewer lines in Valley Avenue and Busch Road. Water and sewer service would be provided by the City, and sewer treatment would be provided by the Dublin San Ramon Services District (DSRSD).

Storm Drainage

Stormwater runoff is collected by inlets and directed toward an underground storm system where it would either be pumped or gravity-drained into six different bioretention basins for treatment. The bioretention basins are located in the northern and southwestern portion of the project site. Treated storm waters would then be discharged into the City's storm drain system pursuant to applicable laws and regulations.

Solid Waste

Solid waste disposal services would be provided by Pleasanton Garbage Services, Inc. (PGS).

Natural Gas and Electricity

The proposed project would be all-electric per the City's local building codes and the City's Climate Action Plan 2.0 (CAP 2.0) (see Strategies BE-1, 2, and 3 and Primary Action P1). The City adopted the East Bay Community Energy (EBCE) community choice aggregation program in 2021, meaning EBCE would be the proposed project's electricity provider. However, EBCE would provide energy via connections to existing electricity infrastructure that would be provided by Pacific Gas and Electric Company (PG&E).

Telecommunications

Telephone service would be provided by AT&T, and Cable TV service would be provided by Comcast Xfinity.

2.4.8 - Construction Schedule and Phasing

Construction of the proposed project is expected to last for a total of approximately 5 years, from 2025 through 2030. The proposed project may be constructed in phases (i.e., not concurrently) dependent upon market demand and other considerations.

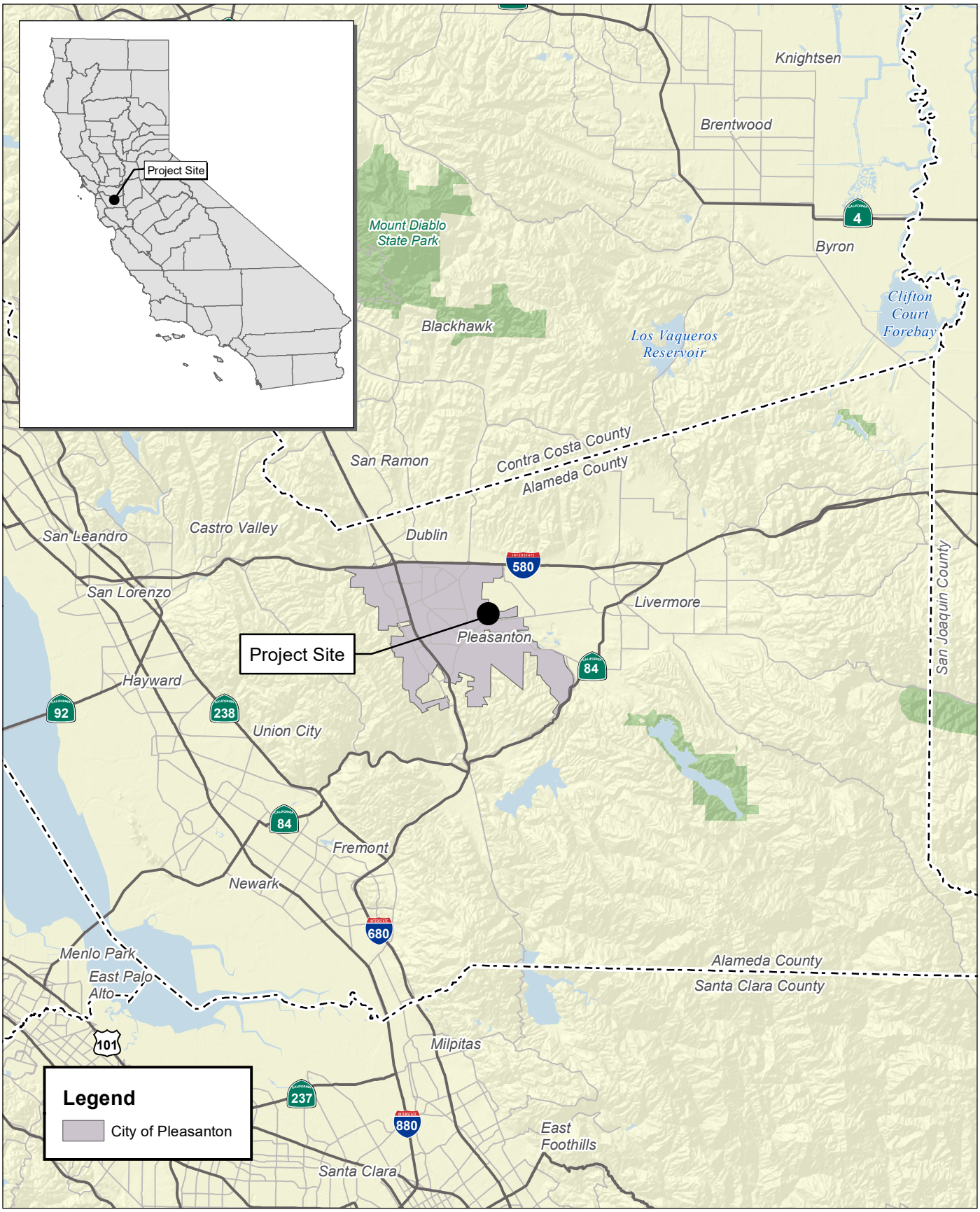
2.5 - Discretionary Approvals

The City of Pleasanton has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Section 15183 Checklist. In order to implement the proposed project, the following permits and/or approvals would need to be granted:

- Design Review, Vesting Tentative, and Final Maps (City of Pleasanton).
- Affordable Housing Agreement (City of Pleasanton).
- Grading and building permits, certificates of occupancy, and encroachment permits for on-site and off-site work (City of Pleasanton).

2.6 - Exhibits

Exhibit 1: Regional Location Map
Exhibit 2: Local Vicinity Map
Exhibit 2a: Detailed Vicinity Map
Exhibit 3: General Plan Land Use Map
Exhibit 4: Zoning Map
Exhibit 5: Site Plan
Exhibit 6a: Village 1 Plan 1 Elevations
Exhibit 6b: Village 2 Plan 2 Elevations
Exhibit 6c: Village 3 Plan 3 Elevations
Exhibit 6d: Village 4 Elevations
Exhibit 7: Street Tree Plan



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

FIRSTCARBON SOLUTIONS™

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Bing Aerial Imagery. County of Alameda.

FIRSTCARBON SOLUTIONS™

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Bing Aerial Imagery. County of Alameda.

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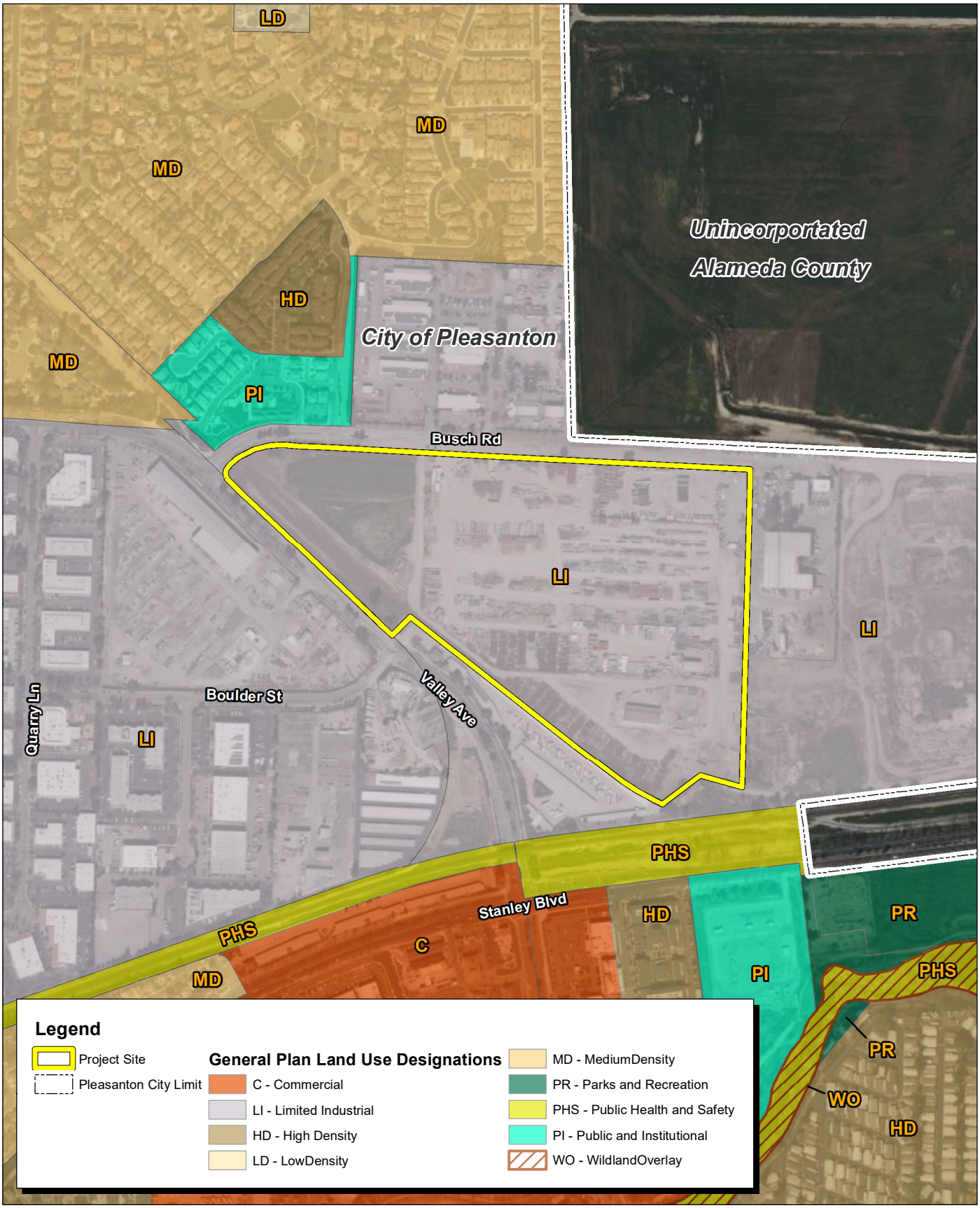
360 180 0 360
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Exhibit 2a
Detailed Vicinity Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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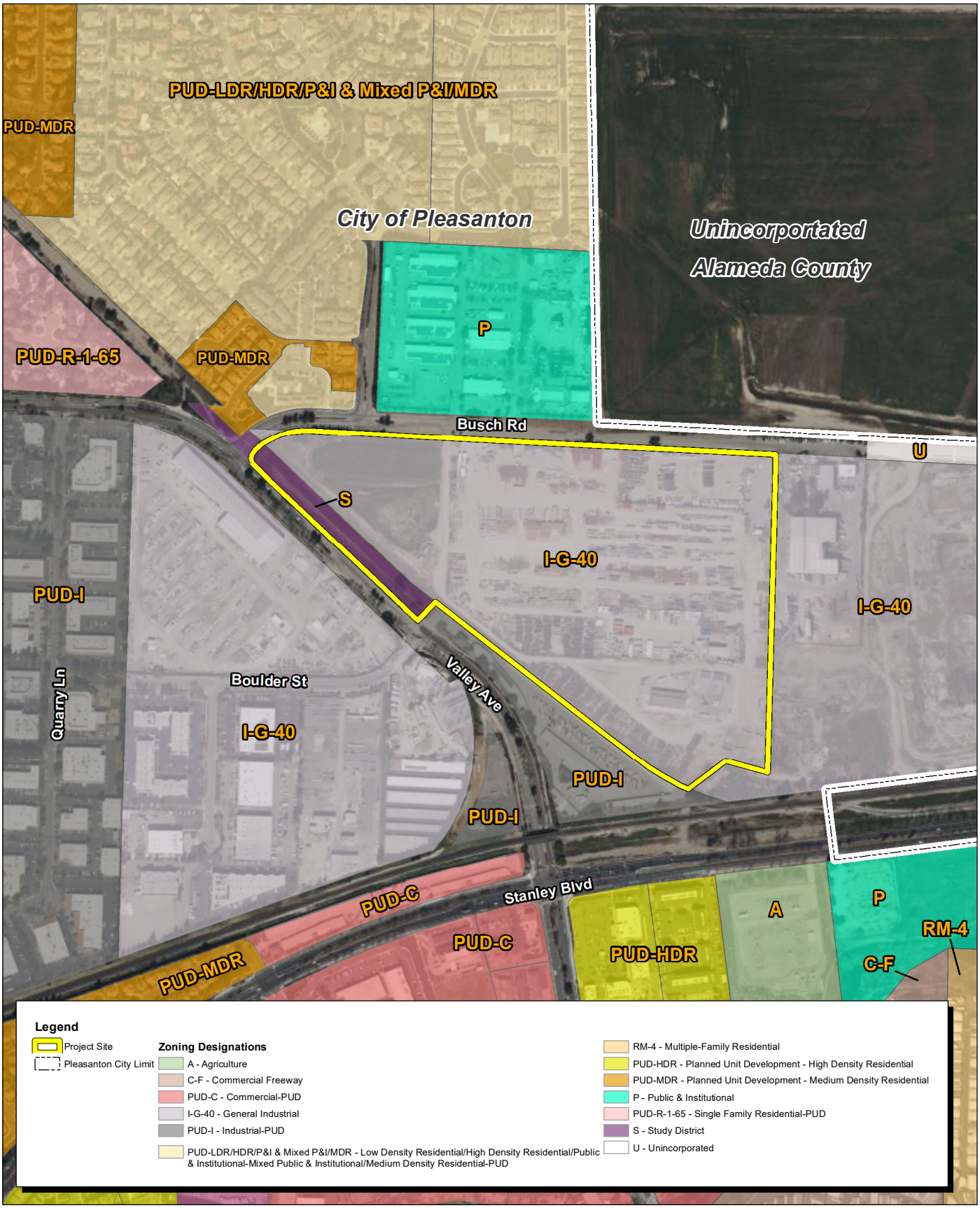
Source: Bing Aerial Imagery. County of Alameda. City of Pleasanton.

FIRSTCARBON SOLUTIONS™

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Feet

Exhibit 3
General Plan Land Use Map

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Source: Bing Aerial Imagery. County of Alameda. City of Pleasanton.

FIRSTCARBON SOLUTIONS™

620 310 0 620 Feet

Exhibit 4
Zoning Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 5
Site Plan

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P1 ELEVATION - A STYLE

P1 ELEVATION - B STYLE

P1 ELEVATION - C STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6a
Village 1 Plan 1 Elevations

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P2 ELEVATION - C STYLE

P2 ELEVATION - B STYLE

P2 ELEVATION - A STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6b
Village 2 Plan 2 Elevations

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P3 ELEVATION - C STYLE

P3 ELEVATION - B STYLE

P3 ELEVATION - A STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

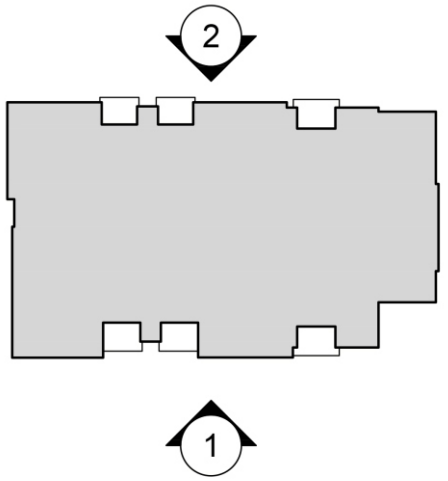
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Exhibit 6c
Village 3 Plan 3 Elevations

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1. Rear Elevation





2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6d
Village 4 Elevations

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TREE LEGEND

- Tilia cordata
- Robinia 'Purple Robe'
- Fraxinus 'Fan West' (Min. 8' Branching Height at Traffic Circle for Visibility)
- Pistacia chinenesis
- Carpinus beteulus 'Fastigiata'
- Ulmus parvifolia
- Cercis occidentalis
- Quercus agrifolia (BIO)
- Arbutus marina (BIO)
- Zelkova serrata 'City Sprite'
- Landscape Common Open Space: 7,724 sq ft

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 7
Street Tree Plan

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SECTION 3: CEQA GUIDELINES SECTION 15183: PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

CEQA Guidelines Section 15183 establishes that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an FEIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the proposed project or its site. Section 15183 streamlines the review process by providing a statutory exemption for consistent projects and reduces the need to prepare repetitive environmental studies.

Proposed Project Qualifies for No Further Environmental Review Under CEQA Guidelines Section 15183

CEQA Section 15183 applies to the proposed project since it is consistent with the General Plan, as amended in conjunction with the 6th Cycle Housing Element Update, for which the Housing Element Update FEIR has been certified.

The City of Pleasanton adopted the Housing Element Update and certified the Housing Element Update FEIR on January 26, 2023. The project site is included in the Housing Element Update FEIR as Housing Site 21 (Kiewit).

The General Plan designates the project site MDR-HDR with a HESO. The site is shown as having an approximately 5-acre area designated at 30 du/acre, with the remainder designated at a density of 8 to 13 du/acre. The proposed market-rate project would have a density of 8.1 du/ac (based on 310 units on 38.25 gross developable acres when excluding easements, public roadways, and trails); and the affordable housing project would have a density of 35.9 (based on 102 units on 2.84 gross developable acres). Hence the proposed density satisfies the MDR-HDR designations.

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SECTION 4: CONSISTENCY CHECKLIST

Public Resources Code Section 21083.3(d) states that:

> An effect of a project upon the environment shall not be considered peculiar to the parcel or to the project, for purposes of this section, if uniformly applied development policies or standards have been previously adopted by the city or county, with a finding based upon substantial evidence, which need not include an environmental impact report, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

CEQA Guidelines Section 15183(b) states that:

> In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located;
>
> (2) Were not analyzed as significant effects in a prior FEIR on the zoning action, general plan, or community plan, with which the project is consistent;
>
> (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior FEIR prepared for the general plan, community plan or zoning action, or
>
> (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the FEIR was certified, are determined to have a more severe adverse impact than discussed in the prior FEIR.

The following pages of this document contain a Consistency Checklist that examines the proposed project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b). The "Prior FEIR" used for comparison is the Housing Element Update FEIR certified by the City of Pleasanton on January 26, 2023, including all impact determinations and significance thresholds utilized therein.

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Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
I. Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact	No	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	Less than significant impact	No	No	No	No
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant impact	No	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact	No	No	No	No

a-c) Scenic Vista, Scenic Resources, Visual Character

Would the project: *a) Have a substantial adverse effect on a scenic vista?*

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

*c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experi*enced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Summary of Housing Element Update FEIR

Scenic Vistas

The eastern edge of the City is considered largely undeveloped with the exception of quarry lands that host sand and gravel operations; however, views of lakes, arroyos, and canals are available to the east of the City, including Arroyo las Positas, Arroyo Mocho, and Arroyo del Valle.

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in increased intensity, increased height, and greater bulk and mass of buildings, which could partially or fully obscure a presently visible scenic vista, resulting in a potentially significant impact to scenic vistas. The Housing Element Update FEIR concluded that compliance with the applicable goals, policies, and programs included as part of the General Plan, zoning requirements, Design Guidelines, ODS, and the ODS compliance review process would ensure that the City's scenic resources, including hillsides and ridgelines, would largely be protected from impacts resulting from development facilitated by the Housing Element Update and impacts would be less than significant with respect to scenic vistas.

Scenic Highways

The California Department of Transportation (Caltrans) identifies Interstate 680 (I-680) through the city limits as an officially designated State Scenic Highway. Caltrans identifies I-580 along the northern boundary of the City as eligible for designation as a State Scenic Highway (see Exhibit 3.1-2 in the Housing Element Update FEIR).

The City is surrounded by various scenic resources, including hillsides, ridge views, vast open spaces, valleys, arroyos, and canals. Many of these resources are visible from I-680 and I-580. For instance, views of the Pleasanton Ridgelands are visible to travelers along I-680, as well as westbound passengers along I-580. A significant impact would occur if future development consistent with the Housing Element Update would impact or obstruct views of the City's scenic resources from the eligible or officially designated State Scenic Highways.

The Housing Element Update FEIR concluded that development applications for subsequent development consistent with the Housing Element Update would be reviewed by the City for compliance with the goals, policies, and programs of the General Plan, applicable specific plans, applicable zoning requirements, design guidelines, and the Scenic Highway Plan, and compliance with these standards would ensure development consistent with the Housing Element Update would not substantially damage scenic resources within view of a State Scenic Highway and impacts would be less than significant.

Consistency with Scenic Quality Regulations

The sites for housing, including the proposed project, are generally located in urbanized areas. The Housing Element Update FEIR indicated that the sites for housing are mostly vacant or underutilized parcels, currently developed with a mix of uses including surface parking lots, restaurants, hotels, office buildings, retail, industrial, and warehouse and distribution. The existing land use designations for these sites include residential, commercial, industrial, office, mixed use, community facilities, agriculture, public health and safety, parks and recreation, and public and institutional. The existing zoning designations include agriculture, residential, commercial, office, mixed use, industrial, and public and institutional.

As part of the Housing Element Update, the applicable sites were rezoned to allow for residential development. To the extent any projects may be subject to review through the PUD process, the PUD zoning would provide flexibility in residential development standards and housing types, in conjunction with the applicable design standards established by the City, with the intent of ensuring well-designed and attractive projects that minimize aesthetics impacts.

The Housing Element Update FEIR concluded that compliance with the applicable goals, policies, and programs included as part of the General

Plan, zoning requirements, Design Guidelines, Objective Design and Development Standards, the design review process, the Vineyard Avenue Corridor Specific Plan, and Measures PP and QQ would ensure that future development projects consistent with the Housing Element Update are cohesive, appropriately designed in terms of potential aesthetic impacts, and reflect the character of the City.

On a programmatic level, development consistent with the Housing Element Update would have a less than significant impact related to scenic quality regulations.

Proposed Project Analysis and Conclusion

Scenic Vistas, Scenic Highways, and Visual Character

The project site is not one of the sites identified in the Housing Element FEIR for which development could result in aesthetic impacts. Views of scenic resources from the project site, including Mount Diablo to the north, as well as lakes, arroyos, and canals to the north and east, are largely obscured by existing development. Furthermore, the nearest officially designated State Scenic Highway, I-680, is located over 2.5 miles west of the project site, and the nearest eligible State Scenic Highway, I-580, is located approximately 1.8 miles north of the project site. The project site is not visible from either of these highways due to distance, intervening topography, and existing development.

The project site is generally vacant except for its current use as storage for construction equipment. Introduction of new residential uses would have the potential to alter the visual character of the site, although residential uses are already existing or proposed to the north and west, and the proposed project would be consistent in visual character with surrounding residential neighborhoods. Furthermore, the proposed project would be required to be considered through the Senate Bill (SB) 330 process, including compliance with the General Plan Land Use and Community Character Element goals and policies, as well as Municipal Code requirements, which require design review prior to project approval. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Light and Glare

Would the project: *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could introduce artificial light from new development and outdoor parking areas, which could result in potentially significant impacts with respect to light and glare.

The Housing Element Update FEIR concluded that all future development would be required to comply with the applicable light and glare standards in fthe Municipal Code and California Energy Code. Compliance with the applicable lighting and energy requirements elucidated in the Municipal Code and California Energy Code would ensure that light and glare associated with future development would not spill over onto adjacent land uses and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The approximately 51.37-acre site is currently undeveloped and is currently used for storage of construction equipment. Thus, the project site currently emits little light to the surrounding areas. The proposed project would create additional sources of light and glare beyond existing conditions through additional street lighting, additional indoor and outdoor lighting, and additional traffic at the project site.

To minimize impacts from light and glare, the proposed project would be required to comply with applicable light and glare standards in the Municipal Code and California Energy Code. As described above, the proposed project would also be subject to the ODS compliance review prior to project approval. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Aesthetics, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures are necessary because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
II. Agricultural and Forest Resources *Would the project:*					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	Less than significant impact	No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	Less than significant impact	No	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No impact	No	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	Less than significant impact	No	No	No	No

a-e) Conversion of Important Farmland to Nonagricultural Use, Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts, Conflict with Existing Forest Land Zoning, Conversion of Forest Land to Non-Forest Use, and Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-Forest Use

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 nonagricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

c) Conflict with existing zoning for forest land or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Summary of Housing Element Update FEIR

Conversion of Important Farmland to Nonagricultural Use

The Housing Element FEIR concluded that the project site is not mapped as Important Farmland, which precludes an impact related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. However, some of the housing opportunity sites contain Important Farmland. Therefore, the impacts would be less than significant.

Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts

The Housing Element Update FEIR concluded that because the project site is not zoned for agricultural uses, the Housing Element Update would not conflict with existing zoning for agricultural uses. Therefore, the impacts are less than significant with respect to conflicts with existing zoning for agricultural use.

The Housing Element Update FEIR concluded that none of the rezoned housing sites are encumbered by a Williamson Act Contract, which precludes an impact related to conflict with an existing Williamson Act Contract. Therefore, there is no impact.

Conflict with Existing Forest Land Zoning

The Housing Element Update FEIR indicated that none of the housing sites, including the current Sites 21a and 21b, contain any forest land or timberland, as defined by Public Resource Code Section 4526, nor do they contain any timberland zoned Timberland Production, as defined by Government Code Section 51104(g), and concluded that this precludes the possibility of the Housing Element Update to conflict with forest zoning of forest land or timberland. No impact would occur.

Conversion of Forest Land to Non-Forest Use

The Housing Element Update FEIR indicated that aside from Site 1 (Lester), the housing sites are adjacent to urbanized land uses and do not contain any forest land. The Housing Element Update FEIR concluded that this condition precludes the possibility of the development consistent with the Housing Element Update converting forest land to non-forest use and concluded no impacts would occur.

Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-Forest Use

The Housing Element Update FEIR indicated that most of the housing sites are urban infill sites that are surrounded by development; several of them are currently developed.

There is no forest land within the City's Sphere of Influence (SOI). This condition precludes the possibility of the Housing Element Update converting forest land to non-forest uses.

Therefore, the Housing Element Update FEIR concluded that impacts related to the conversion of Farmland to nonagricultural use or forest land to non-forest use would be less than significant.

Proposed Project Analysis and Conclusion

The project sites (Sites 21a and 21b) are not listed in the Housing Element Update FEIR as sites for which development could result in impacts to agricultural or forestry resources. The project site does not contain Farmland or Forest Land and has a General Plan land use designation of MDR-HDR with a HESO and a zoning designation of MDR-HDR.

The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not encumbered by a Williamson Act Contract or zoned for Timberland Production. As such, there would be no loss or conversion of farmland or forest land, and the proposed project would not conflict with any zoning for farmland or forest land. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Agriculture and Forestry Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.

3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
III. Air Quality *Where available, the significance criteria established by the applicable air quality management district 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact with mitigation incorporated	No	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant impact	No	No	No	No

a) Consistency with Air Quality Management Plan

Would the project: *Conflict with or obstruct implementation of the applicable air quality plan?*

Summary of Housing Element Update FEIR

Support Primary Goals of the Air Quality Plan

The Housing Element Update FEIR indicated that the current Air Quality Plan (AQP) applicable to the Housing Element Update is the 2017 Clean Air Plan. According to the Bay Area Air Quality Management District (BAAQMD) guidance, a proposed land use plan is consistent with the AQP if it would (1) support the primary goals of the AQP, (2) include applicable control measures from the AQP, (3) not disrupt or hinder implementation of any AQP control measures, and (4) the plan's projected VMT increase must be less than or equal to its projected population growth.

With regard to the primary goals of the AQP, it was determined that because of the BAAQMD's recommended significance thresholds and that the San Francisco Bay Area Air Basin (SFBAAB) is currently in nonattainment for particulate matter standards, individual development projects facilitated by the Housing Element Update would be considered to have potentially significant site-specific or project-specific impacts related to the generation of fugitive dust during construction activities if they do not implement Best Management Practices (BMPs) targeting dust control and sediment migration. Therefore, MM AIR-1a, which would require individual development projects to employ dust control measures recommended by the BAAQMD during construction, would ensure that all future development projects facilitated by the Housing Element Update would not result in potentially significant impacts related to construction fugitive dust and contribute to the region's current nonattainment status for PM. Furthermore, for project sites that would be located within siting distances recommended by the BAAQMD and the California Air Resources Board (ARB), currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City as the lead agency, MM AIR-1b would be required. For these project sites, MM AIR-1b requires that a site-specific Health Risk Assessment (HRA) be conducted and mitigation be developed to reduce any identified significant health risk to sensitive receptors to less than significant levels.

Applicable Control Measures from the AQP

With regard to applicable control measures, it was determined, as outlined in Table 3.2-7 of Page 3.2-41 through 3.2-49 of the Housing Element Update FEIR, that the Housing Element Update includes the applicable control measures from the AQP. The General Plan, which the Housing Element Update

constitutes an update to, and the Municipal Code include policies and requirements that incorporate and implement the control measures included in the 2017 Clean Air Plan. As such, the Housing Element Update would be consistent with the 2017 Clean Air Plan.

Hinder Implementation of AQP Control Measures

With regard to disruption or hinderance of the implementation of any AQP control measures, the Housing Element Update FEIR indicated that the Housing Element Update incorporates policies that are consistent with the control measures included in the 2017 Clean Air Plan. The Housing Element Update does not include any components that would disrupt or hinder implementation of any control measures, nor would the Housing Element Update inhibit the General Plan's policies that support the implementation of AQP control measures.

Vehicle Miles Traveled Per Capita

With regard to an increase in VMT, the Housing Element Update FEIR determined that implementation of the Housing Element Update would result in a population growth which outpaces forecasted VMT growth, and the Housing Element Update would not be considered to exceed BAAQMD-approved significance thresholds or conflict with or obstruct implementation of the AQP.

In conclusion, overall development facilitated by the Housing Element Update would be consistent with the 2017 Clean Air Plan with the implementation of MM AIR-1a and -1b, and impacts would be less than significant after mitigation.

Proposed Project Analysis and Conclusion

The BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), implements specific plans to meet the applicable federal and State laws, regulations, and programs. The most recent and comprehensive plan is the Bay Area 2017 Clean Air Plan.[3] The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce greenhouse gas (GHG) emissions and protect the climate. The BAAQMD has also recently updated its CEQA Guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by

[3] Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan.

local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The 2017 Clean Air Plan, adopted by BAAQMD in April 2017, includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the Clean Air Plan. The Housing Element Update FEIR includes mitigation measures that would ensure that certain Clean Air Plan measures are properly implemented so that some projects developed under the Housing Element Update would not have significant air quality impacts.

MM AIR-1 would reduce construction period emissions by requiring individual projects to incorporate Basic Construction Mitigation Measures recommended by BAAQMD or additional construction mitigation measures if the BAAQMD Thresholds of Significance are exceeded. MM AIR-2 would be required to ensure that future development would result in less than significant impacts related to exposing sensitive receptors to substantial pollutant concentrations.

The proposed project is consistent with the Housing Element Update FEIR and, therefore, would not conflict with the latest Clean Air planning efforts. Additionally, the proposed project would have construction and operational emissions below the BAAQMD thresholds as demonstrated below.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Cumulative Criteria Pollutant Emissions Impacts

Would the project: *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development facilitated by the Housing Element Update would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. As the SFBAAB is currently designated as a nonattainment area for particulate matter, and considering that the BAAQMD's recommended significance threshold for construction fugitive

dust is binary—meaning if a project includes dust control BMPs then construction fugitive dust emissions would be less than significant, but if a project does not explicitly include dust control BMPs then construction fugitive dust emissions would be potentially significant—MM AIR-1a would be required to ensure that individual development projects facilitated by the Housing Element Update would result in less than significant construction fugitive dust impacts. As previously discussed in Impact III(a), by complying with the AQP and implementation of MM AIR-1a and -1b, operational related criteria pollutant emissions would not have an adverse effect on air quality.

Therefore, the Housing Element Update FEIR concluded that, with the implementation of MM AIR-1a and 1b, a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard would not occur and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The Bay Area is considered a nonattainment area for ground level ozone (O_3) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) under both the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The area is also considered nonattainment for particulate matter less than 10 microns in diameter (PM_{10}) under the CAAQS, but not the NAAQS. The area has attained both State and federal ambient air quality standards for carbon monoxide (CO). As part of an effort to attain and maintain ambient air quality standards for O_3, $PM_{2.5}$ and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. The O_3 precursor pollutant thresholds are for reactive organic gases (ROG) and nitrogen oxides (NO_x), while PM_{10} and $PM_{2.5}$ have specific thresholds. The thresholds apply to both construction period emissions and operational period emissions.

Summary of Computed Construction Period Emissions

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions and dividing those emissions by the number of active workdays during that year. Table 1 shows the annualized average daily construction emissions of ROG, nitrogen oxides (NO_X), PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the proposed project. As indicated in Table 1, predicted annualized project construction emissions would not exceed the BAAQMD significance thresholds during any year of construction.

Table 1: Construction Period Emissions

Year	ROG	NO_X	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Total (tons)				
2025–2030*	1.36	9.62	0.33	0.31
Average Daily Construction Emissions (pounds/day)				
2025–2030* (1,330 construction workdays)	2.05	14.47	0.50	0.46
BAAQMD Thresholds (pounds per day)	54 lbs/day	54 lbs/day	82 lbs/day	54 lbs/day
Exceeds Threshold?	No	No	No	No

Notes:
BAAQMD = Bay Area Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
ROG = reactive organic gases
lbs = pounds
*Includes 2 months of 2030.
Source: Appendix B

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site deposit mud on local streets, which is an additional source of airborne dust after it dries. BAAQMD recommends all projects include a "basic" set of BMPs to manage fugitive dust and considers impacts from dust (i.e., fugitive PM_{10} and $PM_{2.5}$) to be less than significant if BMPs are implemented to reduce these emissions. The Housing Element Update FEIR MM AIR-1a requires implementation of BAAQMD recommended BMPs. With implementation of MM AIR-1a, construction impacts would be less than significant.

Summary of Computed Operational Period Emissions

Long-term operational emissions would be generated by daily operations. Operational emissions would include area, energy, and mobile sources. Area sources would include emissions from architectural coatings, consumer products, and landscape equipment. Mobile sources include exhaust and road dust emissions from automobiles that would drive to and from the

project site. Pollutants of concern include ROG, NO_x, total PM_{10}, and total $PM_{2.5}$.

The daily emissions were calculated assuming 365 days of operation. Table 2 shows average daily emissions of ROG, NO_x, total PM_{10}, and total $PM_{2.5}$ during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds. Operation impacts would be less than significant.

Table 2: Operational Period Emissions

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
2030 Project Operational Emissions (tons/year)	5.98	2.18	3.55	0.92
BAAQMD Thresholds (tons /year)	**10 tons**	**10 tons**	**15 tons**	**10 tons**
Exceed Thresholds?	**No**	**No**	**No**	**No**
Total (lb./day)	32.75	11.96	19.77	5.33
BAAQMD Thresholds (lb./day)	**54 lb.**	**54 lb.**	**82 lb.**	**54 lb.**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
BAAQMD = Bay Area Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
ROG = reactive organic gases
Assumes 365-day operation.
Source: Appendix B

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Sensitive Receptors Exposure to Toxic Air Contaminant Concentrations

Would the project: *Expose sensitive receptors to substantial pollutant concentrations?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could expose sensitive receptors to substantial pollutant concentrations.

Within the SFBAAB, localized risks are primarily associated with exposure to toxic air contaminants (TACs) and $PM_{2.5}$ emissions. Although it is not anticipated that development consistent with the Housing Element Update would include any new, large stationary sources of emissions, it would result in new sensitive receptors (primarily residential receptors) near existing sources of emissions. The BAAQMD Guidelines recommend a Community Risk Reduction Plan (CRRP) that would bring TAC and $PM_{2.5}$ concentrations in the SFBAAB down to acceptable levels as identified by the local jurisdiction and approved by BAAQMD.

Plan Land Use Diagram Special Overlay Zones

The Housing Element Update FEIR concluded that, consistent with BAAQMD's CEQA Air Quality Guidelines, the Housing Element Update would not result in a significant community risk and hazard impact if the land use diagram identifies special overlay zones around existing and planned sources of TACs and $PM_{2.5}$, including special overlay zones of at least 500 feet on each side of all freeways and high-volume roadways, and the plan identifies goals, policies, and objectives to minimize potentially adverse impacts. Compliance with goals, policies, and programs included as part of the General Plan would ensure these zones and overlays are implemented. For potential sites for rezoning that would be located within siting distances recommended by the BAAQMD and ARB, currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City as the lead agency, MM AIR-1b is required, which would require the preparation of a site-specific HRA and to mitigate potential risk to potential new sensitive receptors to less than significant levels. Furthermore, future development projects consistent with the Housing Element Update would need to demonstrate compliance with the strategies included in the CAP 2.0, including measures that have air quality benefits, such as sustainable design, energy conservation, and strategies to reduce VMT.

Goals, Policies, and Objectives for Reducing Impacts

A proposed plan must identify goals, policies, and objectives to minimize potential impacts and create overlay zones around sources of TACs, $PM_{2.5}$, and hazards to be considered to result in less than significant impacts related to exposing sensitive receptors to substantial pollutant concentrations. The General Plan (which would include the Housing Element Update, once adopted) contains several policies and programs that aim to reduce the potential growth of vehicle use through encouraging the use of alternative

modes of transportation, monitoring and improving existing sources of TACs throughout the City and reducing overall health impacts related to air quality in general.

Furthermore, for project sites that would be located within siting distances recommended by the BAAQMD and ARB, currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City of Pleasanton as the lead agency, MM AIR-1b requires the preparation of a site-specific HRA and to mitigate potential risk to potential new sensitive receptors to less than significant levels. Adherence to the policies and programs of the General Plan would ensure compliance with existing BAAQMD policies to ensure the reduction of sensitive receptor exposure to TACs. The Housing Element Update FEIR concluded that with the implementation of MM AIR-1b, sensitive receptors would not be exposed to substantial pollutant concentrations, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Project impacts related to increased health risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. The proposed project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions).

Housing Element Update FEIR MM AIR-1b addresses exposure of sensitive receptors to TACs and air pollution. Under this mitigation measure, projects that may result in TAC emissions within 1,000 feet of sensitive receptors are required to prepare an HRA. Based on the results of the HRA, the proposed project may be required to identify and implement measures (such as air filtration systems) to reduce potential exposure to PM, CO, diesel fumes, and other potential health hazards. Measures identified in the HRA are to be included into the site development plan as a component of a proposed project.

There are existing sensitive receptors, including residences and a school, within 1,000 feet of the project site, and project construction activity would generate dust and equipment exhaust that could affect nearby sensitive receptors. The project would not include stationary sources of air pollutants or TACs, but traffic generated by the project would consist of mostly light-duty

gasoline-powered vehicles, which would produce low levels of TAC and air pollutant emissions in the local area.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs was assessed in terms of the cumulative risk which includes the project contribution, as well as the risk to the new sensitive receptors introduced by the project.

Health Risk from Project Construction

The primary health risk impact issues associated with construction projects are cancer risks associated with diesel exhaust (i.e., diesel particulate matter [DPM]), which is a known TAC, and exposure to high ambient concentrations of dust (i.e., $PM_{2.5}$). DPM poses both a potential health and nuisance impact to nearby receptors. An HRA of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$. This assessment included dispersion modeling to predict the off-site concentrations resulting from project construction so that lifetime cancer risks and non-cancer health effects could be estimated.

Summary of Construction Health Risk Impacts

The maximum increased cancer risks were calculated using the modeled TAC concentrations combined with BAAQMD CEQA guidance for age sensitivity factors and exposure parameters. Age sensitivity factors reflect the greater sensitivity of infants and small children to cancer-causing TACs. Third trimester, infant, child, and adult exposures were assumed to occur at all residences during the entire construction period.

Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated. The maximum modeled annual $PM_{2.5}$ concentration was calculated based on combined exhaust and fugitive dust concentrations. The maximum computed hazard index (HI) value was based on the ratio of the maximum DPM concentration modeled and the chronic inhalation DPM Reference Exposure Level (REL) of 5 micrograms per cubic meter ($\mu g/m^3$).

The modeled maximum annual DPM and $PM_{2.5}$ concentrations were identified at nearby sensitive receptors to find the Maximally Exposed Individual Resident (MEIR). Results of this assessment indicated that the construction MEIR was located at a residence near the northwestern border

of the proposed project site. The location of the MEIR and nearby sensitive receptors are shown in Appendix B. Table 3 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and HI for project-related construction activities at the MEIR.

Health Risks from Project Operation

Project Traffic

Diesel powered vehicles are the primary concern with local traffic-generated TAC impacts. Per BAAQMD recommended risks and methodology, a road with less than 10,000 total vehicles per day is considered a low-impact source of TACs. The proposed project would generate 3,688 daily trips. The project traffic would be dispersed onto the roadway system with a majority of the trips being from light-duty vehicles (i.e., passenger automobiles). Projects with the potential to cause or contribute to increased cancer risk from traffic include those that have high numbers of diesel powered on-road trucks or use off-road diesel equipment on-site, such as warehouse distribution centers, quarries, or manufacturing facilities, and may potentially expose existing or future planned receptors to substantial cancer risk levels and/or health hazards. This is not a project of concern for mobile sources. Therefore, emissions from project traffic are considered negligible and not included within this analysis.

Summary of Project-Related Health Risks at the Off-site Project MEIR

The HRA was conducted utilizing the ARB's Hot Spots Analysis and Reporting Program Version 2 (HARP2) to automatically calculate risks for the project using the California Office of Environmental Health Hazard Assessment's (OEHHA's) promulgated cancer potency and REL. HARP2 is the recommended model for calculating and presenting HRA results because it follows the BAAQMD's risk assessment guidance methodology and is consistent with the BAAQMD Regulation 2-5. The American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) was run with project emission rates to directly calculate potential DPM and $PM_{2.5}$ concentrations, and the Health Risk Assessment Stand-alone Tool (RAST) version of HARP2 was also used.

The HRA intake methodology addresses children's greater sensitivity and health impacts from early exposure to carcinogenic compounds. The chemical intake or dose describing the frequency and duration of the exposure is estimated using receptor's breathing rates, exposure duration, and exposure frequency. The calculations include the use of age-specific weighting factors, breathing rates, fraction of time at home, and reduced

exposure durations. The project MEIR is identified as the sensitive receptor that is most impacted by the proposed project's construction. In identifying the MEIR, the HRA also considered future potential residential receptors for a proposed project to the east that is also within the proposed project site's 1,000-foot zone of influence. It conservatively assumed that these new residences at Arroyo Lago would be constructed and occupied prior to the proposed project's construction, which represents the most conservative case.

Summary of Project-related Health Risks at the Off-site Project MEIW

Cancer risk and the chronic HI was calculated for the off-site Maximally Exposed Individual Worker (MEIW) based on the maximum DPM concentration at identified off-site receptors. 8-hour breathing rates for moderate intensity activities of 230 liters per kilogram for 8 hours (L/kg per 8 hours) (applicable to 16–70-year-old adults) were used to calculate the daily dose via the inhalation route to the worker. The analysis assumes a start age of 16 years and an exposure duration equivalent to the construction duration of 5.1 years.

Since the construction emissions were modeled as a non-continuous source, the worker adjustment factor was used to adjust for the proper exposure concentration. When modeling a non-continuously emitting source (e.g., operating for 8 hours per day and 5 days per week), the modeled long-term average concentrations are based on 24 hours a day and 7 days per week for the period of the meteorological data set. Even though the emitting source is modeled using a non-continuous emissions schedule, the long-term concentration is still based on 24 hours a day and 7 days per week. Thus, this concentration includes the zero hours when the source was not operating.

The worker adjustment factor (WAF) is used to determine the long-term concentration the worker is breathing during their work shift. Therefore, the long-term concentration is adjusted so it is based only on the hours when the worker is present. For this proposed project, assuming the emitting source and worker's schedules are the same, the adjustment factor is 4.2 = (24 hours per day/8 hours per shift) x (7 days in a week/5 days in a work week).

HARP2 provides for the specification of the WAF for worker cancer risk assessments, and this was entered as 4.2 to make this adjustment.

Summary of Project-Related Health Risks to Students

Student cancer risk and chronic hazards were determined for the Montessori School of Pleasanton (within 1,000 feet of the proposed project site). The

student risk calculations utilized a starting exposure age appropriate to the youngest preschool students (18 months) in attendance and a project-specific exposure construction duration of 5.1 years.

Cancer risks utilized the 95th percentile 8-hour breathing rates for moderate activity specific to this age range. These breathing rates are documented in Table 5.8 of the OEHHA 2015 guideline document. For ages 0–2 the assessment utilizes a breathing rate of 1200 (L/kg per 8 hours) and for ages 2–9 years the breathing rate is 640 (L/kg per 8 hours).

Similar to the worker scenario, student exposures occur only when the non-continuous construction sources are emitting and thus students similarly inhale air with concentrations that are higher than AERMOD predicted long-term average concentrations. Therefore, the Worker (or Student) Adjustment Factor of 4.2 is also applied to the AERMOD predicted annual concentrations for the evaluation of student cancer risk.

Table 3 shows the cancer risk, $PM_{2.5}$ concentrations, and HI risks at the MEIR, the MEIW, and at the school (student risk). Chronic RELs are used to assess not only residential health impacts but also worker and student health impacts. Potential chronic non-cancer health impacts use the long-term annual average concentration regardless of the emitting facility's schedule. As per the OEHHA guidance, no adjustment factors were used to adjust this concentration for workers or students. As shown in Table 3, the unmitigated cancer risk, annual $PM_{2.5}$ concentration, and HI from construction and operational activities at the MEIR, MEIW, and Student location would not exceed the BAAQMD single source significance thresholds. In this case, additional measures are not required under Housing Element Update FEIR MM AIR-1b to reduce impacts below the thresholds.

Table 3: Construction Risk Impacts of the Off-site MEIR, MEIW, or Student Locations

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
MEIR Project Construction Unmitigated	4.6	0.01	0.00
MEIW Project Construction Unmitigated	1.2	0.02	0.00
Student Project Construction Unmitigated	4.7	0.01	0.00
BAAQMD Single Source Threshold	**10.0**	**0.3**	**1.0**
Exceeds Threshold?	**No**	**No**	**No**

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Notes: $\mu g/m^3$ = micrograms per cubic meter BAAQMD = Bay Area Air Quality Management District MEIR = Maximally Exposed Individual Resident MEIW = Maximally Exposed Individual Worker $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter			

Cumulative Health Risks of all TAC Sources at the Off-site Project MEIR

Cumulative health risk assessments look at all substantial sources of TACs located within 1,000 feet of a project site (i.e., influence area) that can affect sensitive receptors. These sources include rail lines, freeways or highways, busy surface streets, and stationary sources identified by BAAQMD.

A review of BAAQMD's stationary source Geographic Information Systems (GIS) map tool identified six existing stationary sources of TACs with the potential to affect the project MEIR. Appendix B shows the location of the sources. Cumulative health risk impacts from these sources upon the MEIR are reported in Table 4.

Summary of Cumulative Health Risk Impact at Construction MEIR

Table 4 reports the cumulative community risk impacts at the sensitive receptors most affected by construction (i.e., the MEIR) from project construction, and nearby roads, rail lines and stationary sources. The project would not have an exceedance with respect to health risk caused by project construction activities since the cancer risk, annual $PM_{2.5}$ concentration, and HI do not exceed the BAAQMD single source and cumulative-source thresholds. Therefore, the impacts would be less than significant.

Table 4: Impacts from Combined Sources at Project MEIR

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Cumulative Impacts			
MEIR Project Construction Unmitigated	2.57	0.03	0.00
Roadways	6.37	0.27	0.03
Railroad and Railyards	0.96	0.00	0.00
Facility ID: 14553, Generator	0.06	0.00	0.00

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Facility ID: 23992, No data	57.97	0.46	0.13
Facility ID: 107767, Gas Station	0.12	0.00	0.00
Facility ID: 108344, Gas Station	0.25	0.00	0.00
Facility ID: 111031, Gas Station	0.00	0.00	0.00
Facility ID: 111346, Gas Station	0.29	0.00	0.00
TOTAL	**68.59**	**0.76**	**0.16**
BAAQMD Cumulative Source Threshold	**100**	**0.8**	**10.0**
Exceeds Threshold? Unmitigated	**No**	**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
BAAQMD = Bay Area Air Quality Management District
MEIR = Maximally Exposed Individual Receptor
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
The health risks were calculated from each source to the MEIR using appropriate decay factors and distance multipliers provided by BAAQMD.

Summary of Cumulative Health Risks at the Project Site

Health risk impacts from the existing TAC sources upon the project site are reported in Table 5. The risks from the TAC sources are compared against the BAAQMD cumulative threshold. To conduct this analysis, 27 receptor points were placed at points across the proposed project site. The individual and cumulative health risks from roadways, rail lines and railyards, and stationary sources within 1,000 feet of the proposed project site were assessed at each receptor point. The maximum exposed on-site receptor is shown in Table 5 (including distance adjustment factors). As shown, the potential health risks exceed the cumulative-source thresholds without mitigation. Additional measures to reduce exposure to TACs and air pollutants under Housing Element Update FEIR MM AIR-1b are required and would be implemented. As shown in Table 5, after implementation of MM AIR-1b (which includes Minimum Efficiency Reporting Values [MERV] filtration), the cumulative impacts would be less than significant.

Table 5: Impacts from Nearby Sources to the Maximum Exposed Project Site Receptor

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Cumulative Total (Unmitigated)	177.2	1.5	0.4

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
BAAQMD Cumulative Threshold	**100.0**	**0.8**	**10.0**
Exceeds Thresholds?	**Yes**	**Yes**	**No**
Cumulative Total (Mitigated)[1]	68.5	0.57	0.16
BAAQMD Cumulative Threshold	**100.0**	**0.8**	**10.0**
Exceeds Thresholds?	**No**	**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
BAAQMD = Bay Area Air Quality Management District
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
1 Mitigation includes the incorporation of MERV 13 filtration. Assumes 62 percent effectiveness at reducing PM_{10} and $PM_{2.5}$.
Source: Appendix B

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Objectionable Odors Exposure

Would the project: *Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Housing Element Update would facilitate future development of sensitive receptors within the identified screening distances of existing odor sources such as the Dublin San Ramon Wastewater Treatment Plant, the Pleasanton Garbage Service Transfer Station, various coffee roasters, and Vulcan Materials. Vulcan Materials is located approximately 1.5 miles east of Sites 21 (Kiewit) and 20 (Boulder Court) and 1 mile north of Site 27 (PUSD-Vineyard).

The Housing Element Update FEIR concluded that compliance with applicable regulations in the General Plan and applicable BAAQMD rules and regulations would minimize odor emissions from adversely affecting a substantial number of people within the City and impacts would be less than significant.

Proposed Project Analysis and Conclusion

As stated in the BAAQMD 2022 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard. The ability to detect odors varies considerably among the population and is subjective. The BAAQMD does not have a recommended odor threshold for construction activities. However, the BAAQMD recommends operational screening criteria based on the distance between receptors and types of sources known to generate odors.

The type of uses that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of DPM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

As stated, land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not be considered an odor generator as identified above. Therefore, the proposed project would not be a generator of objectionable odors during operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints but are known to have temporary and less concentrated odors. In summary, the proposed project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions.

The proposed project is not anticipated to generate objectionable odors that may affect nearby sensitive receptors. Therefore, this impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Air Quality, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM AIR-1a and MM AIR-1b from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM AIR-1a Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development or designee. Air quality construction measures shall include (1) Basic Construction Mitigation Measures, as approved by the Bay Area Air Quality Management District (BAAQMD) in 2017, or the then currently adopted guidelines and, (2) where construction-related emissions would exceed the applicable thresholds as

demonstrated by a qualified consultant documented pursuant to methodologies considered acceptable at that time, Additional Construction Mitigation Measures, as recommended by the BAAQMD, shall be implemented to reduce emissions to acceptable levels. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction and for access roads, parking areas, and staging areas at construction sites.

MM AIR-1b The following measures pertain to project sites where residences would be located within distances where the Bay Area Air Quality Management District (BAAQMD) or the California Air Resources Board (ARB) recommends not siting residential uses due to exposures to toxic air contaminants (TACs). For example, the current 2005 ARB Land Use Book recommends that agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Indoor Air Quality: In accordance with the recommendations of the BAAQMD, appropriate measures (refer to Section 5 of the BAAQMD CEQA Guidelines) shall be incorporated into building design in order to reduce the potential health risk due to exposure of sensitive receptors to TACs, including, but not limited to:

(a) Locate sensitive receptors as far as possible within each project site from any freeways, major roadways or other non-permitted TAC sources (e.g., loading docks, parking lots);
(b) Incorporate tiered plantings of trees (such as redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and sensitive receptors;
(c) Install, operate and maintain in good working order a central heating ventilation and air conditioning (HVAC) system or other air take system in the building, or in each residential unit, that meets or exceeds an efficiency standard of Minimum Efficiency Reporting Values (MERV) 13, including the following features: installation of high-

efficiency filter and /or carbon filter to filter particulates and other chemical matter from the building (either high-efficiency particulate air [HEPA] filters or ASHRAE 85 percent supply filters);

(d) Retain a qualified HVAC consultant or Home Energy Rating System (HERS) rater during the design phase of the project to locate air ventilation and the HVAC system intakes based on exposure modeling from pollutant sources;

(e) Install indoor air quality monitoring in buildings; and

(f) Applicants shall maintain ensure that HVAC systems and air ventilation systems are maintained, repaired, or replaced on an ongoing and as-needed basis. If the project includes for-sale units, then the applicant shall prepare two operation and maintenance manuals for the HVAC systems and the filters: one manual shall be included in the recorded Conditions Covenants and Restrictions (CC&Rs) that shall be recorded, and the manual shall be distributed to building maintenance staff; the other manual shall be written for homeowners' with operating instructions and maintenance and replacement schedule for the HVAC system and filters, and that manual shall be distributed to owners.

Project applicants shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with BAAQMD requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a grading permit, or issuance of a building permit, whichever is sooner. The HRA shall be submitted to the Community Development Department for review and approval.

For individual projects, the HRA shall be completed and identify recommendations in order to reduce exposure to TACs below BAAQMD Thresholds of Significance, if any, in the HRA shall be incorporated into design and construction documents as Conditions of Approval prior to issuance of grading permit or building permit, whichever is sooner.

Outdoor Air Quality: Individual and common exterior open space, including playgrounds, patios, and decks, shall either be

shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

Mitigation Measures for the Proposed Project

Implement MM AIR-1a and MM AIR-1b.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
IV. Biological Resources *Would the project:*					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant with mitigation incorporated	No	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or	Less than significant impact with	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	mitigation incorporated				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact	No	No	No	No
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?	No impact	No	No	No	No

a) Special-status Species

Would the project: *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR states that 19 special-status plant species and 29 special-status wildlife species have been historically recorded within approximately 5 miles of the rezoned housing sites. The habitats required for these special-status species typically include chaparral, serpentinite soils, riparian woodland, marshes, and/or swamps. However, the rezoned housing sites do not generally contain habitat that would support special-status species. The Housing Element Update indicated the likelihood of encountering special-status species on the rezoned housing sites is low given the built-out nature of the project vicinity. Significant impacts on special-status plant species associated with individual subsequent projects consistent

with the Housing Element Update could include the direct loss of individual plants and of habitat areas associated with these special-status plant species. However, several of the sites, including Site 21 (Kiewit), are not built out. Wildlife species adapted to urban environments, such as birds and bats, may find suitable nesting habitat in urbanized areas within buildings and other human-made structures where most of the rezoning is proposed.

Indirect impacts to special-status plant species could include habitat degradation due to potential impacts to water quantity and quality. Subsequent development consistent with the Housing Element Update could result in indirect/indirect loss or indirect disturbance of special-status plant or animal species or their habitats.

The General Plan includes policies and programs specifically designed to address potential impacts on special-status species. Chapter 7, Conservation and Open Space Element of the General Plan contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policy 1 requires the preservation and enhancement of natural wildlife habitats and wildlife corridors.
- Program 1.1 requires the completion of a comprehensive study of the ecosystems and habitat areas within the Planning Area.
- Program 1.2 requires the identification of land within the Planning Area which could be reclaimed as viable wildlife habitat, study methods to re-establish viable plant and animal communities in these areas and development of standards to accomplish habitat reclamation to ensure the protection and use of wildlife corridors.
- Program 1.5 requires investigation of existing incentive programs that encourage property owners to cooperate in the preservation and restoration.
- Program 1.6 requires the analysis of potential impacts on wildlife populations and habitats before developing projects, using the CEQA process or other processes, as relevant. of wildlife habitat.

The United States Fish and Wildlife Service (USFWS) generally requires a permit under Section 10 of the Endangered Species Act for incidental take of federally listed species from development activities. The California Department of Fish and Wildlife (CDFW) generally requires a California Endangered Species Act (CESA) Section 2081(b) permit for incidental take of

State-listed species from development activities. Compliance with the federal and State endangered species acts, as well as implementation of the General Plan and specific plan goals, policies, and programs discussed previously would reduce potential direct and indirect impacts on special-status species within the rezoned housing sites. Additionally, special-status species receive protection from various federal and State laws and regulations, including the Endangered Species Act and ESA) Nonetheless, the potential for impacts to special-status species, migratory birds, or nesting birds remains potentially significant, requiring implementation of MM BIO-1, which requires a qualified Biologist to prepare a project-specific Biological Resources Analysis prior to the issuance of grading permits.

The Housing Element Update FEIR concluded that with regulatory compliance and implementation of MM BIO-1, development consistent with the Housing Element Update would not result in significant adverse effects to special-status species and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The approximately 51.37-acre site is one of the sites within the City of Pleasanton Planning Area (Planning Area), which includes the land within the City limits, SOI, and Urban Growth Boundary (UGB), that is currently not built out. In compliance with Housing Element Update FEIR MM BIO-1, FirstCarbon Solutions (FCS) conducted a field survey in April 2024 and associated literature review, to provide a project-specific Biological Resources Analysis (BRA). Additional supporting reports can be found in Appendix C.

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. The Housing Element Update FEIR found that the Planning Area is currently disturbed, semi-developed, and used for storage of construction equipment. The proposed project would construct a total of 412 dwelling units and 57 JADUs with associated off-site improvements (Exhibit 5).

As noted above, with adherence to Housing Element Update FEIR MM BIO-1, a project-specific BRA was conducted by FCS, to determine the likelihood of special-status species on-site. Findings from the reconnaissance surveys are summarized below.

- **General Biological Survey**: FCS Biologists Hannah Carney and Jeremy Reinhard conducted a general biological field survey of species habitat within the project site on April 24, 2024. The purpose of the habitat survey was to evaluate plant and wildlife habitats and the potential for any protected species to occur on or adjacent to the site. The survey

consisted of walking the project site boundaries and adjacent areas. Findings of the general biological survey are incorporated into this analysis.

- **Arborist Report**: A Preliminary Arborist Report was prepared in December 2022 and updated in July 2024 by McNeil Arboriculture Consultants LLC (McNeil). This report includes all such trees on the project site or immediately adjacent to neighboring properties. The purpose of this report is to identify each of these trees, describe their condition, and provide probable impacts that would occur to them as a result of the proposed demolition and construction, as well as general measures for managing and reducing impacts to trees that would be preserved, to hold impact levels to those described. The updated 2024 Arborist Report can be found in Appendix C.

The project site is a semi-developed site comprised of developed and disturbed areas with supporting ruderal vegetation. Surrounding land uses include residential homes, industrial, and mixed-use developments. The project site was previously graded in 2002, creating infill mounds in the western portion of the site. Small areas of non-native annual grassland have since recolonized throughout the existing infill area. The majority of the project site continues to serve as a construction equipment storage yard. Because of the semi-developed nature and high levels of disturbance on the project site, land covers and vegetation types are limited to ruderal species within the project site. The vegetation present on-site mainly consists of non-native annual grassland and has little to no habitat value for special-status species. A summary of the existing land cover and vegetation present on-site is further discussed below.

Land Cover and Vegetation

The project site supports two habitat types, developed and non-native annual grassland. The habitat type and a description of the plant species present within the habitat type are provided below.

Developed

The majority of the project site consists of developed land. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. Developed areas are typically unvegetated or landscaped with a variety of ornamental (usually non-native) plants. The developed portions of the project site include the eastern portion of the site and compacted internal dirt roads. This

disturbed, developed area is used for storage of construction equipment. Indicators of previous grading and filling are present throughout the project site. Vegetation observed in this habitat includes a variety of ornamental species planted around the perimeter of the project site, including oleander (*Nerium oleander*) and coyote brush (*Baccharis pilularis*). Additional non-native species found on-site include field bindweed (*Convolvulus arvensis*), woolly clover (*Trifolium tomentosum*), brome (*Bromus spp.*), and wild oat (*Avena fatua*).

Non-native Annual Grassland

The western portion of the project site is dominated by non-native annual grassland habitat. Much of this vegetative cover was present on highly disturbed soils that have been graded and filled. Soils observed on-site mainly consisted of rocky infill and lacked distinct texture and visible horizons. Previous aerial imagery shows the project site fully graded in 2002. Dominant vegetation observed within this habitat type includes invasive non-native wild oat, brome, black mustard (*Brassica nigra*), Italian thistle (*Carduus tenuiflorus*), geranium (*Geranium aequale*), jointed charlock (*Raphanus sativus*), square-stemmed vetch (*Vicia monantha*), and field bindweed.

Common Wildlife Species

Common wildlife species were observed in the developed and annual grassland portions of the site. A comprehensive list of avian species observed during the April 2024 field survey includes house finch (*Haemorhous mexicanus*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), barn swallow (*Hirundo rustica*), common raven (*Corvus corax*), turkey vulture (*Cathartes aura*), mourning dove (*Zenaida macroura*), Eurasian collared-dove (*Streptopelia decaocto*), California gull (*Larus californicus*), red-tailed hawk (*Buteo jamaicensis*), bushtit (*Psaltriparus minimus*), California towhee (*Melozone crissalis*), and Say's pheobe (*Sayornis saya*). Mammalian species observed during the field survey include black-tailed jackrabbit (*Lepus californicus*), as well as signs (tracks and scat) of raccoon (*Procyon lotor*) and coyote (*Canis latrans*).

Special-status Plant Species

Qualified FCS Biologists conducted a survey for sensitive biological resources, and also completed a review and analysis of relevant background publications and natural resource databases. Specifically, staff analyzed all entries of the CDFW California Natural Diversity Database (CNDDB), reviewed the special-status species and plant community observations database, the

USFWS, Information for Planning and Consultation (IPaC) system, and the California Native Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the *Livermore, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. All species information gathered through the database searches was evaluated and synthesized, and the relevant information is provided in the Special-status Species Occurrence Evaluation (Appendix C).

Of the 43 special-status plant species analyzed in the CNDDB/CNPS database review, no special-status plant species have the potential to occur on-site based on present habitat types and the long-term use of the site as a storage yard. The project site does not contain rhyolitic, sandy, or alkaline soils to support special-status plant species. There is no suitable habitat to support special-status plant species, such as coastal scrub, coastal prairie, closed-cone coniferous forest, North Coast coniferous forest, lower montane coniferous forest, chaparral, meadows, seeps, marshes, swamps, or vernal pools. A comprehensive list of special-status plant species with the potential to occur within and/or adjacent to the project site and their habitat types are referenced in Table 1: Special-status Plant Species Evaluation Table (Appendix C). No special-status species or suitable habitat were observed during the April 2024 field survey.

The analysis under the FEIR remains consistent with respect to the proposed project. A project-specific BRA has already been completed in compliance with the Housing Element Update FEIR MM BIO-1, and no special-status plants were observed or found to have the potential to occur. Accordingly, no impacts to special-status plant species would occur.

Special-status Wildlife Species

Qualified FCS Biologists conducted a survey for sensitive biological resources on the site in April 2024. Additionally, a review and analysis of relevant background publications and natural resource databases was conducted. Specifically, this included an analysis of all entries of the CDFW, USFWS, and IPaC system for the *Livermore, California*, USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. All species information gathered through the database searches was evaluated and synthesized, and the relevant information is provided in the Special-status Species Occurrence Evaluation (Appendix C).

Of the 40 special-status wildlife species analyzed in the CNDDB database review, seven species have the potential to occur on-site based on present habitat types and nearby CNDDB occurrences. A comprehensive list of special-status wildlife species with the potential to occur within and/or adjacent to the site and their habitat types are referenced in Table 2: Special-status Wildlife Species Evaluation Table (Appendix C). Special-status wildlife species with the potential to occur on-site are further discussed below.

Cooper's Hawk

Although there are no CNDDB occurrences of Cooper's hawk (*Accipiter cooperi*) within 5 miles of the project site, this species is known to inhabit suburban areas and could be found foraging and roosting within the area of the project. Because of the lack of riparian vegetation or live oak woodlands in the vicinity of the project site, it is unlikely that this species would nest on the project site. Approval of the proposed project would require adherence to federal and State regulations that protect nesting and migratory birds, including Cooper's hawk. In compliance with MM BIO-1 and as described in this analysis, the applicant shall hire a qualified Biologist to conduct pre-construction surveys and implement avoidance measures, if necessary (MM BIO-1). With adherence to project-specific recommendations, impacts to this species would be less than significant.

Sharp-shinned Hawk

Although there are no CNDDB occurrences of Sharp-shinned Hawk (*Accipiter striatus*) within 5 miles of the project site, this species is known to inhabit suburban areas and could be found foraging and roosting within the area of the project site. Because of the lack of riparian areas or bodies of water within 275 feet of the project's vicinity, it is unlikely that this species would nest on the project site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1), as well as compliance with federal and State regulations that protect nesting and migratory birds. This includes avoidance and minimization measures for special-status species, including Sharp-shinned Hawk. With adherence to project-specific recommendations, impacts to this species would be less than significant.

White-tailed Kite

The white-tailed kite (*Elanus leucurus*) may forage within the non-native annual grassland habitat on the project site. There are two CNDDB occurrences of white-tailed kite located within 5 miles of the project site. The nearest occurrence (#158) is located approximately 4 miles northwest of the project site near 12th Street and Cromwell Avenue in the City of Dublin. This occurrence is from 2009 in which two adults and two recently fledged young were observed at their nest tree. This occurrence is presumed extant. Because of the lack of any marshes, lakes, rivers, or ponds in the immediate vicinity, it is unlikely that this species would nest on the project site.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including white-tailed kite. With adherence to project-specific recommendations, impacts to this species would be less than significant.

California Horned Lark

There is one CNDDB occurrence of California horned lark (*Eremophila alpestris actia*) located within 5 miles of the project site. This occurrence (#26) is located approximately 4.97 miles to the north, east of Tassajara Road and north of I-580. This occurrence is from 1992, during which one breeding pair and several juveniles were observed in the Tassajara Valley. The species is presumed extant in the area of this occurrence.

While no individuals were observed during the April 2024 field survey, the non-native grassland and ruderal vegetation within the developed areas of the project site may provide marginal habitat for this species, and individuals utilizing the adjacent grassland to the north could disperse onto the project site. Therefore, it was determined that this species has potential, albeit low, to occur on-site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including California horned lark. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Prairie Falcon

There are two CNDDB occurrences of prairie falcon (*Falco mexicanus*) within 5 miles of the project site. The exact locations of these occurrences (#485 and #487) are obscured in the database, but they are both located in a 60-square-mile area that lies between 3.25 and 13.15 miles southeast of the project site. The species is presumed extant in the area of these occurrences.

Although the project site does not contain suitable cliffs for nesting, the adjacent grassland to the north could provide foraging habitat for this species, and individuals could be found dispersing onto the project site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including prairie falcon. With adherence to project-specific recommendations, impacts to this species would be less than significant.

American Peregrine Falcon

There are three CNDDB occurrences of American peregrine falcon (*Falco peregrinus anatum*) within 5 miles of the project site. The exact locations of these occurrences (#2, #36, and #43) are obscured in the database, but they are located in a 60-square-mile area that lies between 3.25 and 13.15 miles southeast of the project site. The species is presumed extant in the area of these occurrences.

Although the project site does not contain suitable cliffs or ledges for nesting, individuals foraging near the lakes to the north and east may disperse onto the project site, and the project site's cranes and other human-made structures provide perching habitat. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including American peregrine falcon. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Loggerhead Shrike

Although there are no CNDDB occurrences of loggerhead shrike (*Lanius ludovicianus*) within 5 miles of the project site, suitable habitat is present within the grassland to the north of the project site, and individuals utilizing this area may disperse onto the project site to forage. The project site does

not contain suitable dense shrubs and brush to provide nesting habitat for this species. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including loggerhead shrike. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Protected Functional Groups

Nesting Birds

No unique biological features are present on-site to support migratory and/or nesting birds. However, on-site and adjacent trees could provide marginally suitable nesting habitat for special-statutes bird species, as well as birds protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code Section 3503.5. Because of the lack of suitable habitat and high level of disturbance, the presence of special-status bird species would be considered low. Construction activities that occur during the nesting season (generally February 1 to August 31) could disturb special-status species. The MBTA and California Fish and Game Code protect native, special-status species that may reside on or adjacent to the project site.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes species-specific avoidance and minimization measures to migratory birds and nursery sites. Implementation of these conditions, including pre-construction surveys, would ensure that any potential biological resource impacts remain less than significant as described in the Housing Element Update FEIR.

Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Sensitive Natural Communities or Riparian Habitat and

Would the project: *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated the Planning Area is likely to contain sensitive communities (e.g., oak woodlands, wetlands, and riparian habitat). Based on the generalized habitats presented in Exhibit 3.3-1 of the Housing Element Update FEIR, Site 1 (Lester) may contain undisturbed oak woodland habitat, which is considered a sensitive natural community. Therefore, development consistent with the Housing Element Update could result in direct or indirect effects on riparian habitat and other sensitive communities due to project construction and operation. Chapter 7, Conservation and Open Space Element of the General Plan, contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policies 1 and 3 of Goal 2 call for the preservation and enhancement of natural wildlife habitats and wildlife corridors and preservation and enhancement of streambeds and channels in a natural state, respectively.
- Program 1.6 directs the analysis of impacts on wildlife populations and habitats prior to project development.

The Housing Element Update FEIR concluded future development consistent with the Housing Element Update would be required to comply with adopted State, federal, and local regulations for the protection of riparian habitat and other sensitive natural communities. It should be noted that some sensitive natural communities, such as wetlands or aquatic habitats, qualify as jurisdictional features. These sensitive habitats are regulated under the Clean Water Act (CWA); CDFW's Lake and Streambed Alteration Agreement (LSAA); and the General Plan's goals, policies, and programs (identified above) protecting riparian habitat and other sensitive natural communities.

Nonetheless, the potential for impacts to sensitive natural communities or riparian habitat remains potentially significant, requiring implementation of MM BIO-1, which requires a qualified Biologist prepare a project-specific BRA prior to the issuance of grading permits.

Implementation of these goals, policies, programs, requirements, and MM BIO-1 would reduce potential impacts to less than significant. Therefore, the Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would not result in significant adverse effects to riparian habitat or other sensitive natural communities, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. As discussed above, the project site supports two habitat types containing developed and non-native annual grassland (see descriptions above).

Based on the most recent site plan (Exhibit 5), the proposed project would result in permanent impacts of 9.2 acres on non-native annual grassland. However, no sensitive natural communities or riparian habitat were observed on-site during the April 2024 survey conducted by FCS. Therefore, development of the project site would not result in adverse effects related to sensitive natural communities or riparian habitat. The proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) State or Federally Protected Waters and Wetlands

Would the project: *Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that wetlands are found throughout the Planning Area and could be within the rezoned housing sites. Therefore, individual development projects consistent with the Housing Element Update could result in impacts to State and federally protected waters and wetlands.

Although subsequent projects may impact protected wetlands, the regulatory process that is established through Section 404 of the CWA would ensure that there is "no net loss" of protected wetlands. Section 401 of the CWA (33 United States Code [USC] § 1341) requires an applicant who is seeking a 404 permit to also obtain a water quality certification from the

Regional Water Quality Control Board (RWQCB), which must indicate that the proposed fill is consistent with the standards set forth by the State and confirm that any discharge into regulated wetlands comply with applicable water quality standards.

Compliance with these goals, policies, programs, and State and federal requirements would reduce impacts; however, the potential for impacts to State or federally protected waters and wetlands remains potentially significant. Accordingly, prior to the issuance of grading permits, a qualified Biologist/wetland regulatory specialist would conduct a site investigation and assessment for projects on sites where potentially jurisdictional wetlands or waterways are present. MM BIO-1 further requires that if a feature is found to be jurisdictional or potentially jurisdictional that the applicant would be required, prior to disturbance of the feature, to comply with the appropriate permitting process of each agency claiming jurisdiction.

The Housing Element Update FEIR concluded that with mandatory regulatory compliance and implementation of MM BIO-1, future development projects consistent with the Housing Element Update would have less than significant adverse effects related to federally protected wetlands, waters of the United States, or waters of the State.

Proposed Project Analysis and Conclusion

A general biological survey was performed by FCS in April 2024 to determine biological resources present on-site, including potential jurisdictional features. The proposed project site currently functions as a construction equipment storage yard. The project site does not contain State or federally protected wetlands or other waters. Therefore, development of the project site would not result in adverse effects related to federally protected wetlands, waters of the United States, or waters of the State. The proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Fish and Wildlife Movement Corridors

Would the project: *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 wildlife nursery sites?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated some of the rezoned housing sites may contain wildlife movement corridors. Therefore, future development consistent with the Housing Element Update could result in impacts to wildlife movement corridors or nursery sites and also has the potential to interfere with the movement of native resident migratory fish or wildlife species. Chapter 7, Conservation and Open Space Element of the General Plan contains policies (Policy 1) and programs (Programs 1.1, 1.2, 1.5, and 1.6) relevant to the rezoned housing sites (detailed above).

Future development consistent with the Housing Element Update would be required to comply with adopted State, federal, and local regulations for the protection of fish and wildlife movement corridors in addition to the goals, policies, and programs related to fish and wildlife movement corridors in the General Plan. Compliance with these goals, policies, programs, and State and federal requirements would reduce impacts; however, the potential for impacts to fish and wildlife movement corridors remains potentially significant, and would require the implementation of MM BIO-1, which requires that focused surveys be conducted to determine whether special-status species, nesting birds, or migratory birds occur on a given project site, and that potential impacts to special-status species be avoided and minimized. MM BIO-1 also requires that a site investigation and assessment be conducted for projects on sites where potentially jurisdictional wetlands or waterways are present, and compliance with the appropriate permitting process of each agency claiming jurisdiction prior to disturbance of the feature would also protect wildlife movement corridors.

Therefore, the Housing Element Update FEIR concluded that with mandatory regulatory compliance and implementation of MM BIO-1, future development consistent with the Housing Element Update would not result in significant adverse effects to wildlife corridors or native wildlife nursery sites, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, eliminate a plant or animal community, or substantially reduce the number or restrict the range of a species, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. According to CDFW's Areas of Conservation Emphasis, the project site is in an area with limited terrestrial connectivity opportunity and would not interfere substantially with the movement of any native

resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.[4] However, existing stored equipment and structures on-site may serve as a potential nesting location for birds.

Potential direct and indirect impacts could occur to resident and migratory species during project construction, which would render the project temporarily unsuitable for birds because of the noise, vibrations, and increased activity levels associated with various construction activities. These activities could potentially subject birds to risk of death or injury, and they would likely avoid using the area until such construction activities have dissipated or ceased. Relocation, in turn, could cause hunger or stress among individual birds by displacing them into adjacent territories belonging to other individuals.

Existing resident bird species, including killdeer, were observed on-site during the April 2024 survey. These species are known to nest in disturbed, gravelly areas. If project-related activities take place during the nesting season (February through August), pre-construction surveys would be required prior to grading and/or vegetation removal. If any bird listed under the MBTA or nursery site is found within or adjacent to the project site, an adequate buffer zone would be established to avoid potential impacts. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures to riparian habitat. Implementation of these conditions, including general avoidance and minimization measures, would ensure that any potential biological resource impacts remain less than significant as described in the Housing Element Update FEIR. Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Local Biological Resources Policies/Ordinances Consistency

Would the project: *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that Heritage Trees are located throughout the Planning Area and could be within the rezoned housing sites.

[4] California Department of Fish and Wildlife (CDFW). 2024. Areas of Conservation Emphasis. Website: https://apps.wildlife.ca.gov/ace/. Accessed May 6, 2024.

Therefore, development within the rezoned housing sites could impact Heritage Trees, resulting in conflicts with local policies or ordinances protecting biological resources. Chapter 7, Conservation and Open Space Element of the General Plan contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policy 2 requires the preservation of Heritage Trees.
- Program 2.1 strongly encourages preservation of Heritage Trees, and, where preservation is not feasible, the City would require tree replacement or a contribution to the Urban Forestry Fund.
- Program 2.2 requires adherence to the provisions of the City's Heritage Tree Ordinance, Pleasanton Municipal Code Chapter 17.16, Tree Preservation, when reviewing future development projects.

Future development consistent with the Housing Element Update would be subject to all applicable local policies and regulations related to the protection of biological resources (as described above), including the City's Tree Preservation Ordinance (Chapter 17.16 of the Municipal Code), which would protect Heritage Trees by requiring a permit for Heritage Tree removal. The City defines a Heritage Tree as any tree, regardless of species, with a trunk circumference of 55 inches or more; or that is 35 feet or more in height. Permitting the removal of a Heritage Tree requires a tree survey plan or tree report be prepared by a certified Arborist at the discretion of the City's Community Development Director. The Housing Element Update FEIR concluded that compliance with applicable goals, policies, programs, and State and federal requirements would reduce impacts to less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. Any future specific or individual development proposed would be required to demonstrate consistency with the City's Urban Forest Management Plan and Tree Preservation Ordinance (Chapter 17.16 of the Municipal Code). All proposed tree removals must be approved by the City and appropriate mitigation incorporated by a qualified Arborist.

According to the Preliminary Arborist Report prepared by McNeil in July 2024, the survey and corresponding report considered 68 trees, one of which is located within the project boundaries and the remaining 67 of which are located directly adjacent to the site boundaries. Fourteen of the trees are

considered Heritage Trees. At the time of this analysis, 52 trees are proposed to be removed as a part of project development. Ownership of the 67 trees immediately adjacent to the project site is unclear at this time. A full understanding of property line, easement, and right-of-way boundaries is required to determine tree ownership.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific biological assessment (MM BIO-1), including the 2024 Preliminary Arborist Report. These Conditions of Approval include avoidance and minimization measures to Heritage Trees (i.e., temporary protective fencing, tree protection zones, avoidance or critical root zones, mulching, etc.). Additionally, adherence to the City's Urban Forest Management Plan and Tree Preservation Ordinance would ensure that project implementation would not conflict with the City's local policies or ordinances. Potential biological resource impacts would remain less than significant as described in the Housing Element Update FEIR. Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Habitat/Natural Community Conservation Plan Consistency

Would the project: *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that none of the rezoned housing sites are within any Habitat Community Plan (HCP), natural community conservation plan, or other approved HCP.

All the rezoned housing sites are within the boundaries of the East Alameda County Conservation Strategy (EACCS); however, the EACCS is not considered an HCP. The EACCS is intended to provide guidance during the project planning and permitting process to ensure that impacts are offset in a biologically effective manner. Individual development projects would be required to comply with the EACCS, which would be confirmed during each project's approval process. As such, there would be no conflicts with any HCP or natural community conservation plan and the Housing Element Update FEIR concluded there would be no impact.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. The project site is not located within a habitat conservation or natural community conservation plan; therefore, development of the site as proposed would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Biological Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM BIO-1 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM BIO-1 Biological Resource Assessment

Prior to the approval of any site-specific entitlement, applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are determined to be present by a qualified Biologist, then the applicants or sponsors of projects shall retain a qualified Biologist and/or Wetland Regulatory Specialist to prepare a Biological Resource Assessment (BRA).

The BRA shall include a project-specific analysis of potential impacts on all biological resources, including impacts on special-status species and their habitat, migratory birds and other

protected nesting birds, roosting bats, rare plants, sensitive communities, protected waters and wetlands (analyze project-specific compliance with Clean Water Act [CWA], Porter-Cologne Water Quality Act, and Fish and Game Code, as applicable), wildlife corridors and nursery sites. The BRA shall develop and define prescriptive and site-specific measures reducing potential impacts to a less than significant level. These measures shall be included as Conditions of Approval for the project and be incorporated into building and grading permits issued for demolition and construction. If a water feature is found to be jurisdictional or potentially jurisdictional, the applicant shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the water feature.

The project applicant or sponsor shall ensure that, if development of habitat occupied by special-status species, migratory or nesting birds must occur as determined by a qualified Biologist and/or Wetland Regulatory Specialist, species impacts shall be avoided or minimized, and, if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants shall be fully compensated on a site. If on-site mitigation is not feasible in the City's or regulatory agency's discretion, it shall occur within the City of Pleasanton Planning Area whenever possible, with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified Biologist and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring; the time frame for the funding shall be detailed in the long-term management plan and monitoring program completed prior to disturbance of occupied habitat.

Mitigation Measures for the Proposed Project

Implement MM BIO-1.

Conditions of Approval

Housing Element Update FEIR MM BIO-1 has been partially satisfied via the preparation of the project-specific analysis prepared by FCS and included

herein. In accordance with the analysis, and to demonstrate full compliance with MM BIO-1 and goals, policies, and programs included as part of the General Plan, prior to the issuance of grading permits, the applicant shall submit proof of completion of the following actions:

COA BIO-1 Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found).

- Removal of trees shall be limited to the extent feasible to only those reasonably necessary to construct the proposed project as reflected in the relevant project approval documents.
- If the proposed project requires vegetation to be removed during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) in connection with the subject individual development phase to determine whether or not active nests are present.
- If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. (The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
- In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate), the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged.

COA BIO-2 Temporary Protective Fencing, Tree Protection Zones

To assure against intrusion into root zones by material storage or construction equipment, temporary protective fence will be required, and will be shown on the referenced drawing. This fencing will be intended to provide sufficient room for construction activity while protecting root zones and will define the Tree Protection Zone (TPZ). All such fencing will protect trees on neighboring properties.

There must be no disposal of waste or equipment washout that could drain off-site into the protected zone. The fencing should be minimum 5-foot chain-link securely fastened to the ground or on driven posts, to prevent casual displacement by site workers who may not understand its purpose. The location shown on the drawing should be reviewed on-site to the satisfaction of both the Arborist and the General Contractor or site supervisor.

Each fence section must have 8.5-by-11-inch plasticized signs fastened every 50 feet, reading, "THIS FENCE MAY BE MOVED ONLY WITH PERMISSION OF THE PROJECT ARBORIST." A template sign is attached to this report. Fencing to protect retained trees should be in place as shown before any grading, construction or other site work begins. Fencing should remain in place during the entire demolition, grading, or construction phases and should not be moved by any subcontractor for any reason, without approval of the Project Arborist.

Fencing to protect retained trees must be in place as shown before any demolition, grading, construction or other site work past layout begins. Fencing shall remain in place during the entire demolition, grading or construction phases and shall not be moved by any subcontractor for any reason, without approval of the Project Arborist.

COA BIO-3 Mulching Under Trees

Mulch is highly beneficial for trees being preserved. The ideal, and by far the most beneficial supplemental or replacement mulch for the trees, is chips from a tree service. This mulch can be a permanent feature of the landscape, and a maintained depth of four inches over as much of the rootzone as is

compatible is probably the single most effective measure that can be taken to assure health of the trees.

Mulch should gradually recede in depth from four inches to zero within three feet of the trunk, as to not place mulch directly against tree trunks. Decorative mulch may be used instead of the natural mulch, but is far less effective in maintaining tree health, and is typically much more expensive.

COA BIO-4 Valley Oak No. 581

The property owner shall discuss potential impacts to Valley Oak Number (No.) 581 and other trees immediately south of the property boundary with the Project Arborist.

To help assure safe retention of this tree, all grading and construction work within the Critical Root Zone (CRZ) shall be performed under Project Arborist supervision. Adhere to the following guidelines to further reduce root loss within the CRZ and overall impact to trees:

- Prior to grading in this area, an inspection trench shall be dug, either by hand or Airspade[5] at the furthest extent of excavation required for excavation and construction to expose roots critical for health and overall tree stability. The approximate locations of these trenches will be shown on the site map in green on future addenda to this report and will be finalized in-field by the Project Arborist.
- Any trenches that must remain open for over 24 hours during the dry season from April to October shall be covered with three layers of burlap and kept moist until trenches are backfilled.
- The Project Arborist shall be on-site to document the size, number, and location of roots impacted or removed from these trees.
- Roots up to two inches in diameter may be severed cleanly with a reciprocating saw just behind the face of soil.

[5] An Airspade is a specialized excavation tool that uses high-pressure air to break up and remove soil with minimal damage.

- The Project Arborist shall determine removal of roots larger than two inches in diameter, as these roots may be critical to overall tree health and stability.
- If roots must remain intact in this area, they shall be cleaned, coated with three to four inches of insulating foam sealant, such as Great Stuff Pro or equivalent, and capped with a PVC pipe sleeve.
- Brush the roots carefully prior to foam application to remove all loose soil and as much dust as possible. This will assist with bonding, to prevent the foam sleeve from slipping off during the concrete pour. Pour concrete with care to avoid dislodging the root protection.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
V. Cultural and Tribal Cultural Resources *Would the project:*					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	Less than significant impact	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant impact	No	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact	No	No	No	No
Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:					
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less than significant impact	No	No	No	No
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Less than significant impact	No	No	No	No

a-b) Historical Resources and Archaeological Resources

Would the project: a) *Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?*

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Summary of Housing Element Update FEIR

Historic Resources

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would result in additional development throughout the City. Many of the rezoned housing sites contain existing commercial or residential buildings, which could potentially be historic resources. Therefore, subsequent development consistent with the Housing Element Update could affect known historic resources or previously unidentified or undesignated resources.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code related to the protection of historical resources.

Individual development projects that propose to alter a building or structure greater than 45 years of age at the time an application is deemed complete would be required to undergo project-specific environmental review in compliance with CEQA Guidelines Section 15064.5 to determine whether the building or structure may be a historic resource and take appropriate action such as requiring additional site-specific or project-specific measures to reduce any potential impacts.

Therefore, the Housing Element Update FEIR concluded that compliance with applicable federal, State, and local laws would ensure that future development consistent with the Housing Element Update would not have the potential to eliminate important examples of major periods of California history or prehistory or cause a substantial adverse change in the significance of a designated historical resource, or otherwise result in significant adverse effects to historical resources, and impacts would be less than significant.

Archaeological Resources

As described in the General Plan, Conservation and Open Space Element, areas of Pleasanton have been surveyed for archaeological resources and several known archaeological resource sites are located within the City. According to a review of available records by the Northwest Information Center (NWIC), there are several recorded and reported prehistoric and historic archaeological sites in the City, and undiscovered archaeological sites could also exist within the rezoned housing sites. The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would result in additional development throughout the City and could, therefore, affect known archaeological resources or previously unidentified or undesignated archaeological resources.

Based on previous cultural resources surveys, it is anticipated that the valley portions of the City have a low sensitivity for prehistoric sites, except along drainages. However, the hills to the west and south, especially around springs and creeks, are anticipated to have a relatively high sensitivity for the presence of prehistoric sites.[6] Most of the rezoned housing sites are in the valley area, on parcels that have been previously disturbed with development.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, as well as goals, policies, and programs in the General Plan, along with the applicable regulations of the Municipal Code, would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. Consistent with the General Plan policies and programs, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts and ensure that impacts remain less than significant.

Proposed Project Analysis and Conclusion

A Phase I Cultural Resources Assessment (Phase I CRA) (Appendix D) was prepared for the proposed project by FCS on September 27, 2024.

In order to determine the presence or absence of historic and archaeological resources within the project site, a records search and literature review were conducted for the project site and a 0.5-mile radius on

[6] City of Pleasanton. 2011. City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Draft Supplemental Environmental Impact Report. September.

March 21, 2024, at the NWIC, located at Sonoma State University in Rohnert Park, California, in compliance with Program 5.1 of the General Plan. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, and historic maps and to evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

To identify additional historic properties or resources, the records search included the current inventories of the NRHP, the CRHR, the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CHPI) list, and the California Built Environment Resource Directory (BERD) for Alameda County.

The results of the records search indicate that four historic era resources and one pre-contact resource have been recorded within a 0.5-mile radius of the project site. None of these resources are located within the project site. In addition, 16 area-specific survey reports are on file with the NWIC for the project site and its 0.5-mile search radius; four reports partially address the project site. This indicates that the project site has partially been previously surveyed for cultural resources. The record search results and analysis can be found in Appendix D.

As described in the Phase I CRA, pedestrian surveys of the project site were completed on April 24, 2024, and August 7, 2024, by an FCS Senior Archaeologist.

Survey conditions were documented using digital photographs and field notes. During the survey, all areas of the exposed ground surface were examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics).

The pedestrian field survey produced positive results for the presence of potential historic era archaeological resources within the project boundaries. The southern corner of the property was the location of the Kaiser Sand and Gravel Company during the 1930s. All of the buildings and equipment relating to the mining operation have been demolished or removed; however, four cement building foundations and patches of the railroad ties

that served are present within the project boundaries. The foundations are over 50 years in age and had not been previously evaluated for significance as a potential historic resource at the local, State, or national level.

An FCS Senior Archaeologist recorded and assessed the remaining concrete building foundations and rail segments for potential significance. These features do not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR or NRHP.

No pre-contact or additional historic era archaeological resources were encountered over the course of the pedestrian survey. The buried site potential of the proposed project indicated that the project site is situated on Pleistocene-Holocene deposits that have a low to moderate potential to yield unanticipated buried cultural resources.

Based on the results of the NWIC records search, NAHC Sacred Lands File (SLF) search, pedestrian survey, and assessment of existing concrete foundations and rail segments, FCS considers the potential for the project to have an adverse effect on historic or pre-contact cultural resources to be moderate.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, along with the applicable regulations of the Municipal Code, would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. FCS identified project-specific requirements based on the results of the records search, geological review, and pedestrian survey. In compliance with General Plan Programs 5.1 and 5.2, FCS determined that archaeological and Tribal Cultural Resources (TCR) training for construction staff shall be required prior to the start of any ground-disturbing activities. Furthermore, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist, but full-time archaeological monitoring is not recommended at this time.

The proposed project would also be required to follow the City's standard condition of approval that all construction stop if cultural resources are uncovered during excavation. In this case, procedures for inadvertent discovery are required under federal, State, and local laws. Therefore, the

development of the site as proposed would not result in environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Burial Sites

Would the project: *Disturb any human remains, including those interred outside of formal cemeteries?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that excavation and construction activities consistent with the Housing Element Update may uncover human remains that may not be marked in formal burial locations. Therefore, new development could result in a potentially significant impact on human remains, including those outside of formal cemeteries.

The Housing Element Update FEIR concluded that compliance with applicable goals, policies, and programs in the General Plan, as well as compliance with applicable current State, federal and local regulations, including Public Resources Code 5097 and CEQA Guidelines Section 15064.5(d), Effects on Human Remains, and Health and Safety Code Section 7050.5, would ensure that future development consistent with the Housing Element Update would not result in significant adverse effects to human remains. Therefore, the Housing Element Update FEIR concluded that the impacts would be less than significant.

Proposed Project Analysis and Conclusion

Results of the records search did not identify any human remains or cemeteries within the project site or a 0.5-mile radius of the project site. In addition, the pedestrian survey failed to identify any human remains or cemeteries. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown, buried human remains.

FCS identified project-specific requirements based on the results of the record search and pedestrian survey. In compliance with General Plan Program 5.1 and 5.2, FCS determined that archaeological and TCR training for construction staff shall be required prior to the start of any ground-disturbing activities in case any resources are inadvertently discovered. Furthermore, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the

inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist, but full-time archaeological monitoring is not recommended at this time. The proposed project would be required to follow the City's standard condition of approval that would require all construction to stop in the event that human remains were uncovered during excavation.

The proposed project would also be required to follow procedures outlined in Section 7050.5 of the California Health and Safety Code and Public Resources Code Section 5097.98 as well as General Plan Program 5.3, which requires the cessation of all construction and grading activities within the vicinity of any discovered prehistoric or historic artifacts, including burial sites, until any such find is evaluated by a qualified professional Archaeologist and appropriate mitigation is approved by the City. Environmental effects would be avoided by the imposition of uniformly applied development policies or standards. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d-e) Listed or Eligible Tribal Cultural Resources and Lead Agency Determined Tribal Cultural Resources

Would the project: *d) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

e) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Summary of Housing Element Update FEIR

Listed or Eligible Tribal Cultural Resources

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could affect known or previously unidentified TCRs. Therefore, potential unidentified eligible TCRs could be adversely affected by development consistent with the Housing Element Update, resulting in a potentially significant impact.

However, the Housing Element Update FEIR concluded that the implementation of policies and programs in the General Plan and Municipal Code, as well as compliance with applicable current State, federal, and local regulations, including, but not limited to SB 18 and Assembly Bill (AB) 52, would reduce potential impacts to existing or undiscovered eligible TCRs within the rezoned housing sites to less than significant.

Lead Agency Determined Tribal Cultural Resources

The Housing Element Update FEIR indicated that the City, in its capacity as Lead Agency, has not identified TCRs on the rezoned housing sites pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 that would be adversely impacted by development consistent with the Housing Element Update. The City notified the Amah Mutsun Tribal Band, the Coastanoan Rumsen Carmel Tribe, the Indian Canyon Mutsun Band, the Muwekma Ohlone Indian Tribe of San Francisco Bay, the North Valley Yokuts Tribe, the Ohlone Indian Tribe, and Wilton Rancheria of the Housing Element Update and invited the Tribes to participate in consultation. As of the date of certification of the EIR, no responses were received. Nonetheless, as described under Impact V(d), future development consistent with the Housing Element Update could affect previously unidentified TCRs.

As discussed under Impact V(a) through Impact V(d), the Housing Element Update FEIR concluded that the General Plan includes policies and programs to conserve and reduce impacts to TCRs. Therefore, the Housing Element Update FEIR concluded that implementation of applicable goals, policies, and actions in the General Plan and applicable current State, federal and local regulations, including, but not limited to, SB 18 and AB 52, would ensure that potential impacts to existing or undiscovered eligible TCRs within the rezoned housing sites would be less than significant.

Proposed Project Analysis and Conclusion

The results of the records search indicate that four historic era resources and one pre-contact resource have been recorded within a 0.5-mile radius of the

project site. None of these resources are located within the project site. In addition, 16 area-specific survey reports are on file with the NWIC for the project site and its 0.5-mile search radius; four reports partially address the project site. This indicates that the project site has partially been previously surveyed for cultural resources.

On March 18, 2024, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its SLF for the project site. A response was received on March 22, 2024, indicating that the SLF search was negative for the presence of Native American cultural resources in the immediate project area. The NAHC included a list of 18 Tribal representatives available to provide additional information pertaining to TCRs.

To ensure that all Native American knowledge and concerns over potential TCRs that may be affected by the proposed project are addressed, a letter containing project information and requesting any additional information was sent to each Tribal representative on March 26, 2024. One response was received on March 27, 2024, from the Amah Mutsun Tribal Band of San Juan Bautista recommending cultural sensitivity training and qualified archaeological and Tribal monitoring during any earth movement if there is any cultural or historic resource sensitivity within 1 mile of the project site. No additional responses have been received to date. Correspondence related to the NAHC letters and Tribal representatives can be found in Appendix D.

While unlikely, the possibility remains that TCRs in the form of archaeological resources or human remains may be encountered during project construction.

FCS identified project-specific requirements based on the results of the record search and pedestrian survey. In compliance with General Plan Programs 5.1 and 5.2, FCS determined that archaeological and TCR training for construction staff shall be required prior to the start of any ground-disturbing activities in case any resources are inadvertently discovered. Furthermore, FCS determined that a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist.

The proposed project would be required to follow the City's standard condition of approval that all construction shall stop if TCRs are uncovered

during project construction. In such a case, procedures for inadvertent discovery under federal, State, and local laws would apply.

Environmental effects would be avoided by the imposition of uniformly applied development policies or standards. Therefore, development of the site as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Cultural and Tribal Cultural Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Applicable General Plan Policies

General Plan Program 5.1 When reviewing applications for development projects, use information regarding known archaeological finds in the Planning Area to determine whether an archaeological study, construction monitoring or other mitigations are appropriate. Require that archaeological studies meet the requirements of the CEQA Guidelines Section 15064.5 in identifying mitigation measures if an archaeological site is encountered. Include provisions for the interpretation of cultural resources. Consult with

the California Archaeological Inventory, Northwest Information Center (NWIC), as necessary.

General Plan Program 5.2 Follow the recommendations contained within archaeological and historical architecture studies regarding rehabilitation or preservation of archaeologically or historically significant structures and sites.

General Plan Program 5.1 has been partially satisfied via preparation of the project-specific analysis prepared by FCS. In accordance with the Phase I Cultural Resources Analysis, and to demonstrate full compliance with General Plan Program 5.1, the proposed project is required to comply with the following prior to the start of any ground disturbance:

COA CUL-1 Archaeological and Tribal Cultural Resources Training for Construction Staff

An Archaeologist who meets the Secretary of the Interior's qualification standards for archaeology shall attend the pre-construction meeting with the contractors to provide Worker Environmental Awareness Program (WEAP) training for all construction personnel who will be engaging in ground-disturbing activities. The training shall include a brief review of the cultural sensitivity of the proposed project and the surrounding area; what resources could potentially be identified during earthmoving activities, along with visual aids/appropriate examples of those resources; applicable federal, State, and local statutes governing the protection of archaeological resources; and the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly assessed. A sign-in sheet shall be circulated and returned to the lead agency as confirmation the training has taken place.

In addition, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for inadvertent exposure of cultural materials. In the event exposed soils indicated cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VI. Energy *Would the project:*					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact	No	No	No	No
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	Less than significant impact	No	No	No	No

a, b) Energy Use, Energy Efficiency and Renewable Energy Standards Consistency

Would the project: a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of Housing Element Update FEIR

Construction Energy Usage

The Housing Element Update FEIR indicated that the implementation of the Housing Element Update could result in an increase in new residential land uses and construction which could potentially result in a wasteful, inefficient, or unnecessary consumption of energy resources during construction.

The Housing Element Update does not expressly authorize construction of any development. Construction activities associated with individual development

projects consistent with the Housing Element Update would consume energy in the form of petroleum fuel for heavy equipment, as well as from worker trips and material delivery trips to construction sites. Temporary electrical grid power may also be provided to construction sites. Development consistent with the Housing Element Update would be required to comply with standards for new construction established by the State and BAAQMD and development standards in the California Energy Code, CALGreen, the Municipal Code, and other applicable federal, State, and local laws. The Housing Element Update FEIR concluded that with adherence to applicable regulations, development consistent with the Housing Element Update would not result in wasteful, inefficient, or unnecessary consumption of energy during construction.

Operational Energy Usage

The Housing Element Update would be considered to result in a potentially significant impact if it would result in wasteful, inefficient, or unnecessary consumption of energy resources defined as conflicting with three energy conservation goals. These are (1) decreasing overall per capita energy consumption, (2) decreasing reliance on fossil fuels such as coal, natural gas, or oil, and (3) increasing reliance on renewable energy sources.

Development consistent with the Housing Element Update is considered consistent with the decreasing overall per capita energy consumption criterion for the following reasons. Energy consumption related to per capita transportation would decrease from that experienced by the region's current per capita transportation energy consumption patterns. Development consistent with the Housing Element Update could result in a maximum of 18,029 residents, and the per capita energy consumption is estimated at 1,946 kilowatt hours (kWh) per year and 5.28 Million Metric British Thermal Units (MMBTU) per year, both of which would be below the County's average electricity and natural gas consumption rates.

Development consistent with the Housing Element Update is considered consistent with the decreasing reliance on fossil fuels criterion for the following reasons. Implementation of the Housing Element Update would result in population growth which outpaces the forecasted VMT growth, which would result in a relative decrease from the County per capita consumption rates for natural gas and electricity. Because of the incremental increase of renewable and carbon-free generation sources for in-state electricity sales through 2045 as required under SB 100—a decrease in per capita natural gas and transportation fuels translate directly to a decrease in

reliance on fossil fuel energy resources. Various strategies contained in the CAP 2.0 would further reduce energy consumption and reliance on fossil fuel energy resources.

Development consistent with the Housing Element Update is consistent with the increasing reliance on renewable energy sources criterion for the following reasons. New construction would be designed and constructed consistent with the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features. Additionally, the CAP 2.0 contains several measures which would further increase reliance on renewable energy resources.

For these reasons, the Housing Element Update FEIR concluded that energy consumption associated with development consistent with the Housing Element Update would not be wasteful, inefficient, or unnecessary, consistent with the energy considerations contained in CEQA Guidelines Appendix F, and this impact would be less than significant.

Proposed Project Analysis and Conclusion

During construction, the proposed project would be required to comply with standards for new construction established by the State and BAAQMD and development standards in the California Energy Code, CALGreen, the Municipal Code, and other applicable federal, State, and local laws.

The proposed project would be consistent with the City's CAP 2.0 strategies for renewable energy and energy efficiency. The proposed project would be all electric and would not include natural gas plumbing. In addition, the proposed project would include solar installation that meets the power needs of the proposed project and an energy storage system with battery storage. Thus, the proposed project would decrease overall per capita energy consumption. Furthermore, the proposed project would be designed and constructed consistent with the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with the CAP 2.0's plan for renewable energy or energy efficiency.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more

severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Energy, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VII. Geology, Seismicity, and Soils *Would the project:*					
a) Directly or indirectly cause 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.	Less than significant impact	No	No	No	No
ii) Strong seismic ground shaking?	Less than significant impact	No	No	No	No
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	No	No	No	No
iv) Landslides?	Less than significant impact	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact	No	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact	No	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Less than significant impact	No	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation incorporated	No	No	No	No

a) Earthquakes

Would the project: *Directly or indirectly cause 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; (ii) Strong Seismic Ground Shaking; (iii) Seismic-related ground failure, including liquefaction; or (iv) Landslides.*

i) Surface Fault Rupture

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Calaveras Fault and its associated Alquist-Priolo Earthquake Fault Zone (EFZ) intersect the city limits along its western boundary. Various sites are within 1 mile of the Pleasanton and Verona Faults and their respective Alquist-Priolo Earthquake Zones. Refer to Housing Element Update FEIR Exhibit 3.6-2.

The Housing Element Update FEIR concluded that compliance with California Building Standards Code (CBC), applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would minimize structural damage and minimize the exposure of people to risk of injury or death from structural failure in the event of surface rupture during an earthquake and ensure that impacts would be less than significant.

Proposed Project Analysis and Conclusion

A Preliminary Geotechnical Report (Geotechnical Report) was prepared for the proposed project by ENGEO Incorporated (ENGEO) on June 19, 2024 (Appendix E). Additionally, a Geotechnical Peer Review was prepared by BSK Associates on July 12, 2024 (Appendix E).

According to the Geotechnical Report, there are no known faults that transect the project site, and the project site is not within an established EFZ.[7] The nearest EFZs to the project site are the Verona Fault Zone (2.5 miles southwest of the project site), Pleasanton Fault Zone (2.6 miles northwest of the project site), and the Northern Calaveras Section of the Calaveras Fault Zone (approximately 3.2 miles southwest of the project site).[8] As with all development in the City, the proposed project would comply with the CBC

[7] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

[8] California Geological Survey (CGS). 2024. California Earthquake Hazards Zone Application (EQ Zapp). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 24, 2024.

design standards as well as the Earthquake Hazards Reduction Act, Goal 1, Policies 1 and 2 of the General Plan Public Safety Element.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, along with the applicable Municipal Code requirements, would ensure that future development projects are appropriately reviewed and designed in terms of potentially geological impacts.

The Geotechnical Report concluded that since there are no known active faults within the project site, it is unlikely that ground rupture would occur at the project site. Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

ii) Strong Seismic Ground Shaking

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Calaveras, Hayward, and San Andreas Faults are most likely to produce the greatest level of ground shaking at the rezoned housing sites. "Violent" or "severe to violent" ground shaking is expected to occur throughout the City including at several of the rezoned housing sites. Refer to Housing Element Update FEIR Exhibit 3.6-3.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would ensure that future development projects are appropriately investigated in terms of potential seismic hazards and that any new buildings and structures are constructed to withstand strong seismic ground shaking and, therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the project site is not within an established EFZ. However, the project site is in a seismically active area and is surrounded by EFZs. Faults that are in proximity to the project site are the Verona, Pleasanton, and the Northern Calaveras Section of the Calaveras Fault Zones. The Mount Diablo Thrust (not an EFZ) is approximately 4.3 miles northeast of the project site, and the Las Positas Fault Zone is approximately 6.6 miles east of the project site.

As described above, General Plan Program 2.2 requires that the proposed project be designed in accordance with CBC requirements and with all recommendations outlined in the Geotechnical Report prepared for the proposed project (Appendix E). According to the Geotechnical Report, structures designed under the CBC should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural and nonstructural damage. As such, the proposed project would not collapse or cause loss of life in a major earthquake due to compliance with the CBC. Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

iii) Seismic-related Ground Failure, Including Liquefaction

Summary of Housing Element Update FEIR

As indicated in the Housing Element Update FEIR, several sites are within areas susceptible to very low and moderate liquefaction during an earthquake (refer to Housing Element Update FEIR Exhibit 3.6-5). The Housing Element Update FEIR also indicated that liquefaction-induced lateral spreading could occur in low lying areas within the City. As such, development consistent with the Housing Element Update could potentially be exposed to the effects of landslides, slope instability, liquefaction, subsidence, and lateral spreading from local and regional earthquakes.

The Housing Element Update FEIR concluded that compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would protect residents, structures, and infrastructure from the effects of surface fault rupture and strong seismic ground shaking, including the secondary effects of earthquake shaking such as, but not limited to, liquefaction. Therefore, it was concluded that impacts related to seismic-related ground failure, such as liquefaction, ground settlement, lurching, lateral spreading, and ground cracking would be less than significant at the programmatic level.

Proposed Project Analysis and Conclusion

According to the Geotechnical Report, the project site is not within an established liquefaction hazard zone based on data from the California Geological Survey (CGS); however, mapping from ABAG indicates that the

project site is within an area that has a moderate liquefaction potential. The Geotechnical Report concluded that, based on groundwater levels at the project site, the risk of liquefaction at the project site is low.[9] Furthermore, the proposed project would comply with the CBC, the Municipal Code, and the General Plan, which would minimize any potential environmental effects due to liquefaction or ground failure.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

iv) Seismic-related Ground Failure, Including Landslides

Summary of Housing Element Update FEIR

As indicated in the Housing Element Update FEIR, Site 21 is not located within a rainfall-induced landslide hazard zone. (Refer to Housing Element Update FEIR Exhibit 3.6-5.)

The Housing Element Update FEIR concluded that compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would protect residents, structures, and infrastructure from potential substantial adverse effects, including the risk of loss, injury or death involving landslides. Therefore, it was concluded that impacts related to landslides at the programmatic level would be less than significant.

Proposed Project Analysis and Conclusion

The Geotechnical Report does not include an analysis of landslide potential at the project site.[10] According to the California Earthquake Hazards Zone Application (EQ Zapp), available through the CGS website, the project site is not within an established landslide hazard zone.[11] The project site is relatively flat and has been graded with a low risk of landslides. Furthermore, the proposed project would comply with the CBC, the Municipal Code, and the General Plan, which would minimize any potential environmental effects due to landslides or ground failure.

[9] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.
[10] Ibid.
[11] California Geological Survey (CGS). 2024. California Earthquake Hazards Zone Application (EQ Zapp). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 24, 2024

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Soil Erosion or Topsoil Loss

Would the project: *Result in substantial soil erosion or the loss of topsoil?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities that could result in soil erosion or the loss of topsoil. Soil erosion is dependent on individual site locations and conditions on-site during construction.

The Housing Element Update FEIR concluded that, for construction activities that disturb one or more acre of land surface, compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ)[12] would require development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would result in erosion and sediment controls, runoff water quality monitoring, proper waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, and identification of maintenance responsibilities, as well as non-stormwater management controls. In addition, compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would reduce potential soil erosion and loss of topsoil from construction-related soil disturbance. As such, potential impacts related to soil erosion and loss of topsoil would be reduced to less than significant levels.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would be subject to the NPDES General Permit (Order WQ 2022-0057-DWQ) because the proposed project would disturb one acre or more of land surface. Also discussed above, the NPDES General Permit requires a SWPPP and associated BMPs, which include erosion and sediment controls, runoff water quality monitoring, proper waste

[12] The NPDES General Permit has been updated to Order WQ 2022-0057-DWQ).

disposal, implementation of approved local plans, control of construction sediment and erosion control measures, and identification of maintenance responsibilities, as well as non-stormwater management controls.

Lastly, per General Plan Program 2.2, the proposed project would be required to implement all erosion control measures recommended in the Geotechnical Investigation prepared for the proposed project, including those for surface and subsurface drainage (Appendix E).

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Unstable Geologic Location

Would the project: *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 landsliding, lateral spreading, subsidence, liquefaction, or collapse?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that unstable geologic units or soils, including geologic hazards, such as subsidence or collapse, are present. As such, development consistent with the Housing Element Update could occur within areas containing unstable geologic units or be located on soils that are unstable or could become unstable from such development.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would ensure that potential impacts associated with development on unstable geologic units or unstable soils would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would be required to implement General Plan Public Safety Element Goal 1, Policy 2, and Goal 2, Policy 5 to mitigate and minimize the risk of soil erosion and its effects. Furthermore, the project site is considered an area with low liquefaction and landslide potential. The Geotechnical Report also concluded that the potential for

lateral spreading is low, due to the relatively flat topography and low liquefaction potential.[13]

The Geotechnical Report identified highly compressible existing fill deposits underlying the project site. However, the Geotechnical Report concluded that, due to the age of the fill placement, any settlement due to the existing fill is essentially complete. Because of the nature of the existing fill, the Geotechnical Report concluded that approximately 2 to 4.5 inches of potential total (long-term) settlement could be anticipated over a design life of 100 years.[14] However, the Geotechnical Report includes a ground improvement program for both the southern and northern portions of the project site, which would include, as applicable, partial removal and replacement of existing soils and surcharge.

Per General Plan Program 2.2, the recommendations contained in the Geotechnical Investigation regarding unstable soils are required to be implemented as part of the proposed project, which would reduce potential environmental impacts to less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Expansive Soils

Would the project: *Be located on expansive soil, creating substantial direct or indirect risks to life or property?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated new development constructed on expansive soils could be subject to damage or become unstable when underlying soil shrinks or swells.[15] The actual presence and extent of expansive soils can only be determined as part of site-specific soils and geologic reports.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and

[13] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.
[14] Ibid.
[15] Ibid.

programs included as part of the General Plan would ensure that potential impacts associated with expansive soils would be less than significant.

Proposed Project Analysis and Conclusion

The Geotechnical Report concluded that the upper 10 feet of the existing fill is considered moderately to highly expansive.

Per General Plan Program 2.2, the proposed project would be required to comply with the recommendations of the Geotechnical Report, which include implementing the ground improvement program described above, using post-tensioned mat foundations, using a moisture reduction system, and using spread footings for auxiliary structures. As such, impacts related to expansive soils would be less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Wastewater Disposal Systems

Would the project: *Have soils incapable of supporting the use of septic tanks or other alternative wastewater disposal systems where sewers are not available?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated most of the rezoned housing sites are infill sites; thus, new development consistent with the Housing Element Update would primarily occur on parcels that already contain existing homes or businesses. As such, development consistent with the Housing Element Update would be served by the existing sewer system, and most new development would connect to existing sewer lines. However, should any new development require the installation of septic tanks or alternative wastewater disposal systems, the General Plan includes policies and programs to ensure that any new development can be feasibly constructed according to soil conditions.

The Housing Element Update FEIR concluded that implementation of policies and programs in the General Plan, as well as applicable Municipal Code requirements, would ensure that new septic tanks or alternative wastewater disposal systems are constructed on soils that can support such systems. Therefore, the impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would not include the installation of septic tanks or alternative wastewater disposal systems. As discussed in Section 2.4.7, Utilities, the proposed project would connect to existing sewer lines in Valley Avenue and Busch Road. Sewer service would be provided by the City, and sewer treatment would be provided by the DSRSD.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Destruction of Paleontological Resource or Unique Geologic Feature

Would the project: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the City is directly underlain by Quaternary Alluvium, which is unlikely to contain vertebrate fossils. However, it is possible that parts of the City are also underlain by older Quaternary deposits that are known to contain vertebrate fossils. Therefore, the City has moderate paleontological sensitivity.

While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils. Therefore, any project involving earthmoving activity could potentially result in inadvertent discovery and disturbance of paleontological resources during grading and excavation work. As such, construction-related and earth-disturbing actions from development consistent with the Housing Element Update on sites underlain by older Quaternary deposits have the potential to damage or destroy fossils resulting in significant impacts on paleontological resources.

The Housing Element Update FEIR concluded that compliance with federal and State laws that protect paleontological resources, including Section 5097 of the Public Resources Code, as well as implementation of MM GEO-6, which requires a site-specific paleontological resources survey to determine potential paleontological impacts for the rezoned housing sites, would reduce potential impacts to paleontological resources to less than significant. Should a site-specific paleontological resources survey determine that a site is underlain by older Quaternary deposits or any other soil with the

potential to contain vertebrate fossils, MM GEO-6 requires paleontological monitoring of all proposed excavations. As such, impacts related to destruction of a paleontological resource or unique geologic feature would be less than significant.

Proposed Project Analysis and Conclusion

Geologic mapping indicates that the project site is mapped within Holocene-age alluvial gravel, sand, and clay (Qa). While not mapped within the project site, Pleistocene-age alluvial gravel and sand (Qoa) and Pleistocene-age Livermore Gravel occur in proximity to the project site—south of Arroyo Valle.[16]

The Geotechnical Report confirms the presence of Holocene-age sediments underlying the project site; however, a subsurface investigation encountered existing fill across the project site, varying in thickness between approximately 17 and 50 feet.[17]

While Holocene- and Pleistocene-age sediments are known to contain significant paleontological resources, recent fill deposits are considered to have no potential. This is due to the relatively young age of fill deposits—which are too young to preserve fossils—and because fill deposits are disturbed and lack stratigraphic context.

According to the Geotechnical Report, excavations associated with the construction of the proposed project are not expected to extend into previously undisturbed Holocene- or Pleistocene-age sediments.[18] As such, the proposed project would not disturb sediments with a high potential to contain significant paleontological resources.

Although the potential to impact significant paleontological resources is low, as discussed above, Housing Element Update FEIR MM GEO-6 would be implemented. Housing Element Update FEIR MM GEO-6 would require a site survey to confirm that no paleontological resources occur at the project site, and includes proper protocols to follow if significant paleontological resources are discovered at the project site. Housing Element Update FEIR

[16] Dibblee, T.W., and J.A. Minch (Dibblee and Minch). Geologic Map of the Livermore Quadrangle, Contra Costa and Alameda Counties, California. Dibblee Foundation Map DF-196. Dibblee Geological Foundation. Map. Scale 1:24,000.

[17] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

[18] Ibid.

MM GEO-6 would ensure that any potential impacts to paleontological resources, however unlikely, are less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Geology, Seismicity and Soils, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM GEO-6 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM GEO-6 A professional Paleontologist, approved by the City of Pleasanton, shall conduct a site-specific paleontological resources survey on the potential sites for rezoning.

If any of the potential sites for rezoning are found to be underlain by older Quaternary deposits, or any other soil with the potential to contain vertebrate fossils due to their high paleontological sensitivity for significant resources, applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring, if recommended by the qualified Paleontologist. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by a future project construction

crew, project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional Paleontologist has assessed such discovered resources to determine whether they are significant and significant resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional Paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository where the collection shall be properly curated and made available for future research (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences).

Mitigation Measures for the Proposed Project

Implement MM GEO-6

Applicable General Plan Policies

General Plan Program 2.2 Design and construct all structures to address potential seismic and geologic hazard conditions according to the California Building Standards Code (CBC) standards or more stringent standards. All structures and facilities not addressed by the CBC shall be designed and constructed to mitigate potential seismic and geologic hazards as recommended by site-specific soils, geologic, and/or geotechnical engineering studies.

General Plan Program 2.2 has been partially satisfied by preparation of the project-specific Geotechnical Report described above. In accordance with the analysis, and to demonstrate full compliance with General Plan Program 2.2, the proposed project is required to comply with the recommendations included in the Geotechnical Report.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VIII. Greenhouse Gas Emissions *Would the project:*					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant impact	No	No	No	No
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact	No	No	No	No

a, b) Greenhouse Gas Emissions Generation and Greenhouse Gases Emissions Reduction Plan Conflict

Would the project: *a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that both construction and operation activities have the potential to generate GHG emissions. Development consistent with the Housing Element Update would generate GHG emissions during temporary (short-term) construction activities such as site grading, operation of construction equipment, operation of on-site heavy-duty construction vehicles, hauling of materials to and from the future project sites, asphalt paving, and construction worker vehicle trips.

Long-term operational GHG emissions would result from project-generated vehicular traffic, utilization of any landscaping equipment, off-site generation of electrical power, use of energy required to convey water to and wastewater from the rezoned housing sites, hauling and disposal of solid waste from the rezoned housing sites, any fugitive refrigerants from air conditioning or refrigerators, and operation of any proposed stationary sources such as backup generators or fire pumps.

With respect to construction emissions, BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities at the plan level. Rather, BAAQMD encourages the incorporation of BMPs to reduce GHG emissions during construction. The BMPs recommended by BAAQMD to reduce construction-related GHG emissions include maximizing the use of alternative fueled construction vehicles and equipment and local building materials as well as recycling or reusing construction and demolition waste to the maximum extent practicable; the General Plan and Municipal Code include policies and programs specifically designed to address GHG emissions during project construction activities.

With respect to operation, development consistent with the Housing Element Update is anticipated to result in 3.2 metric tons (MT) carbon dioxide equivalent (CO_2e) per capita per year, which would not exceed the City's reduction goal of meeting 4.1 MT CO_2e per capita per year by 2030. This level of emission is consistent with BAAQMD's current GHG significance thresholds under Criterion A: meet the State's goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045.

The City's CAP 2.0 is considered a qualified GHG reduction strategy pursuant to CEQA Guidelines Section 15183.5(b). Therefore, the Housing Element Update FEIR analyzed the Housing Element Update pursuant to BAAQMD's current GHG significance thresholds under Criterion B: consistency with a local GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b). Development projects where the City is the lead agency would need to show consistency with the BAAQMD's current GHG significance thresholds and/or incorporate mitigation to reduce impacts to less than significant levels or, if they cannot demonstrate consistency with BAAQMD's recommended thresholds, demonstrate consistency with the CAP 2.0 (the local GHG reduction strategy) by completing and submitting the CAP 2.0 CEQA GHG Emissions Analysis Compliance Checklist.

The Housing Element Update FEIR concluded that the Housing Element Update is consistent with the goals and policies of the CAP 2.0, as applicable, and would support the State's goals to reduce emissions by 40 percent below 1990 levels by 2030 and to achieve carbon neutrality by 2045, since the CAP 2.0 was adopted to support the achievement of those goals.

To ensure that future development projects consistent with the Housing Element Update would be consistent with the CAP 2.0, future projects would be required to individually demonstrate consistency with the CAP 2.0 as a part of the City's permitting process. The emissions anticipated to be generated by development consistent with the Housing Element Update would support the City's GHG reduction goals outlined in the CAP 2.0. As such, development consistent with the Housing Element Update would be consistent with the CAP 2.0 for purposes of analysis under the BAAQMD Thresholds of Significance. As such, impacts related to GHG emissions generation and potential conflicts with a plan, policy, or regulation that reduces emissions would be less than significant.

Proposed Project Analysis and Conclusion

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

Construction GHG Emissions

GHG emissions associated with construction were computed at 3,294.47 MT CO_2e for the total construction period. These are the emissions from on-site operation of demolition, site preparation (such as grading), construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though the California Governor's Office of Planning and Research (OPR) recommends quantifying emissions and disclosing that GHG emissions would occur during construction, even in cases where BAAQMD does not. BAAQMD also encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable, which are adopted as MM AIR-1a. Therefore, the construction GHG emissions would have a less than significant impact and would not conflict with any GHG plans or policies.

Operational GHG Emissions

To assess operational-related GHG emissions and their potential to cause a significant impact, the proposed project is analyzed for its consistency with the City's CAP 2.0. As shown in the proposed project's CAP 2.0 checklist, the proposed project includes all applicable, mandatory measures required by the City's CAP 2.0, except for a battery storage back up system for solar energy, the full number of EV parking spaces, and the full number of bicycle parking spaces. First, although the proposed project would be otherwise required to provide a battery storage back up system for the proposed solar system under CAP 2.0, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application. Although Village 4 would otherwise require 102 EV parking spaces according to the Pleasanton Municipal Code and CAP 2.0, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application and thus would meet all applicable CALGreen requirements. Additionally, the proposed project would otherwise be required to provide one short-term and one long-term bicycle parking space for every three multi-family residential units; the applicant has requested and would need to obtain a waiver pursuant to the density bonus application to provide two spaces for every 50 units instead. As such, the proposed project would be consistent with all applicable, mandatory requirements of the CAP 2.0. Therefore, the proposed project is also consistent with the Housing Element Update FEIR, which meets the requirements of Criterion B of BAAQMD's 2022 CEQA Thresholds of Significance.

In regard to demonstrating project consistency with applicable GHG plans, the proposed project must be consistent with a local GHG reduction strategy (Threshold B) or meet the minimum project design elements recommended by BAAQMD (Threshold A). Threshold B is being applied to the analysis of this project as the City has adopted a qualified CAP that includes a CAP Consistency Checklist.

The City has a CAP, Housing Element Update, and enforces its building codes, all of which aim to reduce GHG emissions. Therefore, if individual projects conform to the CAP 2.0 and Housing Element Update, they would not conflict with local plans, policies, or regulations applicable to GHG emissions. Further, the Housing Element Update was shown to be consistent with the applicable measures and actions of the CAP 2.0. As shown above, the proposed project is consistent with the Housing Element Update and CAP 2.0. The proposed project would also be constructed in conformance with at

minimum the 2022 CALGreen and the Title 24 Building Codes, which requires high-efficiency water fixtures, water efficient irrigation systems, and compliance with current energy efficiency standards. Compliance with these standards ensures compliance with State and federal plans, policies, and regulations applicable to GHG emissions. The proposed project would result in a less than significant impact.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Greenhouse Gas Emissions, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
IX. 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?	Less than significant impact	No	No	No	No
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?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant impact	No	No	No	No
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?	Less than significant impact with mitigation incorporated	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse 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 or excessive noise for people residing or working in the project area?	Less than significant impact	No	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Less than significant impact	No	No	No	No

a) Routine Transport, Use, or Disposal of Hazardous Materials

Would the project: *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. Hazardous materials, such as fuel or solvents, could

accidentally spill, which could create hazards that could degrade groundwater quality or contaminate soil.

The Housing Element Update FEIR concluded that compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the United States Environmental Protection Agency (EPA), Resource Conservation and Recovery Act (RCRA), Caltrans, the Local Hazard Mitigation Plan (LHMP), Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. Therefore, the Housing Element Update FEIR concluded that impacts related to public hazard risk as a result of hazardous materials transport, use, or disposal during construction or operation would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project may utilize hazardous materials, such as fuels or solvents, during the construction phase of the project. During the operations phase, residents may also routinely use commonly available hazardous substances, like fuels, lubricants, and household cleaners. As discussed above, potential hazards arising from the transport, use, and disposal of these hazardous materials would be minimized and regulated in accordance with local, State, and federal policies, regulations, and standards. As such, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Hazardous Materials Risk of Upset

Would the project: *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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future construction activities would have the potential to release potentially hazardous soils and

groundwater-based materials into the environment during site grading and excavation operations. However, development of the rezoned housing sites is not expected to result in the transport, use, storage, or disposal of substantial amounts of hazardous materials, with the exception of common residential and commercial-grade hazardous materials such as household cleaners and paint, among others.

Several documented release sites are within 0.5 mile of the rezoned housing sites (see Housing Element Update FEIR Table 3.8-1 and Exhibits 3.8-1a and 3.8-1b). Construction activities at these sites would likely involve ground-disturbing activities that could expose workers, the public, and the environment to contaminated soil and groundwater, if present.

The Housing Element Update FEIR concluded that compliance with applicable federal, State, and local laws, plans and regulations, including the General Plan, Titles 8 and 17 of the California Code of Regulations, California Division of Occupational Health and Safety (Cal/OSHA) requirements, as well as implementation of MM HAZ-2, which requires the preparation of a Phase I Environmental Site Assessment (Phase I ESA) and Phase II ESA (as necessary) and completion of any necessary remedial activities to be conducted under the oversight of the appropriate regulatory agency, would provide public protection from hazards associated with the use, transport, treatment, and disposal of hazardous substances during construction and operation of development consistent with the Housing Element Update. Therefore, impacts related to upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with mitigation.

Proposed Project Analysis and Conclusion

As discussed above, the Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated. MM HAZ-2 was included in the Housing Element Update FEIR, which required the preparation of a Phase I ESA for sites affected by these areas.

A Phase I ESA was prepared on March 11, 2022, by Cameron-Cole for the proposed project (Appendix F). The goal of the Phase I ESA is to identify the presence (or likely presence) of hazardous substances or petroleum products at the project site, under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or

petroleum products into structures, the ground, groundwater, or surface water.

The Phase I ESA identified several potential Recognized Environmental Conditions (RECs) associated with the project site; however, the Phase I ESA concluded that only one REC was present at the project site.

Records that were reviewed by Cameron-Cole indicate hydrocarbon-impacted soils were previously documented in the southeastern portion of the project site. Remediation was performed at this area and a cleanup goal was achieved. Additional records indicate the presence of petroleum and polychlorinated biphenyl (PCB)-impacted soil in surface and subsurface samples at concentrations above acceptable environmental screening levels (ESLs). Groundwater samples collected also identified limited groundwater impacts. Vertical and lateral petroleum hydrocarbon impacts have been identified in the vicinity of the subsurface "silo" area. The Phase I ESA concluded that the presence of soil and groundwater impacts at the project site above acceptable ESLs constitutes a REC at the project site.

The presence of a REC at the project site constitutes a potentially significant impact. Because of the identified REC at the project site, further investigation and remediation would be required at the project site.

As discussed above, the Housing Element Update FEIR identified MM HAZ-2, which required the preparation of a Phase I ESA. Additionally, MM HAZ-2 requires the preparation of a Phase II ESA in the event that further investigation and remediation is needed at the project site. MM HAZ-2 further requires that documentation from the applicable overseeing agency would be required prior to receiving a certificate of occupancy.

A Removal Action Completion Report was completed in May 2024, which outlines the remedial excavation activities conducted in accordance with the DTSC-approved RAW for the project site. Remedial excavation activities were performed between February 1, 2024, and March 8. 2024, resulting in approximately 18,231 tons of contaminated soil being transported off-site for disposal. Based on the results from soil samples obtained during remediation as well as post-excavation confirmation sampling, the identified contaminated soils have been effectively removed and residual concentrations are below DTSC-approved Removal Goals.

The DTSC issued a Removal Action (RA) Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all

appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[19] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report.

Compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the EPA, RCRA, Caltrans, the LHMP, Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. Additionally, implementation of MM HAZ-2 would address potential impacts associated with the identified RECs at the project site and the potential accidental release of hazardous materials.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Hazardous Emissions Proximate to a School

Would the project: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that there are schools within 0.25 mile of the rezoned housing sites. However, use of hazardous materials during construction and operation the sites would not result in the handling of significant quantities of hazardous materials, substances, or wastes and such uses are not generally associated with any releases that would adversely affect any schools located within 0.25 mile of the rezoned housing sites.

[19] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

The Housing Element Update FEIR concluded that compliance with applicable local, State, and federal regulatory requirements related to the handling and storage of hazardous materials would ensure that the potential release of hazardous materials associated with development consistent with the Housing Element Update would be less than significant.

Proposed Project Analysis and Conclusion

The northwestern portion of the project site is immediately adjacent to the Montessori School of Pleasanton, approximately 73 feet south—directly across Busch Road.

The proposed project may utilize hazardous materials (i.e., fuels or solvents) during the construction phase of the project. During the operations phase, residents may also routinely use commonly available hazardous substances (i.e., fuels, lubricants, and household cleaners).

As discussed above, the Housing Element Update FEIR indicated that the use of hazardous materials during construction and operation of the proposed project would not result in the handling of significant quantities of hazardous materials, substances, or wastes and such uses are not generally associated with any releases that would adversely affect any schools located within 0.25 mile of the rezoned housing sites.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Hazardous Materials Sites, Government Code Section 65962.5 Sites

Would the project: *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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated; in addition, several former hazardous waste sites that have been fully remediated exist near rezoned housing sites (see Housing Element Update FEIR Table 3.8-1 and Exhibits 3.8-1a and 3.8-1b).

The Housing Element Update FEIR concluded that if a rezoned housing site is suspected to contain hazardous materials, further site characterization and/or remediation work would be required to ensure that construction activities would not expose people or the environment to adverse effects, as required by MM HAZ-2. Therefore, with implementation of MM HAZ-2 and compliance with applicable federal, State, and local laws, as well as compliance with appliable plans and regulations, as enumerated in more detail in Section 3.8, Hazards and Hazardous Materials of the Housing Element Update FEIR, impacts related to the creation of a hazard to the public or environment would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated. MM HAZ-2 was included in the Housing Element Update FEIR, which requires the preparation of a Phase I ESA for sites affected by these areas.

A Phase I ESA was prepared on March 11, 2022 by Cameron-Cole for the proposed project (Appendix F). The goal of the Phase I ESA is to identify the presence (or likely presence) of hazardous substances or petroleum products at the project site, under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures, the ground, groundwater, or surface water.

The Phase I ESA identified several potential RECs associated with the project site; however, the Phase I ESA concluded that only one REC was present at the project site.

Records that were reviewed by Cameron-Cole indicate hydrocarbon-impacted soils were previously documented in the southeastern portion of the project site. Remediation was performed at this area and a cleanup goal was achieved. Additional records indicate the presence of petroleum and PCB-impacted soil in surface and subsurface samples at concentrations above acceptable ESLs. Groundwater samples collected also identified limited groundwater impacts. Vertical and lateral petroleum hydrocarbon impacts have been identified in the vicinity of the subsurface "silo" area. The Phase I ESA concluded that the presence of soil and groundwater impacts at the project site above acceptable ESLs constitutes a REC at the project site.

The presence of a REC at the project site constitutes a potentially significant impact. Because of the identified REC at the project site, the Phase I ESA recommended further investigation and remediation at the project site. As discussed above, the Housing Element Update FEIR identified MM HAZ-2, which requires the preparation of a Phase I ESA. Additionally, MM HAZ-2 requires the preparation of a Phase II ESA in the event that further investigation and remediation is needed at the project site. MM HAZ-2 further requires that, prior to receiving a certificate of occupancy, documentation from the applicable overseeing agency shall be issued indicating that all required remediation has been completed and no further action is required.

A Removal Action Completion Report (Appendix F) was completed in May 2024, which outlines the remedial excavation activities conducted in accordance with the DTSC-approved RAW for the project site. Remedial excavation activities were performed between February 1, 2024 and March 8, 2024, resulting in approximately 18,231 tons of contaminated soil being transported off-site for disposal. Based on the results from soil samples obtained during remediation as well as post-excavation confirmation sampling, the identified contaminated soils have been removed and residual concentrations are below DTSC-approved Removal Goals.

The DTSC issued an RA Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[20] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report. Compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction. or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the EPA, RCRA, Caltrans, the LHMP, Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation.

[20] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Additionally, implementation of MM HAZ-2 would address potential impacts associated with the identified RECs at the project site.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Proximity to Public Airport Safety Hazard

Would the project: *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 or excessive noise for people residing or working in the project area?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that some of the rezoned housing sites, not including Site 21 (Kiewit), are within the Alameda County Airport Land Use Policy Plan (ALUPP) Airport Influence Area (AIA) for the Livermore Municipal Airport, which is coterminous with the Alameda County Airport Land Use Commission Hazard Prevention Zone, but that none of the rezoned housing sites are within an Airport Protection Area (See Exhibit 3.8-2 of the Housing Element Update FEIR).

The Housing Element Update FEIR concluded that compliance with federal, State, and local regulations including the General Plan, Alameda County ALUPP AIA, 2011 California Airport Land Use Planning Handbook, Code of Federal Regulations Part 77, and Federal Aviation Administration regulations would ensure that impacts related to exposure of people to safety hazards or excessive noise in proximity to an airport would be less than significant.

Proposed Project Analysis and Conclusion

The Livermore Municipal Airport is approximately 1.8 miles northeast of the project site. According to the Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport, the project site is within the AIA for the airport; however, the project site is not within the established noise contours or safety zones.[21]

As discussed above, the proposed project would be compliant with federal, State, and local regulations—including the General Plan, Livermore Municipal

[21] Alameda County Airport Land Use Commission (ALUC). 2015. Livermore Municipal Airport – Airport Land Use Compatibility Plan. August 2012.

Airport ALUCP, 2011 California Airport Land Use Planning Handbook, Code of Federal Regulations Part 77, and Federal Aviation Administration regulations.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Emergency Response and Evacuation

Would the project: *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that construction equipment and vehicles operated in support of development consistent with the Housing Element Update could potentially impede evacuation or emergency vehicle access. However, construction vehicles would comply with the Tri-Valley LHMP and the Comprehensive Emergency Management Plan, ensuring efficient response to emergency incidents associated with emergencies affecting the City. Therefore, construction impacts related to emergency response and evacuation would be less than significant.

The Housing Element Update FEIR concluded that, with adherence to the procedures of the Tri-Valley LHMP and the Comprehensive Emergency Management Plan, development consistent with the Housing Element Update would not conflict with an adopted emergency response plan. In addition, development consistent with the Housing Element Update would comply with applicable plans and regulations, including the Alameda County Disaster Plan and General Plan goals. Compliance with existing applicable local, State, and federal regulatory requirements related to emergency response and evacuation and policies would ensure consistency with emergency preparedness plans and ensure impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would have adequate vehicle circulation, including adequate circulation for large vehicles such as fire trucks. As described in the Transportation Impact Analysis (TIA) (Appendix I) prepared for the proposed project, the proposed internal roadways and access points would meet the regulations for emergency vehicle widths.

The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan and the Alameda County Disaster Plan. The proposed project would undergo review by LPFD to ensure adequate emergency access.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

g) Wildland Fires

Would the project: *Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that several of the rezoned housing sites are within Fire Hazard Severity Zones (FHSZ),[22] including Site 21 (Kiewit) where the land to the north is designated as a Moderate FHSZ Local Responsibility Area (LRA).

While most of the sites are not within FHSZs, development consistent with the Housing Element Update could result in additional residential and commercial development on the rezoned housing sites, some of which could occur in areas within or adjacent to lands mapped within State Responsibility Area (SRA) or LRA FHSZs. As such, development consistent with the Housing Element Update could expose people or structures, either directly or indirectly, to a risk of loss, injury, or death involving wildland fires.

The Housing Element Update FEIR concluded that future projects would be required to comply with fire protection measures included in the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by LPFD would assist in protecting life and property in the event of a wildfire. Compliance with existing applicable local, State, and federal regulatory requirements would ensure that impacts associated with wildland fires would be less than significant.

[22] California Department of Forestry and Fire Protection (CAL FIRE). 2022. CAL FIRE Fire and Resource Assessment Program (FRAP) Fire Hazard Severity Map. Website: https://frap.fire.ca.gov/. Accessed July 7, 2022.

Proposed Project Analysis and Conclusion

According to the California Department of Forestry and Fire Protection (CAL FIRE) FHSZs in SRAs map, the project site is not within an FHSZ within an SRA.[23]

Although construction of the proposed project would not occur within a FHSZ, the proposed project would be required to comply with fire protection measures included in the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by LPFD would assist in protecting life and property in the event of a wildfire.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Hazards and Hazardous Materials, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM HAZ-2 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM HAZ-2 Environmental Site Assessment

[23] California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area web viewer. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed July 24, 2024.

If a potential site for rezoning is suspected to contain hazardous materials, prior to building permits, the City shall ensure that each project applicant retain a qualified environmental consulting firm to prepare a Phase I Environmental Site Assessment (Phase I ESA) in accordance with the American Society for Testing and Materials (ASTM) Standards in effect at the time of request of issuance of grading or building permits, whichever is sooner, which would ensure the City is aware of any hazardous materials on-site. The Phase I ESA shall determine the presence of Recognized Environmental Conditions (RECs) and state whether further investigation is recommended (e.g., preparation of a Phase II ESA, if applicable). Prior to receiving a certificate of occupancy, project applicants shall provide documentation from any overseeing agency (e.g., Alameda County Environmental Health [ACEH], Department of Toxic Substances Control [DTSC], or Regional Water Quality Control Board [RWQCB]) to the Community Development Department, Planning Division that sites with identified contamination have been remediated to levels where no threat to human health or the environmental remains for the proposed uses.

Mitigation Measures for the Proposed Project

None. MM HAZ-2 has been fully implemented with the DTSC's approval of the RA Completion Report, as described above.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
X. Hydrology and Water Quality *Would the project:*					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant impact	No	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Housing Element Update may impede sustainable groundwater management of the basin?	Less than significant impact	No	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than significant impact	No	No	No	No
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant impact	No	No	No	No
(iii) 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; or	Less than significant impact	No	No	No	No
(iv) impede or redirect flood flows?	Less than significant impact	No	No	No	No
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant impact	No	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant impact	No	No	No	No

a) Surface and Groundwater Quality

Would the project: *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would involve grading, excavation, and removal of vegetative cover that has the potential to result in runoff that contains sediment and other pollutants that could degrade surface and groundwater quality if not properly controlled. Furthermore, all future development consistent with the Housing Element Update could add additional areas of impervious surfaces within the City and could therefore increase the volume of pollutants that are typically associated with urban runoff into the stormwater.

The Housing Element Update FEIR concluded that compliance with mandatory NPDES permit requirements, adherence to the Municipal Code, and implementation of General Plan goals, policies, and actions would ensure that impacts related to water quality degradation from construction activities would be less than significant.

Operation of future development consistent with the Housing Element Update would be required to comply with regulations enforced by the RWQCB. In addition to existing State regulations, future projects would also be required to comply with the requirements of the Alameda Countywide Clean Water Program, Municipal Code, and policies and actions included in the General Plan related to water quality. Therefore, during operation, future development consistent with the Housing Element Update would not violate any water quality standards or Waste Discharge Requirements (WDR) or otherwise substantially degrade surface or groundwater quality and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would involve grading, excavation, and removal of vegetative cover that has the potential to result in runoff that contains sediment and other pollutants that could degrade surface and groundwater quality if not properly controlled. Furthermore, the proposed project would include the addition of 1,348,814 square feet of new impervious surfaces, which could increase the volume of pollutants that are typically associated with urban runoff into the stormwater.

As detailed in the Preliminary Stormwater Control Plan (Appendix G), the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.[24] The Stormwater Control Plan describes the proposed Drainage Management Areas (DMAs) and associated treatment areas.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site.[25] The landscaping design would be required to meet State standards for water efficiency.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements (NPDES Permit No. CAS612008 Order No. Rs-2022-0018), the Municipal Code, the Alameda Countywide Clean Water Program, and General Plan goals, policies, and actions, which would ensure that impacts related to water quality degradation from construction activities are less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Groundwater

Would the project: *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update could increase the area of impervious surfaces, which could potentially reduce groundwater infiltration. The addition of new housing would also result in an increase in residential

[24] Kimley-Horn Associates. 2023. Preliminary Stormwater Control Plan, Tract 8680 Villages at the Quarry. November 2023.
[25] Ibid.

connections to the municipal water supply, which could potentially increase demand for groundwater supplies.

The Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would be required to comply with requirements of the Municipal Code and General Plan policies and actions related to maximizing infiltration and rainwater retention and requiring the identification of an adequate water supply. Therefore, future development consistent with the Housing Element Update would not substantially interfere with groundwater recharge or impede groundwater management of the basin, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

According to the Preliminary Geotechnical Report (Appendix E) prepared for the proposed project, no groundwater was encountered during subsurface explorations performed at the project site. However, previous subsurface explorations encountered groundwater between 50 and 60 feet below ground surface (BGS).[26]

The proposed project would include the addition of 1,348,814 square feet of new impervious surface.

As detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site. These proposed project design features would help to reduce the impact to groundwater recharge and sustainable basin management.

The proposed project would be required to comply with requirements of the Municipal Code and General Plan policies and actions related to maximizing infiltration and rainwater retention and requiring the identification of an adequate water supply.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

[26] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

c) Drainage Leading to Erosion/Siltation, Flooding, Additional Sources of Polluted Runoff, or Impedance of Flood Flows

Would the project: *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) result in substantial erosion or siltation on- or off-site;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. This could result in an increase in stormwater runoff and the potential to cause erosion or sedimentation in drainage swales and creeks.

The Housing Element Update FEIR concluded that compliance with the NPDES, including the Construction General Permit, and SWPPP requirements and the policies and actions included in the General Plan would ensure impacts related to erosion and siltation would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. This could result in an increase in stormwater runoff and the potential to cause erosion or sedimentation in drainage swales and creeks. Additionally, the proposed project would include the addition of 1,348,814 square feet of new impervious surface. Construction activities and the addition of impervious surface could increase erosion and siltation at the project site.

As discussed above, the proposed project would be subject to the NPDES Construction General Permit (Order WQ 2022-0057-DWQ) because the proposed project would disturb one acre or more of land surface. Also discussed above, the NPDES Construction General Permit requires a SWPPP and associated BMPs, which include erosion and sediment controls, runoff water quality monitoring, proper waste disposal, implementation of approved local plans, control of construction sediment and erosion control

measures, and identification of maintenance responsibilities, as well as non-stormwater management controls.

In addition, compliance with applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan, would reduce potential soil erosion and loss of topsoil from construction-related soil disturbance.

Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update could increase the total impervious area within the City and increase stormwater runoff, which could result in flooding.

The Housing Element Update FEIR concluded that compliance with existing regulations, the policies and actions included in the General Plan, and adherence to the Municipal Code would maximize infiltration and rainwater retention, which would in turn reduce stormwater runoff. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis to ensure that there are no significant impacts related to surface runoff and flooding. Further, new development would be required to pay its fair share of the flood control improvement costs. Therefore, impacts related to surface water and flooding would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would include the addition of 1,348,814 square feet of new impervious surface. The addition of this impervious surface could lead to an increase in the amount of surface runoff.

According to the Federal Emergency Management Agency (FEMA) Flood Map for the area, the project site is mapped within Zone X—indicating an area of minimal flood risk.[27]

As detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(iii) 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;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development consistent with the Housing Element Update could increase the total impervious area and increase stormwater runoff, which could exceed stormwater drainage facility capacity or create additional sources of polluted runoff.

The Housing Element Update FEIR concluded that compliance with the General Plan policies and programs would maximize infiltration and rainwater retention, which would in turn reduce stormwater runoff. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis for impacts to storm drain capacity. Further, new development would be required to pay its fair share of the storm drainage system improvement costs. Therefore, impacts related to

[27] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

exceedances in stormwater drainage systems or the creation of substantial additional sources of polluted runoff would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would connect to the City's existing system at Busch Road and Ironwood Drive.

A Preliminary Stormwater Control Plan (Appendix G) was prepared for the proposed project by Kimley-Horn Associates in November 2023. The Preliminary Stormwater Control Plan determined that the proposed project would include approximately 1,348,814 square feet of new impervious surface area on the project site. The proposed project leaves approximately 41 percent of the project site pervious, which includes the bioretention areas, park, and landscaping. The proposed project minimizes stormwater runoff by directing all runoff from impervious surfaces to vegetated bioretention areas. The landscaping would also be required to meet State standards for water efficiency. Additionally, the proposed project would meet the hydromodification requirements with on-site controls, which prevent increases in runoff flow and volume. The project site would also employ stormwater source controls to reduce the likelihood of contamination during the operation of the proposed project.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(iv) impede or redirect flood flows?

Summary of Housing Element Update FEIR

As depicted in the Housing Element Update FEIR in Exhibit 3.9-1, most of the rezoned housing sites are not located within a flood hazard zone.

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update would be subject to the General Plan policies and programs and Municipal Code, and compliance with those regulations would reduce the risks of flooding. Furthermore, federal and State agencies are also responsible for maintaining flood protection features in the City. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis for impacts related to flooding and would mitigate impacts as appropriate. Therefore,

the potential for loss, injury, or death from impeding flood flows would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would include an additional 1,348,814 square feet of impervious surface. Additionally, the project site is in an area of minimal flood risk (Zone X).[28]

Although the proposed project would include new impervious surfaces, which could lead to an increase in surface runoff that could lead to flooding, as detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site. This would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces, thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements, the Municipal Code, and General Plan goals, policies, and actions that would reduce flood risk.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Risk of Pollutant Release Due to Inundation

Would the project: *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated there are no large, confined water bodies within the City susceptible to seiches and that no portion of the

[28] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

City is located on a shoreline susceptible to tsunamis. Therefore, development consistent with the Housing Element Update would not result in substantial inundation by seiche or tsunami, and no impact would occur related to a release of pollutants due to related inundation.

The Housing Element Update FEIR indicated that several rezoned housing sites are within the 500-year flood hazard zone (see Housing Element Update FEIR Exhibit 3.9 1). Development consistent with the Housing Element Update would be subject to the General Plan policies and programs and the Municipal Code, which would reduce the risks of inundation. Additionally, all future development would be evaluated on a project-by-project basis for impacts related to risk of pollutant release associated with flooding and inundation. Therefore, the risk of release of pollutants during inundation would be less than significant.

Proposed Project Analysis and Conclusion

The project site is over 15 miles east of the San Francisco Bay, but the project site is located over 0.44 mile south of Lake I of the Zone 7 Water Agency (Zone 7) Chain of Lakes. Two other lakes, Cope Lake and Shadow Cliffs Lake, are located approximately 0.71 mile and 0.81 mile northeast and southeast of the project site, respectively. These lakes could be susceptible to seiches; however, the water elevations in these lakes would be low enough to prevent seiche inundation on the project site. Furthermore, the proposed project would comply with all applicable regulations and requirements from the Municipal Code and NPDES. As discussed above, the project site is not within the 100-year Annual Chance Flood Hazard zone; the project site is mapped within an area of minimal flood hazard (Zone X).[29] Additionally, the proposed project does not include the storage of hazardous materials or pollutants.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

[29] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

e) Water Quality Control or Sustainable Groundwater Management Plans Consistency

Would the project: *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that construction and operation of any future development consistent with the Housing Element Update could result in water quality impacts. In addition, future development consistent with the Housing Element Update could lead to an increased demand for water, which could lead to an increase in groundwater pumping.

The Housing Element Update FEIR concluded that any future development consistent with the Housing Element Update would be required to comply with the General Plan policies and programs, the Municipal Code, and the mandatory NPDES permit requirements. Therefore, during construction and operation, future development consistent with the Housing Element Update would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality, in compliance with the Water Quality Control Plan for the San Francisco Bay Basin. Furthermore, compliance the General Plan contains policies and programs that would facilitate groundwater recharge by encouraging pervious surfaces in new developments and requiring projects to meet federal, State, regional, and local stormwater requirements, including stormwater infiltration. Therefore, implementation of the Housing Element Update would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would be designed in accordance with the Preliminary Stormwater Control Plan that was prepared for the proposed project.

As discussed above, under the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak

flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Adherence to the Preliminary Stormwater Control Plan would address the proposed project's potential impacts to groundwater and surface water quality. Further, adherence to the Preliminary Stormwater Control Plan would ensure the proposed project's compliance with the Alternative Groundwater Sustainability Plan (GSP) for the Livermore Valley Groundwater Basin and the Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements, adhere to the Municipal Code, and implement General Plan goals, policies, and actions which would ensure that impacts related to groundwater and water quality degradation from construction activities are less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Hydrology and Water Quality, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XI. Land Use and Planning *Would the project:*					
a) Physically divide an established community?	Less than significant impact	No	No	No	No
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant impact	No	No	No	No

a, b) Division of an Established Community, Conflict with Land Use Plan

Would the project: *a) Physically divide an established community?*

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Housing Element Update FEIR

Division of an Established Community

The Housing Element Update FEIR indicated the physical division of an established community could potentially occur if development consistent with the Housing Element Update would involve construction of a large linear feature, such as a railroad or interstate highway, or if it would involve removal of access that would impact mobility within an existing community, such as removal of a bridge.

The rezoned sites were chosen by the City based on certain criteria that make the sites suitable for residential development. These criteria include: (1) site size and infill criteria, (2) proximity to modes of transportation, (3) proximity to services and amenities, (4) environmental impacts/hazards, (5) impacts on

sensitive resources, (6) height and mass compatibility, and (7) owner interest in development of the site. As part of this analysis, the City determined the rezoned sites would allow housing developments on locations that would be integrated into, and would not divide, any established neighborhoods within the City. The Housing Element Update contains a multitude of policies and actions to require and ensure community connectivity as buildout occurs.

Therefore, the Housing Element Update FEIR concluded the Housing Element Update does not propose any changes to the roadway circulation network such that new or expanded roadways are contemplated. For these reasons, impacts would be less than significant.

Conflict with Land Use Plan

***Plan Bay Area 2050-Sustainable Communities Strategy/Regional* Transportation Plan Consistency**

The Housing Element Update FEIR indicated that, consistent with Plan Bay Area 2050, the Housing Element Update includes several policies and programs intended to improve the quality of the housing inventory, conserve existing neighborhoods, increase housing affordability, and remove potential governmental and non-governmental constraints to housing for lower-income households and persons with special needs. Individual development projects would also be subject to relevant Housing Element Policies and Municipal Code requirements regarding growth management to ensure that residential development is consistent with the City's infrastructure capacity.

Furthermore, the rezoned sites were determined through a site evaluation performed by the City, based on seven different criteria that considered the 35 strategies set forth in Plan Bay Area 2050. These criteria include the following: (1) site size and infill criteria, (2) proximity to modes of transportation, (3) proximity to services and amenities, (4) environmental impacts/hazards, (5) impacts on sensitive resources, (6) height and mass compatibility, and (7) interest in site.

The sites were chosen to promote infill development in areas with proximity to existing transit and services and amenities. Consistency with the Regional Housing Needs Allocation (RHNA) and a focus on concentrating future housing development in these areas would reduce environmental impacts, consistent with Plan Bay Area 2050. Therefore, impacts would be less than significant.

City of Pleasanton General Plan, PUD, and Specific Plan Consistency

The Housing Element FEIR notes that development on most of the rezoned sites would require a General Plan Amendment and some sites require further action.

The Housing Element General Plan Amendments and other actions were consistent with widely accepted planning principles of facilitating logical and orderly growth, ensuring compatibility with surrounding uses, and ensuring internal consistency among the goals and policies of the General Plan. As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications are reviewed by the City for compliance with the goals, policies, and programs of the General Plan and other applicable provisions. The Housing Element PUD and Specific Plan Amendments serve as a self-mitigating aspect of the Housing Element Update that corrects conflicts that would otherwise exist, and impacts would be less than significant.

Zoning

The Housing Element Update includes policies and programs that are meant to ensure logical and orderly development and require discretionary review consistent with the Pleasanton Zoning Ordinance. Moreover, as the City receives development applications for development consistent with the Housing Element Update, those applications are reviewed by the City for compliance with the goals, policies, and programs of the Municipal Code. As such, if approved, the rezoning sites serve as a self-mitigating aspect of the Housing Element Update project that would serve to correct conflicts that would otherwise exist, and impacts would be less than significant.

City of Pleasanton Measures PP and QQ

The Housing Element Update FEIR indicated that, consistent with General Plan, individual development projects would be required to undergo project-specific discretionary environmental review with respect to annexation and development in the City of Pleasanton, including additional analysis to determine consistency with Measure PP. Therefore, development consistent with the Housing Element Update would not conflict with Measures PP or QQ, and impacts would be less than significant.

Airport Land Use Compatibility Plan

The Housing Element Update FEIR indicated the Livermore Municipal Airport is located approximately 1 mile east of the City of Pleasanton, and some areas of the City are within the flight path for planes taking off and arriving at the Livermore Airport. As shown in Exhibit 3.8-2 in the Housing Element Update

FEIR, Site 21(Kiewit) is located within the Alameda County ALUPP AIA, which is coterminous with the Alameda County Airport Land Use Commission Hazard Prevention Zone. None of the rezoned housing sites are within an Airport Protection Area.

Developments within the ALUPP's AIA would be required to undergo federal, State, and local regulatory review processes specific to airport noise, airspace safety, and other land use compatibility standards, including 14 Code of Federal Regulations Part 77 regulations for the safety, efficient use, and preservation of navigable airspaces. In reviewing individual applications, the City would determine which policies and actions apply and whether project modifications would be required to ensure compatibility with the ALUCP. Buildings within the ALUCP AIA would be required to comply with Federal Aviation Administration (FAA) regulations for height. Therefore, development consistent with the Housing Element Update would be consistent with the Alameda County ALUCP, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The types of barriers or physical features that can divide a community include roads, freeways, railroads, transit lines, and open space that is not developed for recreational use. The project site is bordered by urban built-up land, consisting of various industrial and residential uses. Additionally, the Montessori School is located across Busch Road north of the project site (Exhibits 2 and 2a). The proposed project will consist of residential units and, therefore, would not physically divide an established community.

Additionally, the proposed project has a General Plan designation of Housing Element Overlay and was anticipated to be developed with 8 to 13 du/acre on the medium density portion of the site and 30 du/acre on high density portion of the site in the Housing Element Update. The proposed project consists of 412 dwelling units with a density of 8 du/acre on the medium density portion of the project site and 36 du/acre on the high density portion of the project site (with density bonus) and 57 JADUs. Thus, the proposed project would be consistent with the development assumed in the Housing Element Update FEIR for this site.

Noise Land Use Compatibility Analysis

In order to evaluate the existing ambient noise environment for compatibility of the proposed development with the City's noise land use compatibility criteria, an ambient noise monitoring effort was conducted on the project

site. Four short-term noise measurements (15 minutes each) were taken on Thursday, April 25, 2024. The short-term noise measurements were taken between approximately 1:40 p.m. and 3:10 p.m. The noise measurement data sheets are provided in Appendix H of this report.

The short-term noise measurements taken at the project site are summarized in Table 6 below. The noise measurements indicate that daytime ambient noise levels range from 62.7 A-weighted decibels (dBA) to 71.1 dBA equivalent noise/sound level (L_{eq}) in the project vicinity. The noise technician observed that the dominant noise source in the project vicinity is traffic noise from Valley Avenue, Boulder Street, Busch Road, Ironwood Drive, 3786 Valley Avenue warehouse operations, and distant train activity.

Table 6: Existing Ambient Noise Levels in the Project Vicinity

Site Location	Location Description	dBA	Primary Noise Sources
ST-1	By the Northeast corner of the project site, on the North side of Busch Road. 10 feet off the road.	62.7 L_{eq}	Busch Road vehicle traffic, Pleasanton Transfer station operation, noise from existing on-site uses.
ST-2	At the Northeast corner of Ironwood Drive and Busch Road intersection. 10 feet off the road.	64.1 L_{eq}	Busch Road vehicle traffic. Ironwood Drive vehicle traffic, Pleasanton City Water Services parking lot and operational noise, distant Valley Avenue traffic noise.
ST-3	At the Valley Avenue and Busch Road intersection by the Southeast corner. 10 feet off the road.	67.7 L_{eq}	Valley Avenue traffic, Busch Road traffic.
ST-4	At the Northeast corner of Boulder Street and Valley Avenue intersection. 10 feet off the road.	71.1 L_{eq}	Valley Avenue traffic, Boulder Street traffic, 3786 Valley Avenue warehouse operations, and distant train traffic.
Notes: dBA = A-weighted decibel L_{eq} = equivalent sound level Source: FirstCarbon Solutions (FCS). 2024.			

The General Plan states that if the exterior noise source is a railroad, then the outdoor noise exposure criterion is 70 dBA day/night average sound level (L_{dn}) for future residential development. When these peak noise hour measurements are averaged over a 24-hour period and taking into account quieter nighttime average noise levels, these documented existing ambient noise levels would not exceed 70 dBA L_{dn} and are considered acceptable for new residential land use development. Therefore, the proposed project would not result in any conflict with the City's noise land use compatibility standards.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Land Use and Planning, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XII. 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?	No impact	No	No	No	No
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?	No impact	No	No	No	No

a, b) Loss of Minerals Resources of Statewide or Local Importance

Would the project: *a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that most of the sites are urban infill sites and are developed or partially developed with existing uses (see Table 2-1 in Chapter 2, Project Description), and concluded that no activities related to mineral resources currently occur within the rezoned housing sites and none of the sites are designated for this use. These conditions preclude the possibility of impacts on mineral resources; therefore, there is no impact associated with mineral resources.

Proposed Project Analysis and Conclusion

As determined in the Housing Element Update FEIR, the project site does not contain mineral resources of value and is not a designated mineral resources recovery site. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Mineral Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XIII. Noise *Would the project:*					
a) Expose 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact with mitigation incorporated	No	No	No	No
c) For a project located within the vicinity of a private airstrip or 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?	No impact	No	No	No	No

a) Substantial Noise Increase in Excess of Standards

Would the project: *a) Expose 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?*

Summary of Housing Element Update FEIR

Construction

The Housing Element Update FEIR indicated that a significant impact would occur if project-related, noise-producing construction activities exceed the City's established noise performance standards for construction activities. According to Section 9.04.100 of the Municipal Code, construction noise is exempt from the noise performance standards of the Noise Ordinance between the hours of 8:00 a.m. and 8:00 p.m. daily, except Sunday and holidays, when the exemption shall apply between 10:00 a.m. and 6:00 p.m., provided the construction activity meets at least one of the following noise limitations:

A. No individual piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible; or

B. The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.

For future development projects, two types of short-term noise impacts would occur during site preparation and project construction. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. Based on existing traffic volumes on roadway segments adjacent to each rezoned housing site, any future individual development project's construction trips would not be expected to double the hourly or daily traffic volumes along roadway segments in the vicinity of a development site. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly or daily average traffic noise levels. Therefore, the Housing Element Update FEIR concluded short-term construction-related noise impacts associated with the transportation of workers and equipment to a development site would be less than significant.

The second type of short-term noise impact is related to noise generated during site preparation, grading, and construction activities. Construction noise within the City is restricted by the Municipal Code in intensity and hours of operation. Because the rezoned housing sites would be developed within the city limits, they would be required to meet the requirements of the Municipal Code. In addition, the City has a code enforcement system that would handle construction noise complaints. Enforcement of the restricted hours of construction and the limit on the permissible maximum noise levels as measured at a project site property plane would reduce potential construction noise impacts to not result in a substantial temporary increase in ambient noise levels and would especially preclude potential impacts during evening and nighttime hours. Furthermore, individual housing development projects would be reviewed and approved as required by the procedures of the Municipal Code and may require additional CEQA review, as appropriate. The Housing Element Update FEIR concluded that, on a program level, future development of the rezoned housing sites would result in less than significant construction noise impacts.

Operation

Traffic Noise Impacts

The Housing Element Update FEIR indicated that a significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without implementation of the Housing Element Update. The General Plan states that "an exterior increase of more than 4 decibels is considered significant." The Housing Element Update FEIR concluded that no modeled roadway segment would experience an increase in traffic noise levels of greater than 4 dBA compared to noise levels that would exist without implementation of the Housing Element Update under Existing Plus Project and Cumulative Plus Project scenarios. Therefore, buildout of the rezoned housing sites would not result in a substantial permanent increase in traffic noise levels compared to levels that would exist without implementation of the Housing Element Update, and the impact would be less than significant.

Compliance with Applicable Plans, Policies, or Regulations

The Housing Element Update FEIR indicated development on rezoned housing sites could expose new noise-sensitive uses to traffic or railroad noise levels in excess of the City's established normally acceptable noise land use compatibility standards.

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update that would include single- or multi-family land use development adjacent to roadway segments identified in Table 3.11-7 (in the Housing Element Update FEIR) that have modeled noise levels in excess of 60 dBA or 65 dBA L_{dn}, respectively, as measured at 50 feet from the centerline of the outermost travel lane, would be required to demonstrate compliance with General Plan policies and incorporate project design features that would reduce traffic noise impacts for proposed development on that project site.

Stationary Operational Noise Impacts-Mechanical Equipment Operations

The Housing Element Update FEIR indicated that a significant impact would occur if operational noise levels generated by stationary noise sources at development projects on the rezoned housing sites would result in a substantial permanent increase in ambient noise levels in excess of the City's noise standards. The City has established operational noise performance standards for residential properties in Section 9.04.030 of the Municipal Code which prohibits noise levels in excess of 60 dBA at any point outside the property plane unless otherwise provided in the Municipal Code.

Primary stationary noise source associated with development consistent with the Housing Element Update would be new mechanical ventilation system equipment operations. The Housing Element Update FEIR concluded that these stationary source operational noise levels could exceed the City's threshold of 60 dBA as measured at a project property plane if they were to occur at a location closer than 25 feet from the project boundary. Development consistent with the Housing Element Update would comply with applicable goals, policies, and programs in the General Plan. To ensure compliance with applicable goals, policies, and programs, development consistent with the Housing Element Update would implement MM NOI-1, which requires preparation of a noise analysis for any development that would locate noise-producing mechanical systems within 25 feet of a project property line. If potential noise impacts are identified, then mitigation must also be identified. The Housing Element Update FEIR concluded that compliance with the goals, policies, and programs in the General Plan and implementation of MM NOI-1 would ensure that stationary source noise impacts generated by future development projects on the rezoned housing sites would be reduced to less than significant.

Proposed Project Analysis and Conclusion

Existing Noise Conditions

The existing noise environment in the vicinity of the project site was documented through a noise monitoring effort performed at the project site. Noise monitoring measurement data sheets are contained in Appendix H. A total of four short-term noise measurements (15 minutes each) were taken on Thursday, April 25, 2024, during the midday peak noise hour. The noise measurements determined that daytime ambient noise levels range from 62.7 dBA to 71.1 dBA L_{eq} along the boundaries of the project site. The noise measurements indicate that noise within the vicinity of the project site is generally characterized by vehicle traffic on local roadways, transfer station operations, private trucking operations, fire department training center activity, and train activity in the distance. The noise measurement documented noise levels from all noise sources in the project vicinity, including any noise from the facilities for the LPFD, PGS, and Pleasanton Public Works Department.

Construction Noise

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. The loudest pieces of equipment anticipated to be used in the site preparation phase of construction are graders and excavators. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. The maximum noise level generated by graders and excavators is approximately 85 dBA maximum noise/sound level (L_{max}) at 50 feet.

The nearest adjoining residential property line (future approved residences that will be located across Busch Road) is located approximately 160 feet north of the nearest project construction footprint. At this distance, reasonable worst-case maximum construction noise levels would attenuate to below 68 dBA L_{eq}. The calculation sheet is provided in Appendix H. Additionally, noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site.

Therefore, the proposed project's construction noise levels would not exceed the City's construction noise level standard of 86 dBA as measured at the property plane. In addition, because the project would comply with the City's permissible hours of construction, the resulting reasonable worst-case

daily average construction noise levels of 65 dBA Ldn would not result in a perceptible increase in documented average daily ambient noise levels in the project vicinity and the impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related construction noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

Traffic Noise

A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Based on the traffic study prepared for the project, the segment of Busch Road adjacent to the project site experiences 286 PM peak-hour trips under existing conditions. The traffic analysis also shows that Existing Plus Project trips (existing and project trips combined) would generate 381 total PM peak-hour trips. Similar trip volumes are documented for other modeled roadway segments in the project vicinity. Therefore, project traffic volumes would not double the existing traffic volumes on roadway segments accessing the project site. As such, the proposed project would not result in a substantial increase of 3 dBA or greater in traffic noise levels.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related traffic noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

Operational/Stationary Source Noise Impacts

A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds established by the City.

Mechanical Equipment Operations

The Housing Element Update FEIR indicated that a significant impact would occur if project-related, noise-producing construction activities exceed the City's Municipal Code's established noise performance standards. The City has established operational noise performance standards for residential properties in Section 9.04.030 of the Municipal Code which prohibits noise levels in excess of 60 dBA at any point outside the property plan, unless otherwise provided in the Municipal Code. For example, Section 9.04.070 provides a daytime exception that any noise which does not produce a noise level exceeding 70 dBA at a distance of 25 feet under its most noisy condition of use shall be exempt from the provisions of Sections 9.04.030 between the hours of 8:00 a.m. and 8:00 p.m. daily, except Sundays and holidays, when the exemption herein shall apply between 10:00 a.m. and 6:00 p.m.

Typical operational noise level ratings for residential-grade mechanical ventilation equipment range up to approximately 70 dBA L_{eq} at a distance of approximately 3 feet. Proposed mechanical ventilation systems would be located approximately 160 feet from the nearest residential property line (future approved residences located north of the project site across Busch Road). At this distance, and assuming no shielding reduction for residential fences, noise generated by proposed mechanical ventilation equipment would attenuate to below 23 dBA L_{eq} at the nearest residential property line. The calculation sheet is provided in Appendix H.

Project-related mechanical ventilation equipment operational noise levels would not exceed 60 dBA at the adjoining residential property boundary plane. In addition, these noise levels would not exceed the documented existing background ambient noise levels, and the impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related stationary noise and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

b) Groundborne Vibration/Noise Levels

Would the project: *b) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Summary of Housing Element Update FEIR

Short-term Construction Vibration Impacts to Off-site Receptors

The Housing Element Update FEIR indicated that future construction activities that could occur with development of the rezoned housing sites would generate groundborne vibration. Groundborne vibration from construction activities has the potential to impact existing or future buildings (i.e., through structural damage) and their occupants (i.e., through activity disruption, annoyance, etc.) if they are located close enough to the construction sites. In general, vibration-induced structural damage could only occur when certain types of construction activity (e.g., blasting and pile driving) take place close to existing structures, while vibration-induced disruption/annoyance could occur during more common types of construction activity (e.g., truck movements) at greater distance from the activity area. Impact pile drivers used during the site preparation phrase of construction could result in construction vibration levels that exceed the Federal Transit Administration (FTA) damage threshold criteria, resulting in a potentially significant impact.

The Housing Element Update FEIR concluded that in compliance with Program 1.6 of the Noise Element, implementation of MM NOI-2, which requires preparation of a Construction Vibration Reduction Plan, would ensure that vibration level impacts generated by future development projects would be reduced to a less than significant impact.

Operational Vibration Impacts

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update would involve residential and commercial land use development. This type of land use development is not anticipated to include any permanent sources of vibration that would expose persons in the project vicinity to excessive groundborne vibration levels. Therefore, project operational groundborne vibration level impacts would be less than significant.

Proposed Project Analysis and Conclusion

Construction

Construction of the proposed project would require a variety of large, steel-tracked earthmoving vehicles for site preparation and the use of vibratory rollers for internal street construction. According to the FTA, large bulldozers and similar heavy equipment can generate groundborne vibration levels up to 0.089 inches per second (in/sec) peak particle velocity (PPV) at a reference distance of 25 feet. In other words, these vehicles could expose buildings within 25 feet of their construction activities to groundborne vibration levels up to 0.089 in/sec PPV. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 in/sec PPV at 25 feet from the operating equipment.

The nearest building to the project construction footprint is the self storage office building located approximately 40 feet south of the nearest project construction footprint where the heaviest construction equipment would operate. At this distance, groundborne vibration levels from large bulldozers and similar heavy grading vehicles operating near the proposed project's western property line would be approximately 0.099 in/sec PPV at the façade. This is below the FTA's damage threshold of 0.3 in/sec PPV for structures of this type, a structure of concrete and masonry construction. Therefore, groundborne vibration impacts from construction activities would be less than significant.

Operations

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be considered less than significant without mitigation.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related vibration, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

c) Excessive Noise Levels from Airport Activity

Would the project: *c) For a project located within the vicinity of a private airstrip or 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?*

Summary of Housing Element Update FEIR

The Livermore Municipal Airport is located approximately 1 mile east of the city limits. At this distance, the rezoned housing sites are located well outside of the airport's 60 dBA Community Noise Equivalent Level (CNEL) noise contours. Therefore, the Housing Element Update FEIR concluded that implementation of the Housing Element Update would not expose persons residing or working at the sites to noise levels from airport activity that would be in excess of normally acceptable standards. Therefore, no impact would occur.

Proposed Project Analysis and Conclusion

Airport Noise

The closest airport to the project site is the Livermore Municipal Airport, approximately 2 miles northeast of the project site. Because of its distance from the airport runways, and the orientation of the runway relative to the project site, the project site is located outside of the airport's 60 dBA CNEL noise contours. No private airstrips are located within the vicinity of the project site. Therefore, implementation of the project would not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise, and therefore no impact would occur.

Approval of the proposed project would not result in any significant effects relating to airport noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c). Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Noise, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures from the Housing Element Update FEIR would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM NOI-1 Stationary Source Noise Impact Reduction Measure

Prior to issuance for building permits for a project, for any development project on potential sites for housing that would include any noise-producing mechanical systems located within 25 feet of a property line, the project applicant shall retain a Noise Specialist to conduct a site-specific project-level noise analysis to evaluate compliance with Section 9.04.030 of the Municipal Code, which prohibits noise levels in excess of 60 A-weighted decibel (dBA) at any point outside the property plane, as defined in Section 9.04.020 of the Municipal Code as "a vertical plane including the property line which determines the property boundaries in space." If the analysis identifies that proposed mechanical system operations could result in an exceedance of this noise performance standard, then specific measures to attenuate the noise impact shall be outlined in the analysis. The analysis shall be submitted to the City's Building and Safety Division for review and approval prior to issuance of building permits. The final noise reduction measures shall be included on all final construction and building documents and/or construction management plans and submitted for verification to the City. Specific measures may include, but are not limited to, the following measures or design features:

- The project applicant shall utilize quieter mechanical systems that would not result in an exceedance of the City's operational noise standards.

- The project applicant shall enclose mechanical systems in a sound-attenuating structure or shall install sound barriers adjacent to the proposed system that would reduce operational noise levels to not exceed the City's noise performance standards as measured at the property line.
- The project application shall relocate the proposed mechanical system further from property line to reduce operational noise levels to not exceed the City's noise performance standards as measured at the property line.

MM NOI-2 Construction Vibration Reduction Plan

For any future development projects that would use pile driving within 200 feet of an off-site structure, prior to the issuance of grading permits for a project, the project sponsor shall retain a Noise Specialist to prepare a Construction Vibration Reduction Plan for submittal to the City's Planning Director for review and approval that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for any impacted structures. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents. A note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors, to be monitored via on-site inspection by the Community Development Department, to implement these measures to limit construction-related vibration impacts.

For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of heavy construction equipment (i.e., construction equipment with a peak particle velocity [PPV] at 25 feet [inches per second] rating of 0.051 or greater as shown in Table 3.11-3 in Section 3.11, Noise, in this Program EIR) within 15 feet of an off-site structure, the project sponsor shall retain a Noise Specialist to prepare a Construction Vibration Reduction Plan for submittal to the City's Director of Community Development for review and approval that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for any

impacted structures. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents. A note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors, to be monitored via on-site inspection by the Community Development Department, to implement these measures to limit construction-related vibration impacts.

Mitigation Measures for the Proposed Project

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XIV. Population and Housing *Would the project:*					
a) Induce substantial unplanned 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)?	Less than significant impact	No	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant impact	No	No	No	No

a, b) Growth Inducement and Housing Displacement/Replacement 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)?*

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Summary of Housing Element Update FEIR

Growth Inducement

The Housing Element Update FEIR indicated that because the Housing Element Update would provide sufficient sites to accommodate the RHNA for

the City, the population growth associated with development of those sites would be consistent with the forecast growth in Plan Bay Area 2050. Many of the Housing Element Update's policies and programs guide population growth within the City through 2031 and support the objectives of the City and would not result in unplanned direct or indirect population growth. Development within the rezoned housing sites would be required to abide by policies and programs to ensure that new development or redevelopment does not induce substantial additional unanticipated or unplanned population growth, either directly or indirectly. Additionally, compliance with the regulations laid out in the Municipal Code would ensure that the Housing Element Update would not result in unplanned direct or indirect population growth. Furthermore, future development consistent with the Housing Element Update would be subject to review and approval by the City, including environmental compliance review. Future development would be required to demonstrate consistency with the Housing Element Update (including rezonings, General Plan, and Specific Plan Amendments) and comply with requirements of the General Plan protecting against substantial unplanned growth and displacement of existing residential uses. Finally, the City has supported urban growth and development for almost 130 years and is served with infrastructure (e.g., roads, freeways, railroads, transit, water, sewer, storm drainage, electricity, natural gas, etc.); development consistent with the Housing Element Update would not result in indirect growth. The Housing Element Update FEIR concluded that impacts would be less than significant.

Housing Displacement/Replacement Housing

The Housing Element Update FEIR indicated the Housing Element Update would result in a significant impact if it would displace substantial numbers of people or existing housing which would require the construction of replacement housing elsewhere. Implementation of the Housing Element Update would result in the development of additional housing units at all affordability levels to support the City's growing population and future housing demands, as specified in the RHNA, by rezoning all or some of the rezoned housing sites to accommodate housing development. In addition, pursuant to Program 3.6 of the Housing Element Update, the City would be required to replace housing units that are demolished with units affordable to the same or lower-income as a condition of development.

Therefore, implementation of the Housing Element Update and the rezoning of some or all of the rezoned housing sites is not anticipated to displace a

substantial number of people or housing units and would not require the construction of replacement housing elsewhere due to the displacement of housing or people. Therefore, there would be a less than significant impact related to population and housing displacement.

Proposed Project Analysis and Conclusion

The Housing Element Update estimated that the project site, Site 21(Kiewit), would be developed with up to 760 dwelling units. The proposed project consists of four villages with a total of 412 new units and 57 JADUs. Because this is less than the maximum number of units estimated in the Housing Element Update, the proposed project would not induce substantial, unplanned growth. Additionally, the project site is currently vacant and does not contain any residential structures. As such, the proposed project would not result in the displacement of any existing residences. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Population and Housing, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XV. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					
a) Fire protection?	Less than significant impact	No	No	No	No
b) Police protection?	Less than significant impact	No	No	No	No
c) Schools?	Less than significant impact	No	No	No	No
d) Libraries?	Less than significant impact	No	No	No	No
e) Other public facilities?	Less than significant impact	No	No	No	No

a, b, d, e) Need for New or Altered Fire Protection, Police Protection, Libraries or Other Public Facilities

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

b) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

d) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library facilities?

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

Summary of Housing Element Update FEIR

Fire Protection Services

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in an increased demand for fire protection services, and, as this demand increases, there may be a need to increase staffing and equipment to maintain acceptable service ratios, reflex times, and other performance standards. This would require existing fire stations to be able to accommodate the additional staff and/or equipment. If an existing fire station is at capacity for staffing, this could require an expansion of an existing fire station or construction of a new fire station, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded fire protection facilities to support the growth anticipated as part of the Housing Element Update cannot be determined at the time of certification of the Housing Element Update FEIR because the designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded fire protection facilities would have similar impacts, as would construction and operation of other types of new development consistent with the Housing Element Update.

The General Plan includes policies and programs to ensure that fire protection services keep pace with new development. As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and programs of the General Plan and Vineyard Avenue Corridor Specific Plan to ensure that fire protection services keep pace with new development. In addition, the Municipal Code, which implements the General Plan, would be reviewed when development applications are received. Through implementation of the capital facilities fee, developers would be responsible for payment of any improvements

needed, including the need for new facilities, which would effectively mitigate any increased demand for services associated with development consistent with the Housing Element Update. Therefore, the Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would not result in significant adverse effects related to fire protection services and impacts would be less than significant.

Police Protection Services

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in an increased demand for police protection services. As the demand for police services increases, there may be a need to increase staffing and equipment, including the development of additional police substations, to maintain acceptable service ratios, response times, and other performance standards. However, this would require existing police stations to be able to accommodate the additional staff and/or equipment. If an existing police station is at capacity for staffing, this could require an expansion of an existing police station or construction of a new police substation, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded police protection facilities to support the growth anticipated as part of the Housing Element Update cannot be determined at the time the Housing Element Update FEIR was certified because the designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded police protection facilities would have similar impacts as would construction and operation of other types of new development consistent with the Housing Element Update.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan to ensure that police protection services keep pace with new development. In addition, the Municipal Code contains rules and regulations related to police services and payment of public service fees. Chapter 3.22 of the Municipal Code requires that development projects pay capital facilities fee apportioned to the cost of the necessary public improvements associated with each development within the City. Specifically, through the capital facilities fee the developer would be responsible for any improvements needed for police protection services, which would effectively mitigate any increased demand for services associated with development

consistent with the Housing Element Update. Therefore, the Housing Element Update FEIR concluded future development consistent with the Housing Element Update would not result in significant adverse effects related to police protection services and impacts would be less than significant.

Library Services

A representative for the Pleasanton Public Library noted that to accommodate development consistent with the Housing Element Update, there would be additional staffing, equipment, and facility space needed to maintain acceptable service ratios and other performance objectives for library facilities, which could require an upgrade of an existing library or construction of a new library, the construction of which could cause environmental impacts. The representative noted that the additional staffing, equipment, and facility space could be accommodated by a new library envisioned as part of the Pleasanton Civic Center Library Master Plan or with the completion of a satellite branch. However, at the time of certification of the Housing Element Update FEIR, no specific plans were approved for any development associated with expanded library facilities as part of the Pleasanton Civic Center Library Master Plan; thus, it was determined to be too speculative to evaluate as part of the analysis within the Housing Element Update FEIR. Library and Recreation staff are currently in the planning stages of a mobile vehicle to help expand library and recreation services with an anticipated in-service date by spring 2024.

The General Plan includes policies and programs to ensure that library facilities keep pace with new development. The Municipal Code contains rules and regulations related to payment of public service fees, which includes libraries. Chapter 3.22 of the Municipal Code requires that development projects pay a capital facilities fee apportioned to the cost of the necessary public improvements associated with each development within the City. While there is no portion of the capital facilities fee automatically earmarked for the provision of library services, the City, in its discretion, can direct a portion of the capital facilities fee to library facilities. The Pleasanton Development Impact Fee Nexus Study[30] assumes a new library facility to be developed as part of the Civic Center Master Plan. However, as stated above, no plans have been approved at this time.

[30] City of Pleasanton. 2018. Pleasanton Development Impact Fee Nexus Study. September 24. Website: https://www.cityofpleasantonca.gov/assets/our-government/housing/policies/capital-facility-and-transportation-fee-nexus.pdf. Accessed May 23, 2024.

As described above, the project-specific environmental impacts of constructing new or expanded library facilities to support the growth associated with the Housing Element Update cannot be determined at the time of certification of the Housing Element Update FEIR because the site-specific locations and designs of future new or expanded facilities are not known. As the City proceeds with the construction of new or expanded library facilities, those projects would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code.

Furthermore, as the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan to ensure that library facilities keep pace with new development. In addition, development consistent with the Housing Element Update would be required to pay capital facility fees in accordance with Chapter 3.22. Therefore, future development consistent with the Housing Element Update would not result in significant adverse effects related to library facilities and impacts would be less than significant.

Other Public Facilities

The Housing Element Update FEIR indicated that as demand for other public facilities increases from development consistent with the Housing Element Update, there may be an additional need to increase staffing and equipment to maintain acceptable service ratios and other performance objectives for these other public facilities. However, this would require existing public facilities to be able to accommodate the additional staff and/or equipment. If an existing public facility is at capacity for staffing, this could require an expansion of an existing public facility or construction of a new public facility, the construction of which could cause environmental impacts.

The project-specific environmental impacts of constructing new or expanded other public facilities to support the growth associated with the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified because the site-specific locations and designs of future new or expanded facilities are not known. As the City proceeds with the construction of new or expanded library facilities, those projects would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code. Furthermore, as the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and programs of the General Plan to ensure

that other facilities keep pace with new development. In addition, development consistent with the Housing Element Update would be required to pay capital facilities fees in accordance with Chapter 3.22 of the Municipal Code.

The Housing Element Update FEIR concluded the physical effects on the environment from the construction of new or expanded public facilities would be less than significant, and future development consistent with the Housing Element Update would not result in significant adverse effects related to other public facilities. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The development of the proposed project would generate increased demand for public services, including fire protection, police protection, libraries, and other public facilities. The Housing Element Update estimates up to 760 dwelling units to be located on the project site, while the proposed project would result in the construction of 412 dwelling units and 57 JADUs. As such, the proposed project would generate less demand for public services than what was analyzed in the Housing Element Update FEIR. Furthermore, the proposed project would be required to pay capital facilities fees as outlined in Municipal Code Chapter 3.22. Through the capital facilities fee, developers would be responsible for payment of any improvements needed, including the need for new facilities which would effectively mitigate any increased demand for services associated with development consistent with the Housing Element Update. The proposed project would be constructed in accordance with applicable General Plan policies and programs, and all project applicants would be subject to City review and approval. Therefore, there are no environmental effects that are peculiar to the proposed project. Environmental impacts would be avoided through the imposition of uniformly applied development policies or standards. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Need for New or Altered School Facilities

Would the project: *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives schools?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in development on all of the rezoned housing sites. If all the sites were to develop at their maximum density, a total of approximately 2,532 K-12 students could be generated, including approximately 1,377 students in Grades K-5, approximately 598 students in Grades 6-8, and approximately 557 students in Grades 9-12. A representative from Pleasanton Unified School District (PUSD) noted that new students associated with development consistent with the Housing Element Update could require the need to build additional capacity or new schools to accommodate growth. Specifically, elementary schools in the northern area of PUSD (Donlon and Fairlands) are currently impacted, and any further housing would require students to be assigned to another campus. The representative also noted that the current level of developer fees set by State law is not sufficient to cover the full cost of facility impacts associated with additional housing.

The General Plan includes policies and programs to ensure that school facilities keep pace with new development. Notwithstanding these General Plan policies and programs, while State law encourages coordination between cities and school districts related to planning for school siting, State law is also clear that long range master planning for school sites is ultimately the responsibility of the school district (see California Government Code § 65352.2). Section 65995(h) of the California Government Code (SB 50), clarifies that the payment of statutory fees ". . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property."

Additionally, as part of its efforts to anticipate and appropriately plan for future growth, PUSD prepares a 7-year projection of student population, updated annually, which looks at planned and proposed development within its enrollment boundaries, as well as demographic shifts, and "mobility factors" such as inter-district and inter-school transfers which over time affect overall enrollment. It is noted that the most recent study takes into account approximately 2,983 units of new residential development in Pleasanton (including at least some sites that are part of the Housing Element Update). Depending on other future enrollment trends, modifications to attendance area maps may be undertaken by PUSD.

New student population could also have the potential to cause the need for new or expanded school facilities. As the demand for school services increases from development consistent with the Housing Element Update, there may be a need to increase staffing, facilities, and equipment to maintain acceptable service ratios and other performance objectives for schools. However, this would require existing school sites to be able to accommodate the additional staff, facilities and/or equipment. If an existing school site is at capacity for staffing or for students, this could require an expansion of an existing school site or construction of a new school site, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded school facilities to support the growth anticipated as part of the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified because the site-specific locations and designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded school facilities would have similar impacts as would construction and operation of other types of new development under the Housing Element Update. Further, PUSD would be required to receive approval from the Division of the State Architect and complete any required CEQA review for construction of new or expanded school facilities.

As noted above, the payment of statutory fees ". . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property. . . on the provision of adequate school facilities." Therefore, with the payment of required State-established SB 50 fees, future development consistent with the Housing Element Update would not result in significant adverse effects related to school facilities and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would generate increased demand for school services. As stated above, the Housing Element Update estimated the development of up to 760 dwelling units on the project site, which would generate approximately 238 Elementary School students, approximately 106 Middle School students and approximately 109 High School students. The proposed project would develop 412 dwelling units and 57 JADUs, thus generating fewer students than what was anticipated in the Housing Element Update FEIR.

The project site is located within PUSD and would be served by Alisal Elementary School, Harvest Park Middle School, and Amador Valley High School.[31] All three schools are experiencing population declines that are projected to continue in the coming years. Accordingly, there would be sufficient capacity to accommodate new student enrollment associated with the proposed project.[32,33,34] Therefore, there are no environmental effects that are peculiar to the proposed project. Environmental impact would be avoided through the imposition of uniformly applied development policies or standards. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Public Services, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

[31] Pleasanton Unified School District (PUSD). 2024. School and Trustee Area Locater. Website: https://portal.schoolsitelocator.com/apps/ssl/?districtcode=17275#. Accessed May 23, 2024.
[32] Alisal Elementary School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/15u_JOWOlOlsMGEqW3PQqpUryXeYKTQwG/view?usp=sharing. Accessed May 23, 2024.
[33] Harvest Park Middle School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/1-tkgWn7pDUeZ8UaIkrAW5WlifF1Wqxk0/view?usp=sharing. Accessed May 23, 2024.
[34] Amador Valley High School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/10bagA3JbKcEBKo8DJpo1ocn1OuwnVLU1/view?usp=sharing. Accessed May 23, 2024.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVI. Recreation *Would the project:*					
a) 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?	Less than significant impact	No	No	No	No
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than significant impact	No	No	No	No

a, b) Effects of Increased Use of Parks and Provision of Parks or Recreational Facilities

Would the project:

a) 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; or

b) include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Summary of Housing Element Update FEIR

Effects of Increased Use of Parks

The Housing Element Update FEIR indicated that development and growth in the City would increase demand for existing parks and recreational facilities. As shown in Exhibit 3.13-3 in the Housing Element Update FEIR, many of the rezoned housing sites are within 0.5 mile (i.e., walking distance) of a neighborhood or community park. Additionally, the City is projected to meet the service standard of over 5 acres of neighborhood parkland in 2031.

As the demand for parks and recreational facilities increases, there may be a need to increase staffing and other resources to maintain existing parks and recreational facilities from their increased use. Additionally, as the demand for parks and recreational facilities increases, there may be a need to expand existing parks and recreational facilities or construct new parks and recreational facilities to maintain acceptable service ratios.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and program of the General Plan to ensure that parks and recreational facilities keep pace with new development. Specifically, Program 10.2 of Goal 6 of Chapter 6, Public Facilities and Community Program Element, encourages developers to dedicate public park acreage in areas designated for park use on the General Plan map rather than contribute in lieu fees. In addition, development consistent with the Housing Element Update would be required to pay the capital facilities fee in accordance with Chapter 3.22 of the Municipal Code. Therefore, the Housing Element Update FEIR concluded future development consistent with the Housing Element Update would not result in significant adverse effects related to parks and recreational facilities and impacts would be less than significant.

Provision of Parks and Recreational Facilities

The Housing Element Update FEIR indicated that as the demand for parks and recreational facilities increases, there may be a need to expand existing parks and recreational facilities or construct new parks and recreational facilities to maintain acceptable service ratios. There could be environmental impacts associated with the construction of new or expanded parks and recreational facilities. The project-specific environmental impacts of constructing new or expanded parks and recreational facilities to support the growth associated with the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified, because the designs of future new or expanded facilities were not known.

As the construction of new or expanded parks and recreational facilities proceeds, those projects will be reviewed by the City for compliance with the policies and programs of the General Plan and the Municipal Code. Therefore, the Housing Element Update FEIR concluded that the physical effects on the environment from the construction of new or expanded parks and recreational facilities would be less than significant.

Proposed Project Analysis and Conclusion

The development of the proposed project would generate increased demand for parks and recreational facilities. The Housing Element Update estimates up to 760 dwelling units to be located on the project site, while the proposed project would result in the construction of 412 dwelling units and 57 JADUs in total. As such, the proposed project would generate less demand for parks and recreational facilities than what was analyzed in the Housing Element Update FEIR.

The proposed project does not require plans for the expansion or construction of park facilities as the City currently maintains an open space ratio of approximately 13 acres per 1,000 residents, which is well above its target ratio of 5 acres per 1,000 residents. The proposed project would be required to pay all applicable capital facilities as required by Municipal Code Chapter 3.22 to mitigate impacts of the proposed development on public facilities, including parks and recreational facilities. These funds would be used by the City to help construct any needed park and recreational facilities and improvements in the City and to refurbish and expand existing facilities to maintain adequate levels of service. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Recreation, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVII. Transportation *Would the project:*					
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant impact	No	No	No	No
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Significant and unavoidable impact	No	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact	No	No	No	No
d) Result in inadequate emergency access?	Less than significant impact	No	No	No	No

The following analysis and discussion related to Level of Service (LOS) is no longer a CEQA topic and is therefore provided for informational purposes only to support the City's evaluation of traffic operations under the General Plan.

Traffic Operations

The operations of roadway facilities are described by the term LOS. An LOS is a description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined, ranging from LOS A (free-flow conditions) to LOS

F (over capacity conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F.

Although LOS and other delay-based metrics cannot be used to determine significant impacts under CEQA, the City strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Additionally, a project's effect on overall travel operations provides decision-makers with additional information to consider in the entitlement process and allows for the identification of potential improvements or project changes that could minimize the overall transportation system effect of a project on the surrounding community.

The City applies the following criteria to develop recommendations designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities. Intersection or roadway improvements may be recommended under the following circumstances:

- The project deteriorates the operations of a signalized intersection from acceptable to unacceptable based on the LOS standard established in the General Plan.
- The project adds 10 or more trips to an intersection projected to operate at an unacceptable LOS E or LOS F prior to the addition of project traffic.
- The project deteriorates the operations of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
  - Project traffic results in satisfaction of the peak-hour volume traffic signal warrant;
  - Project traffic increases minor movement delay by more than 30 seconds; or
  - Where the peak-hour volume signal warrant is met without project traffic and delay cannot be measured, project increases traffic by 10 or more vehicles per lane on the controlled approach.
- The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles (50

feet) where the queue already exceeds the available storage space (for example, vehicle queues spilling back from ramp terminal intersections to the freeway mainline, or vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes).

Existing Intersection Volumes

Weekday morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak period intersection turning movement counts were conducted at the study intersections in February and March of 2024, including separate counts of trucks, pedestrians, and bicyclists. For the study intersections, the single hour with the highest traffic volumes during the count periods was identified. The peak-hour volumes are presented on Figure 4 of the TIA along with the existing lane configuration and traffic control. Traffic count worksheets are provided in Appendix A of the TIA.

Existing Intersection Operations

Level of Service

Existing intersection operations are summarized in Table 7 below. Detailed intersection LOS calculation worksheets and methodology are provided in the TIA.

Table 7: Existing Conditions–Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing Conditions	
				Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	7.3 9.5	A A
2. Valley Avenue and Busch Road	Signal	AM PM	D	15.4 9.8	B A
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	33.7 **55.4**	C **E**
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	38.1 **62.9**	D **E**
5. Busch Road and Ironwood Drive	Signal	AM PM	D	19 21.8	B C
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	1.1(9.7) 4.4(8.7)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing Conditions	
				Delay[3]	LOS
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour [3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 2000 methodologies. **Bold** text indicates potentially unacceptable operations. Source: Fehr & Peers, February 2025.					

As shown in Table 7, the study intersections operate acceptably during existing conditions except for Santa Rita Road and Valley Avenue (LOS E) and Bernal Avenue/Valley Avenue and Stanley Boulevard (LOS E) during the PM peak-hour.

Queues

Although most intersections currently operate within the standards set by the City, there may be periodic vehicle queue spillback and delays greater than shown in Table 7, above, for some movements. Table 8 presents the 95th percentile vehicle queue results for turn movements with exclusive lanes at signalized intersections. Queue worksheets are provided in Appendix C of the TIA.

The 95th percentile queue exceeds the available storage at the following intersection movement:

- Santa Rita Road/Valley Avenue – Westbound Left Turn – AM peak-hour

Table 8: Existing Conditions – 95th Percentile Queues

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
1. Boulder Street and Valley Avenue	EBT	1,000	0	50
	WBT	200	0	0
	NBL	190	125	75
	NBT	1,240	125	125
	NBR	1,240	0	0
	SBL	200	0	0
	SBT	1,060	150	300
	SBR	20	0	0
2. Valley Avenue and Busch Road	EBL	200	50	50

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
	EBT	3,200	50	125
	WBT	1,150	300	200
	SBL	170	50	50
	SBR	200	50	50
3. Santa Rita Road and Valley Avenue	EBL	180	175	150
	EBT	1,900	125	225
	EBR	100	50	0
	WBL	140	**250**	150
	WBT	790	150	150
	WBR	100	0	0
	NBL	290	100	75
	NBT	560	525	400
	SBL	780	275	550
	SBT	780	550	350
	SBR	230	100	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	EBL	280	100	125
	EBT	1,200	100	275
	WBL	260	125	100
	WBT	3,700	425	150
	WBR	500	225	50
	NBL	180	125	50
	NBT	500	300	225
	NBR	160	50	100
	SBL	320	125	300
	SBT	1,240	275	400
5. Busch Road and Ironwood Drive	EBL	150	75	75
	EBT	600	0	0
	WBT	380	25	25
	SBR	280	0	0
6. Busch Road and City Service Operations Center Entrance	EB	130	0	20
	SB	100	50	100

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
Notes: [1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above. **Bold** text indicates queue potentially extends beyond available storage. Source: Fehr & Peers, February 2025.				

Existing with Project Conditions

Existing with Project Traffic Volumes

The project traffic volumes on Figure 6 of the TIA were added to the existing traffic volumes from Figure 4 of the TIA to estimate the Existing with Project traffic volumes, as shown on Figure 8 of the TIA. No improvements were assumed at any of the study intersections.

Analysis of Existing with Project Conditions

Intersection Operations

The Existing with Project analysis results are presented in Table 9, based on the traffic volumes and intersection configurations presented on Figure 8 of the TIA, along with the results for Existing conditions.

Table 9: Existing with Project Conditions – Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	7.3 9.5	A A	11.8 12.3	B B
2. Valley Avenue and Busch Road	Signal	AM PM	D	15.4 9.8	B A	16.7 11.5	B B
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	33.7 **55.4**	C **E**	34.5 **66.5**	C **E**
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	38.1 **62.9**	D **E**	39.2 **67.2**	D **E**
5. Busch Road and Ironwood Drive	Signal	AM PM	D	19 21.8	B C	16.4 16.3	B B

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	1.1(9.7) 4.4(8.7)	A(A) A(A)	0.8(10.3) 2.4(8.9)	A(A) A(A)
7. Busch Road and Street D	Side-Street Stop	AM PM	D	- -	- -	2.5(9.7) 2.2(9.1)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

As shown in Table 9, the study intersections operate acceptably during Existing Plus Project conditions except for Santa Rita Road and Valley Avenue (LOS E) and Bernal Ave/Valley Avenue and Stanley Boulevard (LOS E) during the PM peak-hour. These intersections operated at LOS E prior to the addition of proposed project traffic, however, the proposed project would add more than 10 peak-hour trips to both intersections during the weekday PM peak-hour, thus this would be a violation of the City's LOS policies. To provide acceptable traffic operations, pedestrian safety, and access to the proposed project, improvements to the proposed project's intersection at Boulder Street and Valley Avenue would also be necessary as identified in the TIA. These are discussed in greater detail below.

Vehicle Queues

Although most intersections generally operate within the standards set by the City, there can be periodic vehicle queue spillback and delays greater than shown in Table 9 for some movements. For signalized intersections, the 95th percentile queue exceeds the available storage at this intersection movement:

- Santa Rita Road/Valley Avenue–Westbound Left Turn–PM peak-hour

Traffic associated with the project would increase the PM peak-hour queue length at this movement by 50 feet (2 vehicles), which would be a violation of the City's established policies.

Table 10 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA.

Table 10: Existing with Project Conditions – 95th Percentile Queues

Intersection	Movement	Storage Length (ft)[1]	No Project		With Project	
			AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
1. Boulder Street and Valley Avenue	EBT	1,000	0	50	0	50
	WBT	200	0	0	75	50
	NBL	190	125	75	125	75
	NBT	1,240	125	125	225	175
	NBR	1,240	0	0	0	25
	SBL	200	0	0	50	100
	SBT	1,060	150	300	200	300
	SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	EBL	200	50	50	75	50
	EBT	3,200	50	125	75	125
	WBT	1,150	300	200	350	225
	SBL	170	50	50	75	50
	SBR	200	50	50	50	50
3. Santa Rita Road and Valley Avenue	EBL	180	175	150	175	150
	EBT	1,900	125	225	125	225
	EBR	100	50	0	50	0
	WBL	140	**250**	150	**275**	150
	WBT	790	150	150	175	150
	WBR	100	0	0	0	0
	NBL	290	100	75	100	75
	NBT	560	525	400	525	450
	SBL	780	275	550	300	600
	SBT	780	550	350	550	350
	SBR	230	100	50	100	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	EBL	280	100	125	125	175
	EBT	1,200	100	275	100	275
	WBL	260	125	100	125	100
	WBT	3,700	425	150	425	150
	WBR	500	225	50	225	50

Intersection	Movement	Storage Length (ft)[1]	No Project		With Project	
			AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
	NBL	180	125	50	125	50
	NBT	500	300	225	300	225
	NBR	160	50	100	50	100
	SBL	320	125	300	125	300
	SBT	1,240	275	400	300	425
5. Busch Road and Ironwood Drive	EBL	150	75	75	75	75
	EBT	600	0	0	0	0
	WBT	380	25	25	50	25
	SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	EB	130	0	20	0	25
	SB	100	50	100	50	100
7. Busch Road and Street D	WB	1,200	-	-	0	0
	NB	300	-	-	125	75

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Existing with Project Conditions Recommendations

Based on the results of the Existing Plus Project conditions analysis, the following improvements would be required as Conditions of Approval to rectify the identified violations of the City's policies.

Deficiency 1: The intersection of Santa Rita Road and Valley Avenue operates at a deficient LOS E in the existing PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

COA 1: The proposed project shall implement geometric improvements at this intersection to provide acceptable operations prior to issuance of certificate of occupancy. The City's General Plan identifies an improvement at this location which includes the

widening of the intersection to include a third southbound left turn lane and a second westbound left turn lane. With the implementation of this improvement, the intersection would function at an acceptable LOS. This improvement shall be constructed with the proposed project's development, with fees credited to the developer.

Deficiency 2: The intersection of Bernal Avenue/Valley Avenue and Stanley Boulevard operates at a deficient LOS E in the existing PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

COA 2: The proposed project shall provide funds for the optimization of the traffic signal timing and phasing at this intersection prior to issuance of certificate of occupancy. Implementation of this measure would improve operations of the intersection for vehicle movements to an acceptable level (LOS D with a delay of 40.8 seconds per vehicle in the PM peak-hour).

Deficiency 3: To provide acceptable access, appropriate traffic operations and pedestrian safety, improvements to the project's intersection at Boulder Street and Valley Avenue would be required.

COA 3: The project shall construct improvements to the Boulder Street/Valley Avenue intersection prior to issuance of certificate of occupancy. These shall include upgrading the traffic signal to full 8-phase protected left turn operations with appropriate pedestrian provisions. Two exit lanes shall be provided on the proposed project's approach including a separate left turn and a shared through-right turn lane.

Cumulative Without El Charro Extension Traffic Conditions

This section discusses cumulative traffic conditions both without and with the proposed project. The cumulative condition represents conditions in the 2040 horizon year, based on forecasts from the City's travel demand model. The cumulative forecasts reflect conditions with buildout of the City's General Plan and the implementation of the recently approved Housing Element Update. To evaluate the potential effect of traffic generated by the proposed project on the surrounding street system, volume estimates representing Cumulative without Project Conditions were prepared. Traffic conditions without the project under this future scenario reflect traffic increases due to nearby and regional development along with background

roadway network changes and street improvements. Major cumulative land use changes in the study area include substantial industrial and R&D space with supporting retail on the parcel immediately east of the project site (TAZs 45 and 91) and north of Busch Road (TAZ 216). The cumulative analysis also reflects the programmed General Plan roadway improvements including changes at the Santa Rita Road/Valley Avenue intersection (addition of third southbound left turn and second westbound left turn). The forecasted Cumulative without Project Conditions traffic volumes were then used as the baseline to identify the proposed project's effects on the operations of the circulation system.

Two different sets of cumulative traffic volumes have been prepared, including forecasts both with and without the proposed El Charro Road extension project. Cumulative conditions both with and without the proposed project and with and without the El Charro Road extension project have been evaluated. El Charro Road's current terminus is at Stoneridge Drive/West Jack London Boulevard and the extension project would extend the road south, connecting to Stanley Boulevard. This project was proposed in the 2005 Pleasanton General Plan Update and is included in the City's Traffic Impact Fee program.

Traffic volumes for the Cumulative without Project without the El Charro Extension scenario are presented on Figure 9 of the TIA. Project traffic was added to the Cumulative without Project forecasts to estimate the Cumulative with Project without the El Charro Extension scenario, as presented on Figure 10 of the TIA.

Analysis of Cumulative Without El Charro Extension Conditions

Intersection Operations

Cumulative without the El Charro Road extension scenarios both with and without project-generated traffic were evaluated in the TIA, and the analysis results are presented in Table 11, based on the traffic volumes and lane configurations presented on Figure 8 and Figure 9 of the TIA.

The addition of project traffic would affect average delay at each of the study intersections but would not degrade service levels. All study intersections are projected to operate within the City's established LOS standard in the Cumulative without El Charro Extension condition, even with the addition of project traffic.

The intersection of Busch Road and Street D, which would provide direct access to the project site, was evaluated under two types of control—side-street stop control and as a roundabout. Both configurations were found to yield acceptable operations. Peak-hour traffic signal warrants were not found to be met at this location under the Cumulative without El Charro with Project condition.

Table 11: Cumulative Without El Charro Extension Peak-hour Intersection LOS Summary

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Cumulative without Project		Cumulative with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	9.7 12	A B	13.7 15.7	B B
2. Valley Avenue and Busch Road	Signal	AM PM	D	23.4 25.3	C C	25.3 26.1	C C
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	37.6 36.2	D D	39.3 37.5	D D
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	42.4 42.0	D D	44.6 42.0	D D
5. Busch Road and Ironwood Drive	Signal	AM PM	D	9.5 11.9	A B	9.3 11.8	A B
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	0.3(9.8) 0.9(13.8)	A(A) A(A)	0.3(10.2) 0.8(14.4)	A(A) A(A)
	Roundabout	AM PM	D	4.9(5.3) 5.7(6.3)	A(A) A(A)	5(5.4) 5.8(6.6)	A(A) A(A)
7. Busch Road and Street D	Side-Street Stop	AM PM	D	- -	- -	1.2(19.3) 0.7(18.3)	A(A) A(A)
	Roundabout	AM PM	D	- -	- -	5(6.1) 6.2(7.4)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

Vehicle Queues

For study intersections, Table 12 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA.

In the Cumulative without El Charro scenario, the addition of project traffic was found to cause vehicle queues to increase by more than 50 feet (more than 2 car lengths) where the 95th percentile queue already exceeds the available storage or result in vehicle queues to exceed the available storage at the following intersection:

- Bernal Avenue/Valley Avenue & Stanley Boulevard – Southbound Left Turn Lane–PM Peak-hour

Table 12: Cumulative Without El Charro Extension Conditions – 95th Percentile Queues

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
1. Boulder Street and Valley Avenue	Signal	EBT	1,000	0	0	75	75
		WBT	200	25	75	0	125
		NBL	190	150	150	100	100
		NBT	1,240	225	300	150	200
		NBR	1,240	0	0	0	25
		SBL	200	25	50	25	100
		SBT	1,060	175	225	350	375
		SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	Signal	EBL	200	125	125	75	75
		EBT	3,200	75	75	125	150
		WBT	1,150	575	675	300	325
		SBL	170	75	75	225	225
		SBR	200	50	50	75	75
3. Santa Rita Road and Valley Avenue	Signal	EBL	180	175	175	**200**	**200**
		EBT	1,900	175	175	225	250
		EBR	100	50	50	0	0
		WBL	140	125	125	100	100
		WBT	790	200	225	250	250
		WBR	100	0	0	0	0

		NBL	290	100	100	100	100
		NBT	560	675	700	475	525
		SBL	780	225	225	250	275
		SBT	780	575	600	375	375
		SBR	230	100	100	50	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	EBL	280	200	225	125	150
		EBT	1,200	75	75	325	325
		WBL	260	0	0	100	100
		WBT	3,700	500	500	75	75
		WBR	500	250	250	50	50
		NBL	180	125	125	75	75
		NBT	500	300	300	225	225
		NBR	160	50	50	125	125
		SBL	320	125	150	300	**325**
		SBT	1,240	300	350	325	350
5. Busch Road and Ironwood Drive	Signal	EBL	150	75	75	75	75
		EBT	600	75	75	25	25
		WBT	380	100	125	325	350
		SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	SSC 2-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
	Round about	EB	130	0	0	0	0
		SB	100	25	0	0	100
7. Busch Road and Street D	SSC 2-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
	Round about	WB	1,200	100	100	25	100
		NB	300	0	0	0	0

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Cumulative Without El Charro Extension Condition Recommendations

Based on the results of the Cumulative without El Charro Extension with Project analysis, one violation of the City's policies was identified.

Deficiency 4: The queues in the southbound left turn lanes at the Bernal Avenue/Valley Avenue/Stanley Boulevard intersection were found to exceed the available storage in the Cumulative without El Charro Extension with Project scenario.

> Recommendation: Queues at the subject movement should be monitored, and if found to exceed the available storage, the project should make a fair share contribution toward the implementation of an improvement measure. The improvement would be an extension of the available storage in the southbound left turn lanes within the existing landscaped median.

Cumulative With El Charro Extension Traffic Conditions

This section discusses cumulative traffic conditions with the El Charro Road extension both with and without traffic that would be generated by the proposed project. The cumulative conditions analysis considers development within the City as described in the General Plan and recently adopted Housing Element Update. Cumulative forecasts were developed using the City of Pleasanton's travel demand model. El Charro Road's current terminus is at Stoneridge Drive/West Jack London Boulevard and the roadway extension project proposes to extend the road south, connecting to Stanley Boulevard in the City of Pleasanton. This project was proposed in the 2005 Pleasanton General Plan Update and is included in the City's Traffic Impact Fee program. As part of the cumulative with El Charro Extension scenarios, Busch Road is assumed to be extended to El Charro where a new signalized intersection would be constructed.

Analysis of Cumulative With El Charro Extension Conditions

Intersection Operations

In the With El Charro Extension scenario, cumulative without and with Project intersection operations were evaluated in the TIA, and the analysis results are presented in Table 13, based on traffic volumes presented on Figure 11 and Figure 12 of the TIA.

The addition of project traffic would affect average delay at each of the study intersections but would not degrade service levels. Without additional improvements, the intersection of El Charro Extension and Stoneridge Drive is

projected to operate at LOS E in the Cumulative with El Charro Extension scenario (without the proposed project). The proposed project would increase vehicle delays at this intersection and would add more than 10 vehicles in the AM and PM peak-hours. This would be a violation of the City's established LOS policies.

The intersections of Busch Road/Street D and Busch Road/City Operations Center were evaluated under the following three conditions:

- 2 Lane Busch Road (with turn pockets)–Side Street Stop Control
- 2 Lane Busch Road–Roundabout
- 4 Lane Busch Road (with turn pockets)–Side Street Stop Control

All three configurations were found to yield acceptable operations. Peak-hour traffic signal warrants were not found to be met at these locations under the Cumulative with El Charro with Project condition. The evaluation reviewed a single-lane urban roundabout configuration with a design speed of 20 miles per hour. However, acceptable operations would also result at these locations if a smaller single-lane compact urban roundabout was installed.

Table 13: Cumulative With El Charro Extension Conditions – Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Cumulative without Project		Cumulative with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	6 12.1	A B	9.9 15	A B
2. Valley Avenue and Busch Road	Signal	AM PM	D	26.1 25.5	C C	26.7 25.7	C C
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	36.1 38.6	D D	36.8 41.2	D D
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	48.9 47.8	D D	49.9 48.2	D D
5. Busch Road and Ironwood Drive	Signal	AM PM	D	9.2 11.6	A B	9.3 11.8	A B

6. Busch Road and City Service Operations Center Entrance	Roundabout 2-Lane	AM PM	D	5.2(5.3) 6.5(7.2)	A(A) A(A)	5.4(5.6) 6.7(7.5)	A(A) A(A)
	Side-Street Stop 2-Lane	AM PM	D	0.3 (11.5) 1.1 (23.4)	A(B) A(B)	0.3 (11.9) 1.2 (26.3)	A(B) A(D)
	Side-Street Stop 4-Lane	AM PM	D	0.3(9.9) 1.1(18)	A(A) A(C)	0.3 (10.1) 0.9 (19.3)	A(B) A(C)
7. Busch Road and Street D	Roundabout 2-Lane	AM PM	D	- -	- -	6.2(6.4) 7.8(9.1)	A(A) A(A)
	Side-Street Stop 2-Lane	AM PM	D	- -	- -	1.9 (22.7) 1.4(24)	A(C) A(C)
	Side-Street Stop 4-Lane	AM PM	D	- -	- -	1.5 (17.4) 1(19.3)	A(C) A(C)
8. El Charro Extension and Stanley Boulevard	Signal	AM PM	D	54.5 35.3	D D	54.8 32.3	D C
9. El Charro Extension and Busch Road	Signal	AM PM	D	48.7 32.2	D C	47.9 31.9	D C
10. El Charro Extension and Stoneridge Drive	Signal	AM PM	D	51.0 **67.9**	D **E**	51.1 **70.8**	D **E**

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

Vehicle Queues

For the study intersections, Table 14 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA. The addition of project traffic was found to cause vehicle queues to increase by more than 50 feet (more than 2 car lengths) where the 95th percentile queue

already exceeds the available storage or results in vehicle queues to exceed the available storage at the following intersection:

- Santa Rita Road/Valley Avenue – Westbound Left Turn – PM peak-hour

Table 14: Cumulative With El Charro Extension Conditions – 95th Percentile Queues

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
1. Boulder Street and Valley Avenue	Signal	EBT	1,000	0	0	75	75
		WBT	200	25	75	0	100
		NBL	190	0	0	100	100
		NBT	1,240	125	175	150	200
		NBR	1,240	0	0	0	25
		SBL	200	25	50	25	100
		SBT	1,060	100	150	200	200
		SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	Signal	EBL	200	175	175	100	125
		EBT	3,200	75	100	100	125
		WBT	1,150	350	400	325	350
		SBL	170	75	75	50	50
		SBR	200	75	75	100	100
3. Santa Rita Road and Valley Avenue	Signal	EBL	180	175	175	**200**	**200**
		EBT	1,900	225	225	250	250
		EBR	100	75	75	0	0
		WBL	140	132	150	100	100
		WBT	790	225	225	300	325
		WBR	100	0	0	0	0
		NBL	290	100	100	100	100
		NBT	560	525	550	475	525
		SBL	780	225	225	250	275
		SBT	780	550	550	325	325
		SBR	230	100	100	50	50
4. Bernal Avenue/Valley	Signal	EBL	280	150	175	125	125
		EBT	1,200	350	350	375	400

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
Avenue and Stanley Boulevard		WBL	260	125	125	**425**	**425**
		WBT	3,700	575	575	250	275
		WBR	500	350	350	100	100
		NBL	180	100	125	100	100
		NBT	500	225	225	225	225
		NBR	160	**650**	**650**	**175**	**175**
		SBL	320	150	150	250	250
		SBT	1,240	250	275	400	425
5. Busch Road and Ironwood Drive	Signal	EBL	150	75	75	75	75
		EBT	600	75	75	50	50
		WBT	380	200	225	400	425
		SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	Roundabout	EB	130	50	75	150	125
		SB	100	0	0	0	0
	SSC 2-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
	SSC 4-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
7. Busch Road and Street D	Roundabout	WB	1,200	50	75	150	175
		NB	300	0	25	0	0
	SSC 2-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
	SSC 4-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
8. Stanley and El Charro	Signal	EBL	600	600	600	200	200
		EBT	1,300	100	100	750	725
		WBT	2,400	1125	1125	275	275
		WBR	250	250	250	25	25
		SBL	300	175	50	275	275
		SBR	900	400	400	900	875
9. Busch and El Charro	Signal	EBL	100	25	50	25	50
		EBT	1,000	25	25	75	75

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
		NBL	100	125	125	75	75
		NBT	3,500	350	350	75	75
		SBT	1,700	75	75	325	325
		SBR	100	25	25	50	50
10. Stoneridge and El Charro	Signal	EBL	350	75	75	225	225
		EBT	730	375	375	675	675
		WBL	500	75	75	475	500
		WBT	420	400	400	275	275
		WBR	500	***525***	***525***	475	475
		NBL	110	100	100	175	175
		NBT	800	150	175	300	325
		SBL	620	425	425	575	575
		SBT	800	400	400	150	150
		SBR	425	0	0	0	0

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Cumulative With El Charro Extension Condition Recommendations

Based on the results of the Cumulative with El Charro Extension conditions analysis, a single violation of the City's LOS policy was identified (Referred to as Deficiency 4 in the TIA):

Deficiency 4: The intersection of El Charro Extension and Stoneridge Drive was found to operate at a deficient LOS E in the PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

> Recommendation: The addition of a third westbound left turn lane would improve the operations of this intersection to LOS D in the Cumulative with El Charro Extension Plus Project condition.

Potential for Site Cut Through Traffic

Construction of the proposed project's internal roadways would provide a new connection from Valley Avenue at Boulder Street with Busch Road at Street D. As illustrated on Figure 1B of the TIA, vehicles would be able to use Boulder Street, Street B, Street C, and Street D to complete this trip through the site as an alternative to the Valley Avenue to Busch Road route. A travel time study of these two routes was prepared to assess the attractiveness of cutting through the site. The study reflects the presence of traffic circles and speed humps within the project site. This study found the following results:

- Valley Road and Busch Road – 110 to 130 seconds
- Boulder Street, Street B, Street C, and Street D – 85 to 105 seconds

The route through the project site is approximately 25 seconds shorter than the route using Valley Avenue and Busch Road. While the route through the project site is quicker, it is unlikely that substantial amounts of traffic would use this path. The route is indirect, involving five turns and traversing three traffic circles. In addition, the number of vehicles wanting to travel between Valley Avenue at Boulder Street with Busch Road at Street D is expected to be low, especially with the completion of the El Charro Road extension project. Stanley Boulevard to El Charro Road would be considerably faster for most origins and destinations than the use of Valley Avenue and Busch Road, or a cut-through trip through the project site.

> Recommendation: Monitor peak-hour cut through traffic and implement traffic calming measures to counteract the activity if it becomes an issue. Traffic calming measures such as chicanes, chokers, lateral shifts, speed humps or partial closures could minimize or eliminate cut through traffic.

a) Affect to Circulation System

Would the project: *Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update is not forecasted to generate transit, roadway, bicycle, or pedestrian use that would exceed the capacity of area facilities to serve that demand.

The Housing Element Update FEIR concluded that because development consistent with the Housing Element Update would be subject to all applicable State, regional, and City guidelines, standards, and specifications related to service standards, including, but not limited to, those provided in the City of Pleasanton Bicycle and Pedestrian Master Plan and CAP 2.0, it would not conflict with adopted policies, plans, or programs. Therefore, the Housing Element Update would result in a less than significant impact on the circulation system, including transit, bicycle, and pedestrian facilities and policies.

Proposed Project Analysis and Conclusion

Vehicular Site Access and Circulation

Access to the project site would be provided via roadway connections to the external street network, one on Valley Avenue and one on Busch Road. The connection to Valley Avenue would be made via a link to the existing signalized intersection at Valley Avenue and Boulder Street. The connection to Busch Road would be provided via a new unsignalized intersection at D Street, connecting to Busch Road approximately 500 feet west of the PGS entrance. Internal circulation within the project site would be provided via a network of two-lane roadways extending through the project site. The TIA prepared by Fehr & Peers in February 2025 (Appendix I) identified that the two-lane internal roadways would be adequate to serve internal traffic forecasts.

Furthermore, the proposed project would comply with the ODS as required by the City. Therefore, the proposed project would have a less than significant impact on vehicular access and circulation consistent with the Housing Element Update.

Pedestrian Access and Circulation

The proposed project would construct sidewalks that meet the City's requirements on all internal streets. In addition, a 10-foot-wide shared-use path with 2-foot shoulders would be constructed along the eastern side of Valley Avenue, the southern side of Busch Road, the eastern side of Street D, and the north side of Boulder Street, forming a loop for use by bicycles and pedestrians (Exhibit 5). Crosswalks would be installed at internal intersections wherein substantial numbers of pedestrians are expected to cross.

The TIA determined that while the proposed project includes a robust pedestrian network within the project site, connections to the external

pedestrian network and to City destinations, such as parks and schools are limited. The project site is located near routes to school identified by the City of Pleasanton for Alisal Elementary School, Harvest Park Middle School, and Amador High School.[35] Therefore, the proposed project would have a less than significant impact with regard to pedestrian access and circulation consistent with the Housing Element Update.

Bicycle Access and Circulation

In the immediate project vicinity, there is a Class I Share Use Path along the northern edge of Busch Road, ending at Valley Avene. North of the project site, Iron Horse Trail provides Class I facilities from the project site directly to the Dublin/Pleasanton BART Station. The 2018 City of Pleasanton Bicycle and Pedestrian Master Plan proposes a Class I Shared Use Path along Valley Avenue east and a Class IV Separated Bikeway on Valley Avenue west leading to Santa Rita Road. When completed, this bikeway would connect the project site more cohesively with the greater bike network. East of the intersection of Stanley Boulevard and Valley Avenue, Stanley Boulevard's existing facilities include an eastbound Class I bike facility and a westbound Class II bike facility. West of the intersection, there are Class II bike lanes in each direction.

Furthermore, the proposed project would provide two short-term bicycle parking spaces per 50 residential units. This would further programs in the Bicycle and Pedestrian Master Plan, as well as Primary Action P8. Bicycle Amenities of the CAP 2.0.

Therefore, the proposed project would not conflict with the City's adopted plans and policies as it relates to bicycle facilities.

Trails Master Plan Consistency

The proposed project's plan for pedestrian and bike infrastructure is consistent with the City's Trails Master Plan. As discussed above, the proposed project includes a shared-use path that circles the northwest quadrant of the project site, which would connect to the existing Iron Horse Trail north of the project site. Project buildout would complete a planned extension of the Iron Horse Trail along the east side of Valley Avenue. At completion, this would connect the north section of the Iron Horse Trail with the south leg on east Stanley Avenue, providing improved bike and pedestrian access. A Class I Bike Path on Busch Road is included in the proposed project along the

[35] City of Pleasanton. School Transportation. Website: https://www.cityofpleasantonca.gov/your-community/getting-around/school-transportation/. Accessed July 24, 2024.

project's frontage, which would serve as the west-end section of the planned East Pleasanton Trail outlined in the Trails Master Plan. Both the trail running along Busch Road and the trail along Valley Avenue would be 10-feet wide with 2-foot-wide shoulders. The East Pleasanton Trail would extend beyond Busch Road onto El Charro Extension to connect with the greater network. A section of the East Pleasanton Trail would be present running along the east side of the project site from Busch Road to Stanley Boulevard. As such, the TIA concluded that the proposed project would be cohesive with existing and envisioned trails for the Trails Master Plan.

Transit Facilities

The project site is not directly served by any transit routes. The closest bus stop to the project site is served by the westbound Route 10R bus on Stanley Avenue located approximately 0.4 mile south. The second closest transit stop to the project site also serves the Route 10R bus on Santa Rita Road, approximately 0.8 mile west of the project site. Both transit stops would be accessed via existing pedestrian facilities on Valley Avenue. As existing transit stations are approximately 0.5 to 1 mile from the project site, some future residents may choose to use a shared mobility device, such as a scooter or bike share to access transit.

As described in the project-specific TIA, the proposed project would have a significant transit impact if the project would interfere with existing transit facilities or preclude the construction of planned transit facilities. As described above, the proposed project would not interfere with existing transit facilities or preclude the construction of planned transit facilities and would have a less than significant impact on transit facilities consistent with the Housing Element Update.

Conclusion

In sum, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Vehicle Miles Traveled

Would the project: *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update is estimated to reduce the home-based VMT per resident from 24.6 without implementation of the Housing Element Update, to 22.3 VMT with implementation of the Housing Element Update in 2040. This reduction would not be sufficient to comply with the threshold of significance of 15.0 VMT per resident (i.e., 15 percent below the Alameda County 2040 No Project Average home-based VMT per capita).

Although development consistent with the Housing Element Update as a whole would result in a reduction of home-based average VMT per resident, almost all of the sites are above the threshold of significance (see Housing Element Update FEIR Tables 3.14-2 and 3.14-3).

Development consistent with the Housing Element Update would reduce the VMT per service population for the rezoned housing sites by about 17 percent, from 36.9 to 30.5; however, resulting VMT per resident of 30.5 is still above the threshold of significance of 22.0 VMT per resident, indicating a significant impact related to VMT (see Housing Element Update FEIR Table 3.14-4).

The Housing Element Update FEIR concluded that implementation of MM TRANS-2 would be required, which requires individual housing project development proposals that do not screen out from a VMT impact analysis to provide a quantitative VMT analysis using the same methodology employed in the Housing Element Update FEIR, with modifications as necessary (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodology acceptable to the City). If the results of the analysis indicate that the VMT associated with an individual housing project would be above the threshold, that development would be required to implement Transportation Demand Management (TDM) measures and physical measures to reduce VMT. (Note that the measures are not additive and combining the measures reduces their overall effectiveness, resulting in a limit on the reduction in VMT that these measures can provide).

The Housing Element Update FEIR concluded that because the effectiveness of the VMT reduction measures in reducing an individual development project's VMT impact to a less than significant level could not be confirmed at the programmatic level, the impact would remain significant and unavoidable.

Proposed Project Analysis and Conclusion

The proposed project does not screen out from a VMT impact analysis. Therefore, as required by the Housing Element Update FEIR MM TRANS-2, a TIA was prepared for the proposed project by Fehr & Peers in February 2025 (Appendix I).

The proposed project would result in a significant impact related to VMT if the proposed project's home-based VMT per resident is greater than 15 percent below the average baseline countywide VMT per resident. The countywide home-based VMT per resident is 19.4; therefore, the significance threshold of 15 percent below the countywide average is 16.5. The TIA determined that the proposed project would have a home-based VMT per resident of 26.2, which is greater than the significance threshold of 16.5. Therefore, the proposed project's impacts related to VMT would be potentially significant.

The proposed project includes several design features that would reduce VMT to the extent feasible in accordance with Housing Element Update FEIR MM TRANS-2. However, sufficient strategies to reduce the proposed project's daily home-based VMT per resident from 26.2 to 16.5 are not available. Therefore, impacts would be significant and unavoidable, consistent with the findings of the Housing Element Update FEIR.

The strategies being employed as part of the proposed project to reduce VMT are as follows (as described in the Alameda CTC VMT Reduction Calculator Tool-Design Document):

4B **Pedestrian Facility Improvement** – Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions. When improving sidewalks, a best practice is to ensure they are contiguous and link externally with existing and planned pedestrian facilities. Barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, and slopes, should be minimized. The strategy is based on the share of vehicle trips which could easily shift to walking - on average, approximately 21.4 percent of vehicle trips are 1 mile or less. The proposed project would construct sidewalks on both sides of all public streets.

4C **Bikeway Network Expansion** – This strategy increases the length of a city or neighborhood bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, and cycle

tracks. Providing bicycle infrastructure with markings and signage helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider local or State bike lane width standards. The proposed project is constructing bike lanes on all public streets.

4D **Bike Facility Improvement** – This strategy will construct or improve a single bicycle lane facility that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or State bike lane width standards. The proposed project would construct an extension of the Ironwood Trail along its northern border which would connect to the project and future projects to the east to the Ironwood Trail. The bike lanes would also connect to existing bike lanes on Valley Avenue.

4H **Provide Neighborhood Traffic Calming Measures** – Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design would include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways would be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features included in the proposed project are marked crosswalks, speed humps, mini-circles, on-street parking, and planter strips with street trees.

Although the proposed project would include VMT reduction measures as described above to reduce impacts to the greatest extent feasible in accordance with Housing Element Update FEIR MM TRANS-2, there are no feasible mitigation measures which would reduce impacts to less than significant.

As previously discussed, the Housing Element Update FEIR concluded impacts from VMT to be significant and unavoidable. The proposed project would be consistent with the analysis within the Housing Element Update FEIR, resulting in a significant and unavoidable impact. There are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Roadway Safety Hazards

Would the project: *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the programs and policies in the Housing Element Update promote safe design and encourage compatible development. Subsequent projects consistent with the Housing Element Update, including any new associated roadway, bicycle, pedestrian, and transit infrastructure improvements, would be subject to and designed, in accordance with City standards and specifications which would address potential design hazards including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities, or improvements to such facilities associated with subsequent projects consistent with the Housing Element Update, would be constructed based on industry design standards and best practices consistent with the Municipal Code and building design and inspection requirements.

The Housing Element Update FEIR concluded that the City's evaluation of an individual project's access and circulation would incorporate analysis with respect to City standards for vehicular LOS and queueing, as well as for service to pedestrians, bicyclists, and transit users. Therefore, development consistent with the Housing Element Update would result in a less than significant impact to roadway safety hazards.

Proposed Project Analysis and Conclusion

The proposed project would be accessed via two roadway connections to Busch Road and Valley Avenue. The connection to Busch Road would be 29 feet wide, and the connection to Valley Avenue would be 32 feet wide, compliant with City Code. The proposed internal streets and driveways would also be compliant with the City Code, including width, length, striping, and signage requirements.

Furthermore, the proposed project would be subject to and designed in accordance with City standards and specifications, which would address potential design hazards including sight distance, driveway placement, signage, and striping. For example, the proposed project would comply with the requirements set forth in Chapter 19.36.080 of the Municipal Code, which outlines requirements for grades, curves, and sight distances on streets and within developments, except for driveway lengths. The driveway lengths within the development of approximately 18 feet would not conform to the City's standard of 22 feet; however, the project applicant has requested and would need to obtain a waiver from the City pursuant to their density bonus application to waive the requirement for 22-foot driveway lengths.

Additionally, the proposed project would be subject to approval by the City Engineer to ensure proper drainage or safety for vehicles and pedestrians.[36]

With incorporation of all industry design standards and best practices consistent with the Municipal Code and building design and inspection requirements, the proposed project would not substantially increase traffic hazards. There are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Emergency Access

Would the project: *Result in inadequate emergency access?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that, pursuant to the Subdivision Ordinance, Chapter 19.36, of the Municipal Code, emergency access to the rezoned housing sites would be subject to review by the City and responsible emergency service agencies, thus ensuring projects would be designed to meet all emergency access and design standards. The City also requires the preparation of construction management plans that would minimize temporary obstruction of traffic during site construction.

Additional vehicles associated with development at the rezoned housing sites could increase delays for emergency response vehicles during peak commute hours. However, emergency responders maintain response plans which include use of alternate routes, sirens, and other methods to bypass

[36] City of Pleasanton. 2023. City of Pleasanton Municipal Code: 19.36.080 Grades, curves and sight distances. Website: https://ecode360.com/43037590#43037590. Accessed July 24, 2024.

congestion and minimize response times. In addition, California law requires drivers to yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle passes to ensure the safe and timely passage of emergency vehicles.

Therefore, the Housing Element Update FEIR concluded that adequate emergency access would be provided to the rezoned housing sites, and the impact would be less than significant.

Proposed Project Analysis and Conclusion

As described in question a), the proposed project would have adequate vehicle circulation, including adequate circulation for large vehicles such as fire trucks. As described in the TIA, the proposed project's internal roadways and access points would meet the regulations for emergency vehicle widths. The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan and Alameda County Disaster Plan. The proposed project would undergo review by the LPFD to ensure adequate emergency access. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Transportation, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM TRANS-2 from the Housing Element Update FEIR would be required and would reduce potential impacts to the fullest extent feasible, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

In certifying the Housing Element Update FEIR, the City determined that even with incorporation of MM TRANS-2, the City may not achieve the overall VMT threshold reduction level due to uncertainty in the cumulative effectiveness of TDM measures as well as unknowns related to transit service levels, transportation technology, and travel behavior. Moreover, these policies and mitigation measures primarily apply to new developments; existing land uses that have already been approved and are under construction are generally not affected. Because of the programmatic nature of the Housing Element Update, no additional cumulative mitigation measures are available. Accordingly, the City adopted a Statement of Overriding Considerations.

MM TRANS-2 Implement Vehicle Miles Traveled Reduction Measures

Prior to the issuance of certificate of occupancy, a project applicant for an individual housing project development proposal that does not screen out from Vehicle Miles Traveled (VMT) impact analysis, as determined by a qualified consultant using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodologies acceptable to the City), shall provide a VMT analysis using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda CTC Model and/or other methodologies acceptable to the City), and reduce VMT impacts to less than the applicable VMT thresholds, to the extent feasible.

Mitigation Measures for the Proposed Project

Implement MM TRANS-2.

The proposed project's VMT per capita would exceed the threshold set forth in the Housing Element Update FEIR. However, this impact was identified in the Housing Element Update FEIR, and it was determined to be significant

and unavoidable with mitigation. The proposed project includes four measures to reduce VMT. This would comply with Housing Element Update FEIR MM TRANS-2, which states that the proposed project is required to implement VMT reduction measures. Therefore, the proposed project has demonstrated full compliance with Housing Element Update FEIR MM TRANS-2, and no further measures are required.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVIII. Utilities and Service Systems *Would the project:*					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact	No	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Significant and unavoidable impact	No	No	No	No
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant impact	No	No	No	No
d) Generate solid waste in excess of State or local	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?					
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than significant impact	No	No	No	No

a, c) Water, Wastewater, Stormwater, Electric Power, Natural Gas, and Telecommunications

Would the project: *a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of Housing Element Update FEIR

Water-Infrastructure Construction, Expansion, or Relocation

The Housing Element Update FEIR indicated that while development facilitated by the Housing Element Update would require extension, relocation, and expansion of new water lines within and to the rezoned housing sites, construction activities associated with future development would be subject to compliance with the applicable local, State, and federal laws, ordinances, and regulations, as well as any project-specific mitigation measures necessary to ensure construction-related impacts are not significant.

Future development would be required to uphold the goals and objectives of the General Plan and CAP 2.0 related to water facilities to ensure the adequate water treatment and distribution systems are planned for, concurrent with projected growth. Project proponents would be required to fund their fair share of upgrading the utility infrastructure as needed to serve a project. This may include installing water mains, new water meters, and/or upgrades to existing facilities. The City would review individual development projects at the time of application to establish requirements for funding any infrastructure improvements necessary to mitigate project-specific impacts that have not been previously identified as part of a capital improvement program covered by development connection fees. Consistent with applicable State law, the City's development fees would ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project to maintain the existing LOS and achieve an adopted LOS that is consistent with the General Plan and Municipal Code (California Government Code Section 66001(g)). Therefore, the Housing Element Update FEIR concluded that impacts due to the extension, relocation, and expansion of new water facilities would be less than significant.

Wastewater

The Housing Element Update FEIR indicated that the 2.17 mgd of wastewater generated by new development consistent with the Housing Element Update would represent less than 5 percent of total treatment capacity of the DSRSD Regional Wastewater Treatment Facility (RWTF) and Livermore Water Reclamation Plant (LWRP), and the RWTF and LWRP would have the capacity to handle the increase in wastewater.

The City has entered into numerous sewage reservation agreements that guarantee capacity to various properties/projects. Most approved, but not yet constructed, commercial/office developments utilize capacity the City has "reserved" for them out of its original sewage treatment plant and wastewater discharge capacities. Because the City has secured both treatment plant and export capacity by agreement with the DSRSD and its participation in the Livermore-Amador Valley Water Management Agency (LAVWMA) Expansion Project, sewage treatment and disposal capacity would not be a constraint in the short- or mid-term. Therefore, the City has secured capacity for its continued existing and future wastewater flows. In addition, the City's capacity in the discharge pipeline would allow growth in

dry weather flows as well as accommodate its wet weather flows for many future years.[37,38]

The Housing Element Update FEIR also indicated that future development consistent with the Housing Element Update would be located within the urban framework of the City and near existing wastewater infrastructure. The City currently complies with the statutory requirements, as applicable (see Section 3.15, Utilities and Service Systems, "Regulatory Framework" in the Housing Element Update FEIR) including goals, programs, and policies in the General Plan and Title 15 of the Municipal Code, and those requirements ensure that the City would continue to comply with State and federal regulatory requirements related to wastewater. New development would also be subject to the latest adopted edition of the California Plumbing Code and CALGreen, including the provisions for water efficient fixtures and toilets. All new development would be required to pay a fair share of the City's planned sewer system improvements through connection fees and capital facility fees. Therefore, the Housing Element Update FEIR concluded that development consistent with the Housing Element Update would not result in insufficient wastewater collection and treatment and no new or expanded wastewater treatment facilities would be needed. Impacts would be less than significant.

Stormwater Drainage Capacity

The Housing Element Update FEIR indicated that development projects under the Housing Element Update would be required to comply with all applicable City requirements related to stormwater drainage capacity. The General Plan Chapter 8, Water Element, includes requirements for stormwater facilities. Goal 6 requires projects to minimize stormwater runoff and provide adequate stormwater facilities to protect property from flooding. Policy 8 ensures an adequate storm drainage system to serve existing and future development. Specifically, Program 8.4 requires the installation of on-site storm drainage infrastructure that would improve local storm drainage systems to accept appropriate design-year flows, as determined by the City Engineer. Additional policies require reduction of stormwater runoff and maximizing infiltration of naturally occurring rainwater to improve surface and subsurface water quality, minimize impervious surfaces, and implement stormwater runoff requirements. In addition, development consistent with the Housing Element Update would be required to pay a fair share of the Zone

[37] City of Pleasanton. 2019. Sewer System Management Plan. December.
[38] City of Pleasanton. 2009. Pleasanton General Plan 2005-2025. Section 9—Water Element. July.

7's storm drainage improvement costs. Compliance with City requirements and policies would ensure that runoff would not inundate downstream storm drainage facilities such that new or expanded facilities would be required. Therefore, the Housing Element Update FEIR concluded that impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would be located within the urban framework of the City and near existing infrastructure. The CAP 2.0 includes strategies that would reduce the electricity and natural gas consumption for development projects consistent with the Housing Element Update. Implementation of the Housing Element Update would not result in unplanned growth. As such, the utility providers take into consideration all future growth projections in their planning efforts, and development consistent with the Housing Element Update would not be expected to require or result in new or expanded electricity, natural gas, or telecommunications facilities beyond those already planned. Necessary extensions and/or upgrades would generally occur within existing utility easements.

In summary, the Housing Element Update FEIR concluded that development consistent with the Housing Element Update would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project's water mains would connect to the City's water mains in Valley Avenue and Busch Road. While the proposed project's sanitary sewer mains would connect to the City mains at Valley Avenue and Busch Road/Ironwood Drive, water service would be provided by the City with water purchased from Zone 7. Sanitary sewer service would be provided by the City, while sanitary sewer treatment would be provided by DSRSD. Stormwater runoff would be collected and directed toward an underground storm system, then stored and metered out of six proposed bioretention basins located throughout the project site. Additionally, EBCE would provide energy via electricity infrastructure provided by PG&E.

As described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would generate less demand for utilities infrastructure than what was assumed in the Housing Element Update FEIR. Additionally, the proposed project would be required to comply with all General Plan and CAP 2.0 goals and policies, CALGreen, and California Plumbing Codes, and the proposed project would also be required to pay all applicable development impact fees and fair share fees for storm drainage and wastewater treatment facility improvement costs, including those identified in the project-specific analysis prepared by Woodard & Curran, Inc., in order to either maintain the existing LOS or achieve an adopted LOS.

Water

A Hydraulic Analysis (Appendix G) was prepared for the proposed project by Akel Engineering Group, Inc., in July 2024. The Hydraulic Analysis determined that the proposed project would be required to upgrade on-site water pipelines to 12 inches in Boulder Street from Valley Avenue and from Busch Road to supply the required 5,000 gpm industrial fire flow of PGS. No additional existing system pipeline improvements would be required to adequately supply the proposed project.

Wastewater

A Technical Memorandum (Appendix J) analyzing the capacity of sewers impacted by the proposed project determined that the proposed project would add approximately 60,520 gallons per day (gpd).

The 2024 Sewer Capacity Evaluation Report[39] identified a maximum depth of flow to pipe diameter ratio of 0.75 under peak dry weather flow (PDWF) conditions as the criterion for providing adequate capacity for dry weather flow.

Under design storm peak wet weather flow (PWWF) conditions, surcharge was allowed up to 3 feet below the manhole rim, unless surcharge was triggered by new development (in which case any surcharge would be considered a deficiency). Force mains are also considered deficient if the velocity under peak design flow exceeds 8 feet per second.

[39] City of Pleasanton. 2024. Sewer Capacity Evaluation Report. November.

The proposed project would drain into two separate sewer sheds: Boulder Street and Lift Station 6 and Busch Road and the East Amador Lift Station. A majority of the proposed project (235 single-family homes and 102 multi-family homes) drain to Boulder Street and Lift Station 6, while 75 parcels drain to Busch Road and the East Amador Lift Station sewer shed.

Boulder Street and Downstream Sewers

With the proposed project, the design storm PWWF flowing west along Boulder Street, just downstream of the proposed project, is proposed to increase from approximately 31,800 gpd to 124,100 gpd (a 289 percent increase in total flow from existing conditions). Despite the significant increase in flow, the analysis does not predict any capacity issues on Boulder Street or Lift Station 4 during PWWF or PDWF scenarios.

The additional sewer flow does ultimately drain to Lift Station 6, which experiences significant backup surcharge during PWWF events. The additional flow from the development causes incrementally more backup at Lift Station 6 and decreases the available freeboard upstream of Lift Station 6 along Arroyo Mucho Trail and Hopyard Road during PWWF events. This in turn increases the risk of an overflow at Lift Station 6. The City has recently performed some maintenance on the pumps at Lift Station 6 to try to improve lift station performance. However, updated testing has not been performed, and the City should limit additional flow loading to Lift Station 6 where possible to minimize further backup surcharge.

Busch Road and Downstream Sewers

With the proposed project and other expected future developments in the East Pleasanton area, the design storm PWWF going west along Busch Road, just downstream of the proposed project, is projected to increase from 27,900 gpd to 223,300 gpd. The resulting flow can be conveyed by the existing sewer along Busch Road to the Nobhill Siphon during PDWF. However, during PWWF, the additional flow causes several pipes to surcharge on Stoneridge Drive and Kamp Drive.

The sewer on Kamp and Stoneridge Drive was identified as a capacity deficiency in the 2024 Sewer Capacity Evaluation Report (triggered by the additional flow from other developments included in the evaluation) and an improvement project was proposed (Capacity Project 4). The proposed project would somewhat increase the surcharge identified as a capacity deficiency. However, the proposed Capacity Project 4 would resolve the capacity deficiency associated with the development when implemented.

Proportional Cost Share

The 2024 Sewer Capacity Evaluation Report estimated a project cost of $2,019,000 for Capacity Project 4, which can be attributed to new customers. These costs can be apportioned to the future customers in proportion to their flow contribution into the proposed deficiency. The model indicates that the existing average dry weather flow (ADWF) through the capacity deficiency is approximately 0.144 mgd. The future ADWF without the proposed project would be approximately 0.253 mgd (an increase of 0.109 mgd). The future ADWF with the proposed project would be 0.265 mgd (an increase of 0.012 mgd). The proportional cost share would therefore be $222,275 (0.012/0.109, or 11 percent of the total estimated project cost associated with Capacity Project 4).

As the proposed project would be required to contribute proportionally to Capacity Project 4 as a condition of approval, impacts related to wastewater treatment capacity would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Water Supply

Would the project: *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that a significant impact would occur if sufficient water supplies are not available to serve development consistent with the Housing Element Update and reasonably foreseeable future development during normal, dry, and multiple dry years.

With all groundwater wells online, the water demand projections associated with development consistent with the Housing Element Update fall within the City's total water demand projects for all years. However, at the time of certification of the Housing Element Update FEIR, all of the City's groundwater supply wells had been taken out of commission because of polyfluoroalkyl substances (PFAS) contamination, representing approximately 20 percent of the total water supply for the City. As a result, the Housing Element Update FEIR concluded that unless the supply is either replaced or restored, there would be a significant projected water supply deficiency for all years analyzed, with a projected deficiency ranging from approximately

12 percent to approximately 25 percent. Without the groundwater supply, there would not be enough water available to accommodate development anticipated by the Housing Element Update unless alternative water supplies are identified.

Because the City was still evaluating options for additional water and had not confirmed additional supplies at the time of certification of the Housing Element Update FEIR, the potential water supply deficiency was considered significant and unavoidable.

The Housing Element Update FEIR noted that the analysis reflected a conservative approach, and likely overreported the deficit; nevertheless, because supply replacement options had not been confirmed and a final decision had not been made to replace the groundwater supply, the Housing Element Update FEIR concluded that the City's projected water supply would not be sufficient to accommodate development consistent with the Housing Element Update, and that no mitigation is available that could, with certainty, reduce impacts to a less than significant level. Therefore, this impact would remain significant and unavoidable.

Proposed Project Analysis and Conclusion

A Hydraulic Analysis (Appendix G) was prepared for the proposed project by Akel Engineering Group, Inc., in July 2024. The Hydraulic Analysis determined that the proposed project would have an average day demand of approximately 128 gpm and a maximum day demand of approximately 224 gpm.

The City continues to evaluate options for alternative water supply sources, but the City currently obtains water from Zone 7 from available excess supplies on a temporary basis. However, as described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would generate less demand for potable water than what was assumed in the Housing Element Update FEIR. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d, e) Solid Waste Reduction Goals and Regulations Consistency

Would the project:

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the solid waste generated by development consistent with the Housing Element Update would represent less than .05 percent of the Vasco Road Landfill's remaining capacity.

Compliance with General Plan policies and programs, as well as CAP 2.0 strategies, would reduce the generation of solid waste. Additionally, construction and demolition debris from new development would be required to be recycled (Municipal Code Chapter 9.21) and organics waste reduced or recycled (Municipal Code Chapter 9.23). Statewide ordinances, including AB 341, AB 939, and SB 1016 require waste reduction, recycling, and diversion and would also be applicable to future development. Construction waste would be temporary and would be required to be diverted from landfills in accordance with Municipal Code Chapter 9.21, and a Waste Management Plan must include waste diversion data for a construction project.

The Housing Element Update FEIR concluded that there is sufficient permitted capacity at the Vasco Road Landfill to accommodate the solid waste generated by development consistent with the Housing Element Update. Furthermore, as previously discussed, all future development consistent with the Housing Element Update would be required to abide by and be consistent with federal, State, and local statutes and regulations related to solid waste, including the California Health and Safety Code, California Code of Regulations, California Public Resources Code, General Plan, and Municipal Code. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

As described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would create less waste than what was assumed in the Housing Element Update FEIR, and there would be adequate landfill capacity to accommodate the proposed project.

The proposed project would be required to comply with the City's General Plan Program 26.18, which requires residential projects with more than three units to prepare and implement a Project Waste Diversion Plan.

Municipal Code Chapter 9.20 and Chapter 9.23 outline requirements for recycling as well as organic waste reduction. The proposed project would be required to be compliant with all California Health and Safety Code, California Code of Regulations, California Public Resources Code, and CAP 2.0 policies and programs to reduce and divert solid waste during construction and operation. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Utilities and Service Systems, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. The proposed project's impacts are consistent with previously identified significant and unavoidable impacts and, consistent with the Housing Element Update FEIR, no feasible mitigation is available.

Mitigation Measures

None available.

Development consistent with the Housing Element Update would result in a significant unavoidable impact with respect to water supply and the Housing Element Update's incremental contribution to the cumulative impact is significant. Accordingly, in certifying the Housing Element Update FEIR, the City made findings that there is no available feasible mitigation and impacts

would be significant and unavoidable. Accordingly, the City adopted a Statement of Overriding Considerations.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site	New Significant Effect	New Significant Off-site Cumulative Impact?	New Information, More Severe Adverse Impact?
XIX. Wildfire *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than significant impact	No	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than significant impact	No	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site	New Significant Effect	New Significant Off-site Cumulative Impact?	New Information, More Severe Adverse Impact?
flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					

a) Emergency Response/Evacuation Plan Consistency

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that portions of the Planning Area are within an SRA or a Very High Fire Hazard Severity Zone (VHFHSZ) in a local, State, or Federal Responsibility Area (FRA) (See Exhibit 3.8-3 in the Housing Element Update FEIR). Therefore, development consistent with the Housing Element Update could result in new residential units within an SRA or VHFHSZ. Therefore, development consistent with the Housing Element Update could affect adopted emergency response plans or emergency evacuation plans.

During construction, projects would be required to comply with applicable regulations regarding circulation. As determined by the City, larger projects could be required to prepare and implement a construction traffic control/traffic management plan to ensure adequate traffic flow and to keep key routes open during construction. In addition, individual projects would be required to pay all applicable local and regional transportation impact fees to fund the construction of planned roadway improvements in the area as determined at the time of application. As most of the development consistent with the Housing Element Update would occur as redevelopment within the urbanized areas of the City, outside of an SRA, at operation, the development consistent with the Housing Element Update would not materially overburden any designated evacuation routes nor substantially impair any emergency response plans or emergency evacuation plans.

Development consistent with the Housing Element Update would not impair an adopted emergency response plan or emergency evacuation plan during construction or operation because policies and programs contained within the General Plan establish requirements for preventive measures and practices to minimize wildland fire hazards and maintain adequate evacuation and access routes for vehicles in the event of an emergency. Development consistent with the Housing Element Update would require continued implementation of the Tri-Valley LHMP, the Comprehensive Emergency Management Plan, and Chapters 19.36 and 20.24 of the Municipal Code, and the California Fire Code. The LPFD would be included in the development review process, to ensure adequate emergency vehicle access and ensure that development is designed and operated in a manner that minimizes fire hazards and maximizes the potential for responsive emergency services.

Accordingly, the Housing Element Update FEIR concluded that compliance with applicable federal, State, and local policies, as well as review of all new structures by the Police and Fire Departments to ensure adequate emergency access, would ensure that impacts are less than significant.

Proposed Project Analysis and Conclusion

As described in Section XVII, Transportation, the proposed project would have adequate access for emergency vehicles. The proposed project is located along Valley Avenue, which is a major arterial street and would serve as an evacuation route to I-580 in the event of an emergency evacuation. Furthermore, the proposed project would be required to implement a construction traffic control/traffic management plan to ensure that construction activities do not impair any emergency response plans or emergency evacuation plans.

The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would also not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan, Alameda County Disaster Plan for Tri-Valley LHMP, Chapters 19.36 and 20.24 of the Municipal Code, and the California Fire Code. The proposed project would undergo review by the LPFD to ensure adequate emergency access. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Expose Project Occupants to Pollutant Concentrations from Wildfire

Would the project: *If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development in areas identified as VHFHSZ could expose people or structures to wildfire spread. Most of the Planning Area is not located in a VHFHSZ LRA or SRA. Therefore, for many of the rezoned housing sites, the degree of wildfire hazard, including the exposure of future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope or prevailing winds, would not substantially increase with adoption of the Housing Element Update, and current hazards would not significantly increase.

As shown in Exhibit 3.8-3 in the Housing Element Update FEIR, several of the rezoned housing sites are within FHSZs.

All future development consistent with the Housing Element Update would be conditioned to require compliance with the City, County, and the LPFD plans, policies, actions, and ordinances in place to reduce the risks associated with wildfires. All new development would be required to comply with applicable General Plan policies. Additionally, the Vineyard Avenue Corridor Specific Plan provides development standards and design guidelines, including siting of development and use of fire breaks, vegetation, and open space management, that would reduce fire threat to structures and occupants. Further, the LPFD reviews architectural and development plans to ensure that new development projects meet fire protection and emergency access requirements in accordance with Chapter 20.24 of the Municipal Code, which implements the California Fire Code on a local level. In addition, Chapter 20.08, Chapter 20.10, Chapter 20.32, and Chapter 20.24, Fire Code (which adopted the California Fire Code) of the Municipal Code will be reviewed when development applications are received. The Tri-Valley LHMP provides recommendations that have been identified for the Tri-Valley area, which would assist in reducing wildfire risk for development consistent with the Housing Element Update.

Future projects would be required to comply with fire protection measures as codified within the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by the LPFD would assist in protecting life and property in the event of a wildfire. The Housing Element Update FEIR concluded that the degree of wildland fire hazard would not substantially change with adoption of the Housing Element Update, and current hazards would not be significantly increased. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project site is not located in a Very High, High, or Moderate FHSZ. The project site is not located in an LRA or an SRA. Furthermore, the project site is flat and partially surrounded by development, reducing wildfire risks. As such, the proposed project would not be exposed to significant risk of loss of property or human life related to wildfire.

The proposed project would comply with all City, County, Housing Element Update, and the LPFD plans, policies, actions, and ordinances in place to reduce the risks associated with wildfires. The proposed project would be required to comply with the Public Safety Element of the General Plan Policy 8, which requires that an adequate level of fire equipment and personnel be provided to the community; Policy 12, which requires all new development to upgrade the level of fire resistivity; and Policy 13, which requires fire mitigation measures in new and existing developments that reduce the fire threat to the structure and occupants. Additionally, Policy 13 also requires development outside the five-minute travel time and in Special Fire Protection Areas to provide effective fire prevention measures.

Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by the LPFD would assist in protecting life and property in the event of a wildfire. The degree of wildland fire hazard would not substantially change with the implementation of this proposed project, and current hazards would not be significantly increased. In addition, the proposed project would be consistent with all Municipal Code ordinances relating to Fire Safety and the California Fire Code. Therefore, impacts under this topic would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more

severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Infrastructure that Exacerbates Fire Risk

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development in the areas identified as VHFHSZ could expose people or structures to wildfire spread. As described in Impact XIX(b) above, most of the Planning Area is not located in a VHFHSZ LRA or SRA (see also Exhibit 3.8-3 in the Housing Element Update FEIR).

Most development implemented pursuant to the Housing Element Update is expected to occur in urbanized and developed areas where existing infrastructure (including utilities, highways, and roadways) are already in place. The Housing Element Update would retain the existing roadway patterns.

The LPFD would review the installation and maintenance of fire department access roadways, access walkways to and around buildings, and hydrant quantity and placement as required by the California Fire Code and CBC. Compliance with the CBC and General Plan policies and programs, as well as review of all new structures by the LPFD, would ensure that fire risks are not exacerbated. As the City receives development applications for subsequent development consistent the Housing Element Update, those applications would be reviewed by the City for compliance with the fire protection measures identified in the General Plan, the California Fire Code, and the California Public Resources Code to ensure that fire risks are not exacerbated.

As such, the Housing Element Update FEIR concluded that the Housing Element Update does not propose the installation and maintenance of any new infrastructure that would substantially exacerbate fire risk, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is not located in a VHFHSZ and is not located in an LRA or an SRA. The project site is currently vacant, and the proposed project would connect to existing utility lines along the edge of the project site. The proposed project would be compliant with the California Fire Code and the CBC. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Summary of Housing Element Update FEIR

As noted under Impact XIX (a) above, most of the City is not located in a VHFHSZ LRA or SRA. Therefore, the degree of wildland fire hazard, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, would not substantially change with adoption of the Housing Element Update, and current hazards would not significantly increase.

As described under Impact XIX(b) above, the Housing Element Update FEIR indicated new development in the areas identified as VHFHSZ could expose people or structures to wildfire spread. All future development on the rezoned housing sites would be subject to the rules and regulations of the Municipal Code and the General Plan regarding development on unstable geologic soils and controlling stormwater runoff during and after construction. The programs also require developments to include design features and mitigation to reduce damage associated with seismic-related ground failure and the establishment of Geologic Hazard Abatement Districts (GHADs) to ensure ongoing monitoring and maintenance of slopes and drainage facilities occur. Combined with the review of architectural and development plans by the LPFD, these policies provide additional proactive measures to refine and enhance the resiliency of the City, as well as strengthen the City's review of new applications for development to ensure that potential exposure to secondary wildland fire hazards are not

exacerbated. Thus, the Housing Element Update FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is not located in a VHFHSZ and is not located in an LRA or an SRA. As described in Impact VII(c) Geology, Seismicity, and Soils, the project site is flat and is not at risk for landslides. As such, the project site would not be at risk of downslope flooding. Furthermore, Section X, Hydrology and Water Quality demonstrates that the proposed project would be equipped to handle peak flooding scenarios. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Wildfire, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XX. Mandatory Findings of Significance					
a) Does the project have the potential to substantially 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, substantially 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are	Significant and unavoidable	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than significant impact with mitigation incorporated	No	No	No	No

a) Potential Degradation to Environment and Examples of California History or Prehistory

Does the project: *Have the potential to substantially 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, substantially 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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR concluded that the development consistent with the Housing Element Update would have less than significant impact on cultural resources with no mitigation needed and less than significant impact on biological resources after the implementation of MM BIO-1.

Proposed Project Analysis and Conclusion

With respect to cultural resources, the proposed project would have no new environmental effects, and as outlined in the Phase I CRA, the proposed project would be required to implement COA CUL-1, which requires WEAP

training and archaeological monitoring during clearing and grubbing. With respect to biological resources, the proposed project has already included the preparation of a BRA in compliance with MM BIO-1. Additionally, as outlined in the BRA, the proposed project would be required to implement COA BIO-1 through COA BIO-4, which would implement pre-construction surveys and avoidance and minimization measures related to active bird nests, special-status bats, riparian habitat, and protected trees. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Cumulatively Considerable Impacts

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)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR generally considered the greater Tri-Valley area when considering the geographical scope of cumulative impacts and concluded that cumulatively considerable impacts would occur related to VMT and water supply. Development consistent with the Housing Element Update would result in a significant and unavoidable cumulatively considerable contribution to the existing cumulative VMT impact even with mitigation incorporated (MM TRANS-2). With regard to water supply, due to the potential decommissioning of the City's groundwater supply wells, there may not be enough water available to account for past, present, and future development, including development consistent with the Housing Element Update. Therefore, such development would result in a significant and unavoidable cumulatively considerable contribution to water supply impact and no mitigation is available to reduce impacts to a less than significant level.

Proposed Project Analysis and Conclusion

Because the project considered herein is a single site, as compared to the multiple sites considered in the Housing Element Update FEIR, the geographic scope for the cumulative consideration of the proposed project is much smaller than that of the Housing Element Update FEIR. Therefore, the potential for cumulative contribution is smaller. Nonetheless, the proposed project would contribute to the VMT and water supply cumulative impacts.

However, as indicated herein, the project is within the cumulative scope analyzed in the Housing Element Update FEIR and, therefore, its contributions to the cumulative impacts were analyzed and considered. Because the proposed project is consistent with the analyses of the Housing Element Update FEIR as evidenced herein, it does not have any features that would result in a cumulatively considerable contribution different from what was disclosed and mitigated to the fullest extent possible in the Housing Element Update FEIR. Additionally, the proposed project would be consistent with the analysis contained within the Housing Element Update FEIR with respect to cumulative VMT and water supply impacts because, as discussed above, it would not create new impacts or increase impacts, and there is no new information of substantial importance.

c) Adverse Effects on Human Beings?

Does the project: *Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that potentially significant impacts would occur related to air quality, hazardous substances, and noise. These impacts could cause a substantial adverse effect on human beings. However, the Housing Element Update FEIR included MM AIR-1a and -1b, MM HAZ-2, MM NOI-1 and -2, to ensure such impacts are reduced to less than significant.

Proposed Project Analysis and Conclusion

The proposed project would be required to implement Housing Element Update FEIR MM AIR-1a and MM AIR-1b. Furthermore, per General Plan Program 2.2, the project applicant is required to incorporate all recommendations provided in the Geotechnical Investigation.

The DTSC issued an RA Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[40] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report.

[40] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Lastly, the proposed project would not be required to implement MM NOI-1 and MM NOI-2 because impacts would be less than significant without mitigation as detailed in Section XIII, Noise, above.

With the implementation of these mitigation measures, there would be no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM AIR-1a and -1b, MM BIO-1, MM GEO-6, MM HAZ-2, MM NOI-1, MM NOI-2, MM TRANS-2.

Mitigation Measures for the Proposed Project

Implement MM AIR-1a, MM AIR-1b, MM BIO-1, MM GEO-6, and MM TRANS-2.

SECTION 5: FINDINGS

As illustrated in the preceding Consistency Checklist, the proposed project is found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR, and the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project. Consistent with the mandate in CEQA Guidelines Section 15183, no further environmental review is required based on the following findings:

1. The proposed project is consistent with the development density established by the General Plan policies for which an EIR was certified on January 26, 2023 (SCH No. 2022040091).
2. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR.
3. There are no new significant effects that were not previously evaluated in the Housing Element Update FEIR.
4. There are no new significant off-site or cumulative impacts that were not analyzed in the Housing Element Update FEIR.
5. There are no adverse impacts that are more severe than those previously identified in the Housing Element Update FEIR.
6. All applicable mitigation measures from the Housing Element Update FEIR have been made a condition of project approval.

Conclusions

No further action is required, and a Notice of Determination (pursuant to CEQA Guidelines Section 15094) can be filed indicating that the project is eligible for an exemption from additional environmental review under CEQA Guidelines Section 15183.

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FCS
An ADEC Innovation

Mitigation Monitoring and Reporting Program for the Villages at the Quarry Project City of Pleasanton, Alameda County, California

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PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it certifies an Environmental Impact Report (EIR) in conjunction with a project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during project implementation.

Pursuant to CEQA Guidelines Public Resources Code Section 21000, *et seq*., an EIR was certified and a MMRP was adopted by the City of Pleasanton (City) on January 26, 2023 (City of Pleasanton 2023-2031 [6th Cycle] Housing Element Update Program Environmental Impact Report, State Clearinghouse [SCH] No. 2022040091).

The Consistency Checklist prepared for the proposed Villages at the Quarry Project (proposed project) concluded that project implementation would be consistent with the development evaluated in the EIR and further identified relevant mitigation measures required by the EIR that are applicable to the project. This project-specific MMRP documents how and when the relevant mitigation measures adopted by the Lead Agency as part of the MMRP for the EIR, as well as certain project-specific enforceable conditions of approval and/or refinements to related aspects of implementation for some, will be implemented for the proposed project and ensures that potential environmental impacts associated with the proposed project are consistent with the impact conclusions set forth in the EIR as identified and explained more fully in the Consistency Checklist.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no applicable mitigation was proposed in the EIR. Nor does it address mitigation measures in the EIR that are not applicable to the proposed project.

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Table 1: Villages at the Quarry Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
III. Air Quality					
MM AIR-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development or designee. Air quality construction measures shall include (1) Basic Construction Mitigation Measures, as approved by the Bay Area Air Quality Management District (BAAQMD) in 2017, or the then currently adopted guidelines and, (2) where construction-related emissions would exceed the applicable thresholds as demonstrated by a qualified consultant documented pursuant to methodologies considered acceptable at that time, Additional Construction Mitigation Measures, as recommended by the BAAQMD, shall be implemented to reduce emissions to acceptable levels. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction and for access roads, parking areas, and staging areas at construction sites.	Based on project-specific Air Quality and Greenhouse Gas Assessment (see Section 4.3, Air Quality, of the Consistency Checklist), the proposed project's air quality construction plan shall incorporate Basic Construction Mitigation Measures from BAAQMD. Incorporation into project construction documents, including all grading, utility, building, landscaping, and improvement plans; the City of Pleasanton Building & Safety Inspection Division shall inspect the worksite regularly to ensure the mitigation measures are implemented.	Prior to issuance of grading or building permit, whichever is sooner; included in all plans during all phases of construction.	City of Pleasanton Community Development Department: Director or designee for plan approval; Building and Safety Inspection Division for ongoing monitoring.		
MM AIR-1b: The following measures pertain to project sites where residences would be located within distances where the Bay Area Air Quality Management District (BAAQMD) or the California Air Resources Board (ARB) recommends not siting residential uses due to exposures	The proposed project has fully complied with this mitigation measure via preparation of the project-specific Air	The proposed project has fully complied with this mitigation measure via preparation of the project-specific Air	City of Pleasanton Community Development Department, Planning Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
to toxic air contaminants (TACs). For example, the current 2005 ARB Land Use Book recommends that agencies avoid citing new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. **Indoor Air Quality:** In accordance with the recommendations of the BAAQMD, appropriate measures (refer to Section 5 of the BAAQMD CEQA Guidelines) shall be incorporated into building design in order to reduce the potential health risk due to exposure of sensitive receptors to TACs, including, but not limited to: (a) Locate sensitive receptors as far as possible within each project site from any freeways, major roadways or other non-permitted TAC sources (e.g., loading docks, parking lots). (b) Incorporate tiered plantings of trees (such as redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and sensitive receptors. (c) Install, operate and maintain in good working order a central heating, ventilation, and air conditioning (HVAC) system or other air take system in the building, or in each residential unit, that meets or exceeds an efficiency standard of Minimum Efficiency Reporting Values (MERV) 13, including the following features: installation of high-efficiency filter and /or carbon filter to filter particulates and other chemical matter from the building (either high-efficiency particulate air [HEPA] filters or ASHRAE 85 percent supply filters). (d) Retain a qualified HVAC consultant or Home Energy Rating System (HERS) rater during the design phase of the project to locate air ventilation and the HVAC	Quality and Greenhouse Gas Assessment, and therefore, no further action is necessary.	Quality and Greenhouse Gas Assessment, and therefore, no further action is necessary.			

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
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system intakes based on exposure modeling from pollutant sources. (e) Install indoor air quality monitoring in buildings. (f) Applicants shall maintain ensure that HVAC systems and air ventilation systems are maintained, repaired, or replaced on an ongoing and as-needed basis. If the project includes for-sale units, then the applicant shall prepare two operation and maintenance manuals for the HVAC systems and the filters: one manual shall be included in the recorded Conditions Covenants and Restrictions (CC&Rs) that shall be recorded, and the manual shall be distributed to building maintenance staff; the other manual shall be written for homeowners' with operating instructions and maintenance and replacement schedule for the HVAC system and filters, and that manual shall be distributed to owners. Project applicants shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with BAAQMD requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a grading permit, or issuance of a building permit, whichever is sooner. The HRA shall be submitted to the Community Development Department for review and approval. For individual projects, the HRA shall be completed and identified recommendations in order to reduce exposure to TACs below BAAQMD thresholds of significance, if any, in the HRA shall be incorporated into design and construction documents as Conditions of Approval prior to issuance of grading permit or building permit, whichever is sooner.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Outdoor Air Quality: Individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants. ***This mitigation has been satisfied via preparation of the project-specific Air Quality and Greenhouse Gas Assessment. No additional mitigation measures were required to reduce impacts below the thresholds. Therefore, the proposed project has fully complied with this mitigation measure, and therefore, no further action is necessary.***					
IV. Biological Resources					
MM BIO-1: Biological Resource Assessment Prior to the approval of any site-specific entitlement, applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are determined to be present by a qualified Biologist, then the applicants or sponsors of projects shall retain a qualified Biologist and/or Wetland Regulatory Specialist to prepare a Biological Resource Assessment (BRA). The BRA shall include a project-specific analysis of potential impacts on all biological resources, including impacts on special-status species and their habitat, migratory birds and other protected nesting birds, roosting bats, rare plants, sensitive communities, protected waters and wetlands (analyze project-specific compliance with Clean Water Act [CWA], Porter-Cologne Water Quality Act, and Fish and Game Code, as applicable), wildlife corridors and nursery sites. The BRA shall develop and define prescriptive and site-specific	The proposed project has satisfied the requirements of Housing Element Update FEIR MM BIO-1 by preparing a BRA, with site specific measures identified in the BRA, which have been incorporated into COA BIO-1 through COA BIO-4, below, which shall be satisfied prior to issuance of grading permits or as otherwise specified in the relevant COA.	Prior issuance of grading permit.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
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measures reducing potential impacts to a less than significant level. These measures shall be included as Conditions of Approval for the project and be incorporated into building and grading permits issued for demolition and construction. If a water feature is found to be jurisdictional or potentially jurisdictional, the applicant shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the water feature. The project applicant or sponsor shall ensure that, if development of habitat occupied by special-status species, migratory or nesting birds must occur as determined by a qualified Biologist and/or Wetland Regulatory Specialist, species impacts shall be avoided or minimized, and, if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants shall be fully compensated on a site. If on-site mitigation is not feasible in the City's or regulatory agency's discretion, it shall occur within the City of Pleasanton Planning Area whenever possible, with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified Biologist and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring; the time frame for the funding shall be detailed in the long-term management plan and monitoring program completed prior to disturbance of occupied habitat. ***A project-specific BRA has been prepared in accordance with Housing Element Update FEIR MM BIO-1. As required under Housing Element FEIR MM BIO-1, and in accordance with the proposed project's Consistency***					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Checklist analysis and the project-specific BRA, and to demonstrate full compliance with Housing Element Update FEIR MM BIO-1, prior to the issuance of grading permits, the applicant shall submit proof of completion of the following actions:					
COA BIO-1: Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found). • Removal of trees shall be limited to the extent feasible to only those reasonably necessary to construct the proposed project as reflected in the relevant project approval documents. • If the proposed project requires vegetation to be removed during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) in connection with the subject individual development phase to determine whether or not active nests are present. • If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. (The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging	Qualified Biologist pre-construction survey results and submittal of survey documents to the City of Pleasanton Community Development Department, Planning Division for review and approval; on-site inspection/monitoring by the qualified biologist if survey results determine special-status species are present. Notification to appropriate regulatory agency(ies) if required under applicable laws and regulations.	No more than 7 days prior to the start of ground or vegetation disturbance, if construction begins during the nesting season (February 1 to August 31)	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). • In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate) to the extent any such consultation is required under applicable laws and regulations, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged.					
COA BIO-2: Temporary Protective Fencing, Tree Protection Zones To assure against intrusion into root zones by material storage or construction equipment, temporary protective fence will be required, and will be shown on the referenced drawing. This fencing will be intended to provide sufficient room for construction activity while protecting root zones and will define the Tree Protection Zone (TPZ). All such fencing will protect any relevant trees on neighboring properties. There must be no disposal of waste or equipment washout that could drain off-site into the protected zone. The fencing should be minimum 5-foot chain-link securely fastened to the ground or on driven posts, to prevent casual displacement by site workers who may not understand its purpose. The location shown on the drawing should be reviewed on-site to the satisfaction of both the Arborist and the General Contractor or site supervisor. Each fence section must have 8.5-by-11-inch plasticized signs fastened every 50 feet, reading, "THIS FENCE MAY BE MOVED ONLY WITH PERMISSION OF THE PROJECT	Incorporation of temporary protective fence in construction plans. Field verification.	Prior to issuance of grading permits. During project construction.	City of Pleasanton Community Development Department, Planning Division. City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
ARBORIST." A template sign is attached to this report. Fencing to protect retained trees should be in place as shown before any grading, construction or other site work begins. Fencing to protect retained trees must be in place as shown before any grading, construction or other site work past layout begins. Fencing shall remain in place during the entire grading or construction phases and shall not be moved by any subcontractor for any reason, without approval of the Project Arborist.					
COA BIO-3: Mulching Under Trees Mulch is highly beneficial for trees being preserved. The ideal, and by far the most beneficial supplemental or replacement mulch for the trees, is chips from a tree service. This mulch can be a permanent feature of the landscape, and a maintained depth of four inches over as much of the rootzone as is compatible is probably the single most effective measure that can be taken to assure health of the trees. Mulch should gradually recede in depth from four inches to zero within three feet of the trunk, as to not place mulch directly against tree trunks. Decorative mulch may be used instead of the natural mulch, but is far less effective in maintaining tree health, and is typically much more expensive.	Incorporation of mulching under trees in construction plans. Field verification.	Prior to issuance of grading permits. Prior to approval of map.	City of Pleasanton Community Development Department, Planning Division. City of Pleasanton Community Development Department, Planning Division.		
COA BIO-4: Valley Oak No. 581 The property owner shall discuss potential impacts to Valley Oak Number (No.) 581 and other trees immediately south of the property boundary with the Project Arborist. To help assure safe retention of the Valley Oak No. 581 tree, all grading and construction work within its Critical Root Zone (CRZ) shall be performed under Project	Submittal of documentation of impact discussion related to Valley Oak Number 581 and other trees south of the property boundary by	Prior to issuance of grading or building permits.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
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Arborist supervision. Adhere to the following guidelines to further reduce root loss within the CRZ of Valley Oak No. 581 and overall impact to trees: • Prior to grading in the CRZ, an inspection trench shall be dug, either by hand or Airspade[1] at the furthest extent of excavation required for excavation and construction to expose roots critical for health and overall tree stability. The approximate locations of these trenches will be shown on the site map in green on future addenda to this report and will be finalized in-field by the Project Arborist. • Any trenches that must remain open for over 24 hours during the dry season from April to October shall be covered with three layers of burlap and kept moist until trenches are backfilled. • The Project Arborist shall be on-site to document the size, number, and location of roots impacted or removed from the tree. • Roots up to two inches in diameter may be severed cleanly with a reciprocating saw just behind the face of soil. • The Project Arborist shall determine removal of roots larger than two inches in diameter, as these roots may be critical to overall tree health and stability. • If roots must remain intact in this area, they shall be cleaned, coated with three to four inches of insulating foam sealant, such as Great Stuff Pro or equivalent, and capped with a PVC pipe sleeve. • Brush the roots carefully prior to foam application to remove all loose soil and as much dust as feasible. This will assist with bonding, to prevent the foam sleeve	the Project Arborist. Field verification; inclusion and submittal of findings in future addenda to the Arborist Report and construction plans.	Prior to issuance of grading or building permits; during construction.	City of Pleasanton Community Development Department, Planning Division.		

[1] An Airspade is a specialized excavation tool that uses high-pressure air to break up and remove soil with minimal damage.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
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from slipping off during the concrete pour. Pour concrete with care to avoid dislodging the root protection.					
VII. Geology, Seismicity, and Soils					
Housing Element FEIR MM GEO-6: A professional paleontologist, approved by the City of Pleasanton, shall conduct a site-specific paleontological resources survey on the potential sites for rezoning. If any of the potential sites for rezoning are found to be underlain by older Quaternary deposits, or any other soil with the potential to contain vertebrate fossils due to their high paleontological sensitivity for significant resources, applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring, if recommended by the qualified Paleontologist. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by a future project construction crew, project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional paleontologist has assessed such discovered resources to determine whether they are significant and significant resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository where the collection shall be properly curated and made available for future research (e.g., University of California Museum of Paleontology [UCMP], California Academy of Sciences).	Qualified paleontologist retained by applicant to conduct pre-construction survey to confirm paleontological sensitivity; if recommended by paleontologist due to high sensitivity, then paleontologist to monitor during construction. In the event of the discovery of significant paleontological remains, then work diversion within 15 feet of find and paleontologist to assess find and make recommendations, to be implemented by the proposed project during construction.	Prior to issuance of grading permit; ongoing during construction activities to the extent required.	City of Pleasanton Community Development Department, Planning Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
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General Plan Program 2.2: Design and construct all structures to address potential seismic and geologic hazard conditions according to the California Building Standards Code (CBC) standards or more stringent standards. All structures and facilities not addressed by the CBC shall be designed and constructed to mitigate potential seismic and geologic hazards as recommended by site-specific soils, geologic, and/or geotechnical engineering studies. ***A project-specific Geotechnical Report has been prepared in accordance with General Plan Program 2.2. As required under General Plan Program 2.2, and in accordance with the proposed project's Consistency Checklist analysis and the project-specific Geotechnical Report, and to demonstrate full compliance with General Plan Program 2.2, prior to the issuance of building permits, the applicant shall incorporate the recommendations included in the Geotechnical Report in all application materials and plan check submittals and shall thereafter implement the same during project construction.***	Site-specific measures identified in the Geotechnical Report shall be incorporated as project conditions of approval and incorporated in the building permits.	Prior to issuance of building permits.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
XVII. Transportation					
Housing Element FEIR MM TRANS-2: Implement Vehicle Miles Traveled Reduction Measures Prior to the issuance of certificate of occupancy, a project applicant for an individual housing project development proposal that does not screen out from Vehicle Miles Traveled (VMT) impact analysis, as determined by a qualified consultant using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodologies acceptable to the City), shall provide a VMT analysis using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda CTC Model and/or other methodologies acceptable to the City), and reduce VMT impacts to less than the applicable VMT thresholds, to the extent feasible. ***A project-specific Transportation Impact Analysis (TIA), February 2025, which provides a VMT analysis has been prepared in accordance with Housing Element Update FEIR MM TRANS-2. The proposed project has incorporated four measures to reduce VMT. Therefore, the proposed project has fully complied with Housing Element Update FEIR MM TRANS-2, which requires the implementation of VMT reduction measures. No further measures are required.***	The proposed project has fully complied with this mitigation measure via preparation of the project-specific TIA and the implementation of VMT reduction measures, and therefore, no further action is necessary.	The proposed project has fully complied with this mitigation measure via preparation of the project-specific TIA and the implementation of VMT reduction measures, and therefore, no further action is necessary.	City of Pleasanton Community Development Department, Planning Division.		

EXHIBIT A
ATTACHMENT 3

Recorded at the
request of and when
recorded return to:

City of Pleasanton
Office of the City Clerk
P. O. Box 520
Pleasanton, CA 94566

[This document is exempt from recording fees Pursuant to Government Code§ 27383 and Exempt from Documentary Transfer Tax pursuant To Revenue and Taxation Code§ 11922]

AFFORDABLE HOUSING AGREEMENT
(Villages at the Quarry)

This **AFFORDABLE HOUSING AGREEMENT** ("Agreement") is made this_____day of _____, 2025, by the **CITY OF PLEASANTON**, a Municipal Corporation ("City"), and **SQUARE MILE PLEASANTON, LLC**, a California limited liability company ("Owner").

RECITALS

A. Owner currently owns a legal or equitable interest in land consisting of approximately 51.37 acres located at 3300 Busch Road (APNs 946 125100704, 946 125100809 and 946 125103300) in Pleasanton, California (the "Property").

B. Owner has obtained City approval (PS 23-0480) to develop on the Property (i) a maximum of three hundred and ten (310) single-family residential units along with approximately fifty-seven (57) junior accessory dwelling units (collectively, the "Single-Family Component") and a maximum of one hundred and one (101) affordable multi-family residential units together with one manager's unit (collectively, the "Multi-Family Component"). The Single-Family Component and the Multi-Family Component are referred to collectively herein as the "Residential Units". The Residential Units, together with all related on-site and off-site improvements, including, without limitation, hardscape improvements, parking areas and landscaping improvements to the Property (all in accordance with the project approvals, the plans and specifications approved by City, and any conditions imposed by City in issuing the project approvals), constitute, collectively, the "Project."

C. Within the Property, the Multi-Family Component will be constructed by an experienced affordable housing developer ("Affordable Housing Owner") on approximately 3.06 acres, as further described and depicted in Attachment 1 attached hereto and incorporated herein by reference (the "Affordable Housing Site"). Owner and City wish to make each Residential Unit within the Multi-Family Component (except for one manager's unit) available to households with incomes generally at or below eighty percent (80%) (low income) of the Area Median Income (each, an "Affordable Unit" and collectively, the "Affordable Housing") as detailed more fully herein. For the avoidance of doubt, any junior accessory dwelling units to be constructed within the Single-Family Component are intended to be "affordable by design" and are not intended to be "Affordable Housing" as such term is used in this Agreement, including for purposes of compliance with Chapter 17.44 of the City's Municipal Code as in effect on March 1, 2023 ("Inclusionary Zoning Ordinance" or "IZO").

D. Except as provided for in Gov't Code Section 65589.5(o)(2), City and Owner acknowledge that Owner has vested into the provisions of the IZO in effect as of March 1, 2023 and that any subsequent changes to the IZO adopted by City shall not apply to the Project, including the amendments to the IZO adopted by City Council on December 3, 2024 pursuant to Ordinance No. 2287 Owner agrees that it is subject to the automatic annual adjustment to the Affordable Housing Fee as set forth in PMC Chapter 17.40.070, in existence on the above vesting date; for the avoidance of doubt, this means that the annual adjustment shall be based on the Consumer Price Index for San Francisco/Oakland region, and not the Engineering News Record Consumer Construction Cost Index for the San Francisco Bay Area.

E. City and Owner acknowledge and agree that it is anticipated that the Property (all or portion(s) thereof) will be conveyed to other individual(s) and/or entities for the purpose of constructing and operating the Project. This will include the conveyance of the Affordable Housing Site to an Affordable Housing Owner for purposes of constructing and operating the Affordable Units.

NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, City and Owner agree as follows:

1. Affordable Unit Provisions. The Multi-Family Component shall have one hundred and one (101) Affordable Units. Owner shall make all Affordable units available for rent to households at or below 80% of the Area Median Income as provided in Cal. Government Code §65915 and Cal. Health & Safety Code §50053(b)(4). For the Affordable Units that receive a California Tax Credit Allocation Committee ("TCAC") allocation for their construction, rent shall be consistent with the rent averaging requirements of TCAC. Owner will provide City with a Reservation Letter for all Affordable Units that receive a TCAC allocation. The Affordable Units shall be consistent with the following:

A. The Multi-Family Component shall have the following bedroom mix:

	1-Bed	2-Bed	3-Bed	Totals
# of Units	45	26	31	102

B. In addition to meeting any minimum affordability requirement specified in Sections 3(A)(2)(a) or 3(A)(2)(b) of this Agreement, pursuant to State Density Bonus Law, the Multi-Family Component shall meet the affordability restrictions specified in the City of Pleasanton's January 2023 Objective Design Standards for Housing Site, as follows:

1. A minimum of 25 percent of the Affordable Units shall have rents set at no more than 30% of 50% of AMI (as defined below) for households with incomes up to 50% of AMI (Very Low-Income Units).

2. A minimum of 25 percent of Affordable Units shall have rents set at no more than 30% of 60% of AMI for households with incomes of 51% to 60% of AMI (Low-Income Units).

3. A maximum of 50 percent of Affordable Units shall have rents set at no more than 30% of 80% of AMI for households with incomes of 61% to 80% of AMI (also Low-Income Units).

Notwithstanding the foregoing, Owner may request to revise the foregoing mix for Affordable Units, subject to City Council approval.

C. Affordable Unit rents shall be based on the following household sizes:

Unit Type	Household Size
1 Bedroom Unit	One and a half (1.5) person household
2 Bedroom Unit	Three (3) person household
3 Bedroom Unit	Four and a half (4.5) person household

D. The monthly rent for each of the Affordable Units shall not exceed: (1) for extremely low-income households, one-twelfth of 30% of the Area Median Income adjusted for the household sizes listed in Section B above multiplied by 30%; or (2) for very low-income households, one-twelfth of 50% of the Area Median Income adjusted for the household sizes listed in Section B multiplied by 30%; or (3) for low-income households, one-twelfth of 80% of the Area Median Income adjusted for the household sizes listed in Section B above multiplied by 30%. As used in this Agreement, Area Median Income or AMI shall mean the area median income for the San Francisco-Oakland-Fremont Metropolitan Statistical Area adjusted for household size in accordance with adjustment factors adopted and amended from time to time by the United States Department of Housing and Urban Development (HUD) pursuant to Section 8 of the United State Housing Act of 1937 or any successor statute.

E. Rent for Affordable Units shall be based on the AMI at the time City issues Certificates of Occupancy for the subject Affordable Units and shall adjust consistent with HUD's adjustment in the AMI. If HUD fails to issue revised Area Median Income/household income statistics for the San Francisco-Oakland-Fremont Metropolitan Statistical Area within 15 months of the previous revision, rents for the Affordable Units may be adjusted based on the annual percentage increase in the San Francisco-Oakland Consumer Price Index for urban wage earners and clerical workers.

F. The rents described herein shall exclude utilities that are both paid by the resident and are listed on the local public housing authority utility allowance schedule.

G. The affordability levels shall not be fixed and may change within the apartment units depending on vacancies.

H. All Affordable Units shall be rented to qualified applicants in accordance with the City's Preference System, as may be amended, with the most current version set forth in Attachment 3, except to the extent otherwise required by federal or state law (including, without limitation, laws and regulations governing fair housing and low-income tax credits), in which case City and Owner shall mutually agree to a different process as permitted by such laws and regulations.

I. Once each year, Owner (or Owner's successor in interest) shall provide City with a report detailing the average annual income of tenants occupying the Affordable Units for each of the income categories described in Section 1(C) above, the number of persons for each household occupying an Affordable Unit, and the number of vacancies and new rentals during the year for the Affordable Units.

J. All Affordable Units shall be subject to this Agreement for perpetuity.

K. Owner, with City consultation, shall assume all responsibility to market the Affordable Units. Marketing shall be in accordance with City eligibility and income guidelines in conformance with the City's Preference System, unless otherwise mandated by federal or state laws (including, without limitation, laws and regulations governing fair housing and low-income tax credits), in which case City and Owner shall mutually agree to a different process as permitted by such laws and regulations. Marketing material, the form of lease, rent-up schedules, and other publicly disseminated printed materials related to the Affordable Units shall be subject to City's approval in its reasonable discretion.

L. Owner shall accept Section 8 vouchers as a means of assisting qualified applicants/residents with Affordable Units.

2. Alternative Compliance With IZO

A. The IZO requires that "all inclusionary units in a project shall be constructed 'concurrently within or prior to construction of the market rate units'".

B. The IZO also permits the payment of an Affordable Housing Fee (as defined below) in lieu of constructing the inclusionary units, with such fee payable at time of issuance of building permits for the development. As used herein, (i) "Affordable Housing Fee" means the IZO in-lieu fee (under City Municipal Code section 17.44.080 (E)) in effect at the time Owner submitted the Preliminary Application for the Project, subject to any annual fee adjustments permitted under PMC section 17.40.070 (for the avoidance of doubt, the Affordable Housing Fee (taking into account applicable annual fee adjustments) in effect as of January 1, 2025 is $52,203.00 per Market Rate Unit) which amount shall be adjusted (based on the $50,480 Affordable Housing Fee plus applicable annual fee adjustments) at the time of the issuance of the building permit; and (ii) Market Rate Unit means any single-family residence in the Single-Family Component.

C. Owner is proposing an alternative means of compliance for the IZO. Notwithstanding any provisions of the IZO to the contrary, City and Owner agree that Owner shall have the right to commence and complete construction of Market Rate Units ahead of construction of Affordable Units, subject to the following:

1. If Owner seeks building permit(s) for Market Rate Unit(s) prior to City issuing building permit(s) for the number of Affordable Units required to satisfy the resulting Affordable Units Requirement (as defined below), Owner shall deposit with City as security, concurrent with the issuance of the building permit(s) being sought for the applicable Market Rate Unit(s), the amount ("Fee

Security") determined by multiplying (i) the Affordable Housing Fee by (ii) the Unmet Affordable Units Requirement multiplied by five. As used herein, (A) "Affordable Units Requirement" means the number equal to 20% of the total number of Market Rate Units for which building permits have been issued by City as of a given time (with any decimal fraction less than or equal to 0.50 disregarded and any decimal fraction greater than 0.50 rounded up to 1.0) and (B) "Unmet Affordable Units Requirement" means (i) the Affordable Units Requirement as of a given time less (ii) the number of Affordable Units for which building permits have been issued by City as of the same time (for the avoidance of doubt, if the difference obtained from such calculation is negative, then the Unmet Affordable Units Requirement shall be zero for purposes hereof).

The following table describes how this calculation methodology would work in a range of possible sample payments of $52,203 per Market Rate Unit over the life of the Project:

Total Market Rate Units with Building Permits	40	40	40	43	75	310
Affordable Units Requirement	8	8	8	8.6 rounded up to 9	15	62
Total Affordable Units with Building Permits	0	6	12	6	11	30
Unmet Affordable Units Requirement	8-0=8	8-6=2	8-12=0	9-6=3	15-11=4	62-30=32
Fee Security	8*5*$52,203=$2,088,120	2*5*$52,203=$522,030	0*5*$52,203=$0	3*5*$52,203=$783,045	4*5*$52,203=$469,827	32*5*$52,203=$8,352,480

2. City shall hold any Fee Security received from Owner in a segregated interest-bearing escrow account. Owner shall forfeit any Fee Security held by City if Owner fails to obtain building permits for the number of Affordable Units sufficient to satisfy the Unmet Affordable Units Requirement within 12 months of City's issuance of building permit(s) for the Market Rate Units related thereto, unless an extension is granted by the City, with approval by the City Manager. Prior to the expiration of any such 12 months period, Owner may request an extension for an additional six months, which City shall have sole discretion to grant (provided, however, City shall not unreasonably deny any such extension request if Owner provides evidence that Owner (or Affordable Housing Owner) is actively and diligently working to secure the building permit(s) required to satisfy the applicable Unmet Affordable Units Requirement).

D. Owner has the following options, when the number of Affordable Units for which building permits have been issued exceeds the Affordable Units Requirement:

1. Owner may request a refund of any excess Fee Security being held by City;

or

2. Owner may allow City to continue to hold the Fee Security, which may then be used by Owner as a credit against any Affordable Housing Fees that may be required for a future phase of the Project.

E. Once Certificates of Occupancy have been issued for at least sixty-two (62) Affordable Units, City's IZO requirement shall be deemed to have been fully satisfied, and any remaining Fee Security held by City shall be refunded to Owner and with ten (10) business days thereof.

F. City and Owner agree that in the event of a conflict between the terms of this Agreement and the IZO, the terms of this Agreement shall prevail.

3. Compliance With State Density Bonus Law ("SDBL")

A. Owner and City agree that Owner's compliance with the terms of this Section 3 of this Agreement (including the phasing of the Affordable Units described herein) shall constitute satisfaction of Owner's obligation under SDBL. In furtherance thereof, City and Owner also agree as follows:

1. Owner shall achieve Substantial Completion (as defined below) of all necessary remediation, grading, site work, and utility connections for the Affordable Housing Site prior to transferring the Affordable Housing Site to the Affordable Housing Owner. As used herein, "Substantial Completion" means the required work has been completed and finally inspected by City. Upon transfer of the Affordable Housing Site, City shall issue building permits for the first 75 Market Rate Units, as and when requested by Owner.

2. City shall not issue the 76th and/or any remaining Market Rate Units unless Owner (or Affordable Housing Owner) has obtained building permits for Affordable Units, in accordance with one of the following increments:

a. Building permits for a minimum of twenty-one (21) Affordable Units for very low-income households (between 30% and 50% AMI); or

b. Building permits for a minimum of forty-two (42) Affordable Units for low-income households (between 51% and 80% AMI).

3. At such time as (i) Owner has transferred the Affordable Housing Site to the Affordable Housing Owner, and (ii) Owner has complied with the building permit obligations in either subsection (A)(2)(a) or subsection (A)(2)(b) above, then the Project's SDBL requirements shall be deemed fully satisfied.

4. Affordable Housing Owner.

A. Assignment of Obligations. The parties acknowledge and agree that the Multi-Family Component, including all Affordable Units located therein, will be owned, managed and operated by the Affordable Housing Owner. Owner shall have the right, in its sole discretion, to assign all rights and obligations hereunder (including, without limitation, all of Section 1 of this Agreement) to the Affordable Housing Owner in connection with the conveyance of the Affordable Housing Site pursuant to Section 5 below without obtaining City's consent and upon any such assignment, all such rights and obligations so assumed shall thereupon become those of the Affordable Housing Owner hereunder for all purposes of this Agreement.

5. Successors and Assigns.

A. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors, heirs, administrators and assigns.

B. Consistent with Section 4 above, Owner shall have the right to transfer and assign all of its rights, duties and obligations under this Agreement to any person or entity, including, without limitation, Affordable Housing Owner ("Transferee"), acquiring fee simple title to any portion of the Property. Owner shall be immediately released from its obligations under this Agreement upon such assignment at such time as (i) Owner provides to City a copy of a fully executed written assumption agreement in which: (1) the name and address of the Transferee is set forth, and (2) the Transferee expressly assumes the relevant obligations of Owner under this Agreement. Failure to deliver a written assumption agreement hereunder shall not negate, modify or otherwise affect the liability of any Transferee pursuant to the provisions of this Agreement. Nothing herein contained shall be deemed to grant to City discretion to approve or deny any such transfer.

6. No Third Party Beneficiaries. The execution and delivery of this Agreement shall not be deemed to confer any rights upon, nor obligate either of the parties hereto to, any person or entity not a party to this Agreement.

7. Default / Cure. If Owner fails to perform an obligation hereunder, and such failure continues for thirty (30) days after receipt of written notice of such failure by the City (or such longer period of time as may be reasonably necessary to cure such failure) then Owner shall be in default hereunder and the City's sole remedy hereunder shall be to pursue an action for specific performance against Owner.

8. Notices. Any notice, consent or other communication required or permitted under this Agreement shall be in writing and shall be delivered by hand, sent by air courier, or sent by prepaid registered or certified mail with return receipt requested, or sent by email and shall be deemed to have been given on: (1) receipt or refusal of receipt, if delivered by hand; (b) one (1) business day after delivery to an air courier for overnight expedited delivery service; (c) five (5) business days after the date deposited in the United States mail, registered or certified, with postage prepaid and return receipt requested (provided that such return receipt must indicate receipt at the address specified); or (d) on the day of its transmission by email if transmitted during the business hours of the place of receipt, otherwise on the next business day, provided

that a copy of such notice, consent or other communication is also delivered pursuant to clause (b) or (c) above. All references to "business days" herein shall exclude weekends and State or Federal holidays. All notices shall be addressed as follows (or to such other or further addresses as the parties may designate by notice given in accordance with this section):

If to the City, at:

City of Pleasanton
Attention: City Manager
P.O. Box 520
Pleasanton, CA 94566

Email: [_____]

If to the Owner, at:

Square Mile Pleasanton, LLC
c/o Seefried Industrial Properties, Inc.
Attention: Jason Quintel
2201 East Camelback Road, Suite 222
Phoenix, AZ 85016

Email: jasonquintel@seefriedproperties.com

With a copy to:

GVR Partners, LLP
Attention: Nadia Costa
345 California Street, Suite 700
San Francisco, CA 94104

Email:nadia.costa@gvrpartners.com

9. Enforceability of Affordability Restrictions. Notwithstanding anything to the contrary in this Agreement, the restrictions relating to affordability set forth in this Agreement shall be enforceable solely by the City and not by, or on behalf of, any tenant of the Project.

10. Counterparts. This Agreement may be executed in counterparts, and when all counterpart documents are executed, the counterparts shall constitute a single binding agreement.

11. Recordation. This Agreement shall be recorded in Alameda County and shall run with the Affordable Housing Site.

THIS AGREEMENT is executed as of the date and year first above written.

[Signatures on following page.]

DRAFT

CITY:

CITY OF PLEASANTON, a Municipal Corporation

By:

_____
Gerry Beaudin, City Manager

ATTEST:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel Sodergren, City Attorney

Owner:

SQUARE MILE PLEASANTON, LLC,
a California limited liability company

By: _____
_____

By:_____
Title: _____

Attachments:
1. Legal Description and Depiction of the Affordable Housing Site
2. City of Pleasanton's Preference System

DRAFT

Attachment 1

LEGAL DESCRIPTION AND DEPICTION OF AFFORDABLE HOUSING SITE

[TO BE ATTACHED]

DRAFT

Attachment 2

CITY'S PREFERENCE SYSTEM

(Adopted January 19, 2021)

Preference System for City-Assisted Affordable Housing Projects

Section 1. Council adopts this revised City preference system described herein to be used for determining eligibility among prospective beneficiaries for existing and future affordable housing projects assisted by the City.[1]

Section 2. Affordable units will be made available to qualified households based upon the preference categories listed below. The City may modify the preference categories from time to time by giving written notice to Lessor/Owner of such modifications, and Lessor/Owner shall adhere to such preference categories starting no later than ten (10) days following receipt of such notice. Each preference category is assigned a specific number of points as noted below. At the time of application, each applicant household will be assigned to one preference category and a corresponding point allocation in accordance to the criteria listed below. Households with the highest number of points will be given first priority for the affordable units. In the event there is more than one household with the same amount of points, which is likely, a lottery will be held at which time names of households with an equal number of preference points will be randomly drawn and assigned priority.

Section 3. The criteria for preference categories and corresponding point allocations are as follows:

20 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is a Pleasanton resident and a Pleasanton employee at the time of application and has continuously lived and worked in the City of Pleasanton for two years or more prior to the time of application.

18 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is a Pleasanton resident and a Pleasanton employee at the time of application and has continuously lived and worked in the City of Pleasanton less than two years prior to the time of application.

16 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is either a Pleasanton resident or a Pleasanton employee at the time of application and has continuously lived or worked in the City of Pleasanton for two years or more prior to the time of application.

[1] A project assisted by the City may include, but is not limited to, a project which: (a) has inclusionary units subject to the requirements of the Pleasanton Municipal Code (PMC) Chapter 17.44; (b) receives grants or loans of affordable housing fees pursuant to PMC Chapter 17.40; (c) receive waivers or reductions of development impact fees; or (d) is subject to an affordable housing agreement or development agreement which provides for affordable units.

14 POINTS
Households where at least one member of the signators of the tenant lease or purchase agreement (and who is a member of the household) is either a Pleasanton resident or a Pleasanton employee at the time of application and has continuously lived or worked in the City of Pleasanton less than two years prior to the time of application.

12 POINTS
Households where at least one member of the signators of the tenant lease or purchase agreement (and who is a member of the household) has an immediate relative (defined as a son, daughter, brother sister, and/or parent) who is a Pleasanton resident at the time of application, provided the immediate relative has lived in the City of Pleasanton for at least two years prior to the time of application.

10 POINTS
All other households.

Section 4. In addition to the above points, one (1) bonus point will be given to households which meet one or more of the following criteria:

a) single parent head of household;

b) disabled person as defined herein;

c) households in which at least one of the signators of the tenant lease or purchase agreement has been a Pleasanton resident for seven continuous years or longer prior to the time of application.

A maximum of one (1) bonus point may be awarded to any one household.

Section 5. In addition to the above points, a maximum of one (1) additional point will be given to households where at least one of the signators of the tenant lease or purchase agreement is:

a) An employee (sworn or civilian personnel) of the Pleasanton Police Department, Livermore-Pleasanton Fire Department, or other first responder[2] who primarily works in Pleasanton.

b) Pleasanton Unified School District or private school employees, including teachers, providing prekindergarten through 12th grade education that are registered with the Alameda County Superintendent of Public Education per Cal. Education Code section 33190 and are located in Pleasanton.

c) Public employees of city or county governments.

d) Employees of not-for-profit agencies granted tax-exempt status by the IRS that provide social services (including, but not limited to, food subsidies, health care, job training, subsidized housing, adoption, support for persons with disabilities, school readiness, etc.) from a Pleasanton location.

[2] "First Responder" is defined as a person with specialized training who is among the first to arrive and provide assistance at the scene of an emergency, such as an accident, natural disaster or terrorism. First responders include, but are not limited to, law enforcement officers, paramedics, emergency medical technicians (EMTs) and firefighters.

e) Employees of not-for-profit agencies granted tax-exempt status by the IRS that provide social services (including, but not limited to, food subsidies, health care, job training, subsidized housing, adoption, support for persons with disabilities, school readiness, etc.) from a Pleasanton location.

f) To qualify for the maximum one (1) point for the employment categories described in this Section 5, the signator must be both: (a) currently employed at such position at the time of application; and (b) have been continuously employed in such position for at least six (6) months prior to the date of application.

Section 6. For persons who are retired at the time of application, the applicant's work history immediately prior to the date of retirement shall be considered in determining the length of employment in Pleasanton for the first four point categories listed above.

Section 7. For persons who moved away from the City of Pleasanton less than six months prior to the time of application and who resided in the City of Pleasanton continuously for at least ten (10) years immediately prior to moving away, the residency history prior to the date of moving away shall be considered in determining the length of residency in the first four point categories listed above.

Section 8. "Pleasanton Resident" is defined as a person or household who resides permanently and continuously at a residential address which is physically located within the then current incorporated area of the City of Pleasanton and where that location is considered to be the household's permanent place of residence. The City may require applicants to submit a driver's license, voter registration, utility bill, or other evidence as proof of residency in Pleasanton. "Pleasanton employee" is defined as a person who is permanently and continuously employed on at least a half-time basis (i.e., 20 or more hours per week) at a business which is physically located within the then current incorporated area of the City of Pleasanton. The City may require applicants to submit pay stubs, W-2 forms, tax returns, or other evidence as proof of employment at a Pleasanton business.

Section 9. "Disabled Person" is defined as a head of household who has a medically documented permanent physical or mental impairment which prevents them from maintaining full time regular employment. Any individual claiming Disabled Person status must submit verification from a licensed doctor of the disability and its effect on the ability to maintain full-time employment. A Disabled Person shall be assigned a number of points as if the person was employed regardless of the Disabled Person's employment status plus one bonus point. If an individual has a disability that substantially limits one or more major life activities and has a medical record of such impairment, but the disability does not prevent the ability to maintain full-time regular employment the individual shall be assigned the appropriate number of points as detailed in Section 3 above plus one bonus point as detailed in Section 4 above.
Examples of a disability include limitations on caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, or working

DRAFT

VILLAGES AT THE QUARRY

PLEASANTON, CA

EXHIBIT B

RECEIVED
11/2/24
P23-0480
CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B



SEEFRIED INDUSTRIAL PROPERTIES

Seefried Industrial Properties
A: 2201 E. Camelback Road, Suite 222
Phoenix, AZ 85016
C: Jason Quintel
E: Jasonquintel@seefriedproperties.com

Kimley»Horn

Kimley Horn
A: 4637 chabot Drive, Suite 350
Pleasanton, CA 94588
C: Mark Falgout
E: Mark.Falgout@kimley-horn.com

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

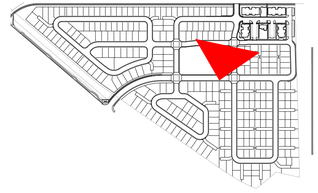
Gates + Associates
A: 1655 N. Main Street, Suite 365
Walnut Creek, CA 94596
C: Melonie Reynolds
E: Melonie@dgates.com

ktgy

KTGY Architecture + Planning
A: 1814 Franklin Street, Suite 400
Oakland CA, 94612
C: Jill Williams, AIA
E: JWilliams@ktgy.com



CONCEPTUAL PERSPECTIVE



T1.1.0

SEEFRIED INDUSTRIAL PROPERTIES

ktgy

Architecture + Planning
The Leamington Building
1814 Franklin St., Suite 400
Oakland, CA 94612
510.272.2910
ktgy.com

VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024



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HOUSING SITE COMPLIANCE REVIEW

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CONCEPTUAL PERSPECTIVE

T1.2.0

VILLAGES AT THE QUARRY

T1.0.0 COVER PAGE
T1.1.0 CONCEPTUAL PERSPECTIVE
T1.2.0 CONCEPTUAL PERSPECTIVE
T2.0.0 SHEET INDEX

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L2.1 STREET TREE PLAN
L2.2 PLANT LIST
L2.3 WATER USE CALCULATION
L2.4 BAY-FRIENDLY CHECKLIST
L3.1 FENCING PLAN
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L4.2 TYPICALS VILLAGE 2
L4.3 TYPICALS VILLAGE 3
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L5.4 ENTRY SIGN CONCEPT
L6.1 STREET SECTIONS
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N1-A1.1.2 PLAN 1 ROOF PLANS
N1-A1.2.0 PLAN 1A EXTERIOR ELEVATIONS
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N1-A1.4.0 PLAN 1C EXTERIOR ELEVATIONS
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N1-A3.1.1 PLAN 3 ADDENDA
N1-A3.1.2 PLAN 3 ROOF PLANS
N1-A3.2.0 PLAN 3A EXTERIOR ELEVATIONS
N1-A3.3.0 PLAN 3B EXTERIOR ELEVATIONS
N1-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS
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N1-A4.1.1 PLAN 4 ADDENDA
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N1-A4.3.0 PLAN 4B EXTERIOR ELEVATIONS
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N2-A2.1.2 PLAN 2 ADDENDA - C Style
N2-A2.1.3 PLAN 2 ROOF PLANS
N2-A2.2.0 PLAN 2A EXTERIOR ELEVATIONS
N2-A2.3.0 PLAN 2B EXTERIOR ELEVATIONS
N2-A2.4.0 PLAN 2C EXTERIOR ELEVATIONS
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N2-A3.1.2 PLAN 3 ROOF PLANS
N2-A3.2.0 PLAN 3A EXTERIOR ELEVATIONS
N2-A3.3.0 PLAN 3B EXTERIOR ELEVATIONS
N2-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS
N2-A4.0.0 COLOR / MATERIAL BOARD
AD1.0 TYPICAL WINDOW DETAILS
REF-01 REFERENCE ARTICULATION EXHIBIT

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N3-A1.1.0 PLAN 1 FLOOR PLAN
N3-A1.1.1 PLAN 1 ADDENDA
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N3-A1.2.0 PLAN 1A EXTERIOR ELEVATIONS
N3-A1.3.0 PLAN 1B EXTERIOR ELEVATIONS
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N3-A2.1.1 PLAN 2 ADDENDA
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N3-A2.3.0 PLAN 2B EXTERIOR ELEVATIONS
N3-A2.4.0 PLAN 2C EXTERIOR ELEVATIONS
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N3-A3.0.0 PLAN 3 COLORED FRONT ELEVATIONS
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N3-A3.1.1 PLAN 3 ADDENDA
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N3-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS
N3-A4.0.0 COLOR / MATERIAL BOARD
AD1.0 TYPICAL WINDOW DETAILS
REF-02 REFERENCE ARTICULATION EXHIBIT

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N4-A0.0 COVER AND INDEX
N4-A0.1 PROJECT DATA
N4-A0.2 SITE PLAN
N4-A0.3 FIRE ACCESS DIAGRAM
N4-A1.0 BUILDING PLANS TYPE A
N4-A1.1 BUILDING PLANS TYPE A
N4-A1.2 BUILDING PLANS TYPE B
N4-A1.3 BUILDING PLANS TYPE B
N4-A1.4 BUILDING PLANS TYPE C + AMENITY
N4-A1.5 BUILDING PLANS TYPE C + AMENITY
N4-A2.0 BUILDING ELEVATIONS TYPE A: COLOR
N4-A2.0.A BUILDING ELEVATIONS TYPE A: B&W
N4-A2.1 BUILDING ELEVATIONS TYPE A: COLOR
N4-A2.1.A BUILDING ELEVATIONS TYPE A: B&W
N4-A2.2 BUILDING ELEVATIONS TYPE B: COLOR
N4-A2.2.A BUILDING ELEVATIONS TYPE B: B&W
N4-A2.3 BUILDING ELEVATIONS TYPE B: COLOR
N4-A2.3.A BUILDING ELEVATIONS TYPE B: B&W
N4-A2.4 BUILDING ELEVATIONS AMENITY: COLOR
N4-A2.4.A BUILDING ELEVATIONS AMENITY: B&W
N4-A2.5 BUILDING ELEVATIONS AMENITY: COLOR
N4-A2.5.A BUILDING ELEVATIONS AMENITY: B&W
N4-A3.0 CONCEPTUAL PERSPECTIVE
N4-A3.1 CONCEPTUAL PERSPECTIVE
N4-A3.2 CONCEPTUAL PERSPECTIVE
N4-A3.3 CONCEPTUAL PERSPECTIVE
N4-A4.0 BUILDING SECTIONS
N4-A5.0 UNIT PLANS
N4-A5.1 UNIT PLANS
N4-A5.2 UNIT PLANS
N4-A6.0 BUILDING MATERIALS TYPE A
N4-A6.1 BUILDING MATERIALS TYPE B
N4-A6.2 BUILDING MATERIALS TYPE C + AMENITY
N4-A6.3 DETAILS
N4-A6.4 TRASH ENCLOSURE
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CIVIL

C1 EXISTING CONDITIONS
C2 SITE PLAN
C3.1 EMERGENCY VEHICLE ACCESS PLAN
C3.2 EMERGENCY VEHICLE ACCESS PLAN
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C4 EXISTING CONTEXT PHOTOS

CIVIL- VESTING TENTATIVE MAP

C-001 COVER SHEET
C-100 DETAILS & SECTIONS
C-200 EXISTING CONDITIONS
C-300 SITE PLAN
C-400 GRADING AND DRAINAGE PLAN
C-500 UTILITY PLAN
C-501 UTILITY PLAN
C-600 STORMWATER CONTROL PLAN
C-700 EROSION CONTROL PLAN
C-701 EROSION CONTROL DETAILS
C-800 SLOPE MAP

PHOTOMETRIC

1 PROPOSED PHOTOMETRIC EXHIBIT
2 PROPOSED PHOTOMETRIC EXHIBIT
3 PROPOSED PHOTOMETRIC EXHIBIT
4 PROPOSED PHOTOMETRIC EXHIBIT
5 RESULTS OF ANALYSIS
6 DETAILS

SEEFRIED INDUSTRIAL PROPERTIES

ktgy

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510.272.2910
ktgy.com

VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

SHEET INDEX

T2.0.0



SEEFRIED INDUSTRIAL PROPERTIES

Kimley»Horn

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

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Architecture + Planning
888.456.5849
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 06-05-2024

OVERALL ILLUSTRATIVE SITE PLAN

L1.1



TREE LEGEND

- Tilia cordata
- Koelreuteria bipinnata
- Fraxinus ‘Fan West’
  (Min. 8' Branching Height at Traffic Circle for Visibility)
- Pistacia chinenesis
- Carpinus beteulus ‘Fastigiata’
- Ulmus parvifolia
- Cercis occidentalis
- Quercus agrifolia (BIO)
- Arbutus marina (BIO)
- Zelkova serrata ‘City Sprite’
- Lagerstroemia i. 'Natchez'

Note: All landscaping shall be maintained by HOA.

SEEFRIED INDUSTRIAL PROPERTIES

Kimley»Horn

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

ktgy

Architecture + Planning
888.456.5849
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 06-05-2024

STREET TREE PLAN

L2.1

TREES



Arbutus 'Marina'
Marina Strawberry Tree



Carpinus beteulus 'Fastigiata'
European Hornbeam



Cercis occidentalis
Western Redbud



Fraxinus 'Fan West'
Fan West Ash



Pistacia chinensis
Chinese Pistache



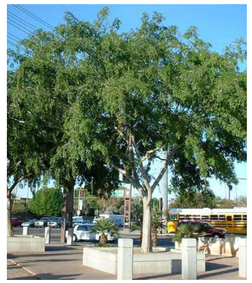
Quercus agrifolia
California Live Oak



Koelreuteria bipinnata
Chinese Flame Tree



Tilia cordata
Littleleaf Linden



Ulmus parvifolia 'Drake'
Chinese Elm

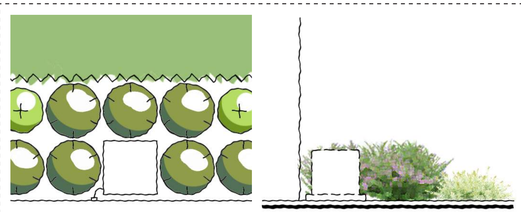


Zelkova serrata 'City Sprite'
City Sprite® Zelkova

PLANT LIST (COMMON AREA)

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	
AM	Arbutus 'Marina'	NCN	24" Box	As Shown	L	
CC	Cercis canadensis	Eastern Redbud	15 Gal	As Shown	M	
CO	Cercis occidentalis	Western Redbud	15 Gal	As Shown	L	
CP	Cupressus sempervirens 'Tiny Tower'	Dwarf Italian Cypress	15 Gal	As Shown	L	
CS	Carpinus betulus 'Fastigiata'	European Hornbeam	24" Box	As Shown	M	
LA	Lagerstroemia i. 'Muskogee'	Crape Myrtle	24" Box	As Shown	L	
LN	Lagerstroemia i. 'Natchez'	Crape Myrtle	24" Box	As Shown	L	
FF	Fraxinus 'Fan West'	Ash	24" Box	As Shown	L	
PC	Pistacia chinensis 'Keith Davey'	Chinese Pistache	24" Box	As Shown	L	
QA	Quercus agrifolia	Coast Live Oak	36" Box	As Shown	L	
QR	Quercus robur 'Fastigiata'	English Oak	24" Box	As Shown	M	
QV	Quercus virginiana	Southern Live Oak	24" Box	As Shown	M	
KB	Koelreuteria bipinnata	Chinese Flame Tree	24" Box	As Shown	M	
TC	Tilia cordata 'Shamrock'	Little Leaf Linden	24" Box	As Shown	M	
UP	Ulmus parvifolia	Chinese Elm	24" Box	As Shown	L	
ZC	Zelkova serrata 'City Sprite'	City Sprite® Zelkova	24" Box	As Shown	M	Mature HT: 25'

Percentage of plants designated L or VL by WUCOLS in Zone 1: 75%
Turf only provided in public park. No turf is specified elsewhere on site



Typical Utility Screen
Scale: 1/4" = 1'-0"

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS
AB	Abelia x. g. 'Bronze Anniversary'	Glossy Abelia	1 Gal	3'-6" O.C.	M
AC	Achillea millefolium	Common Yarrow	1 Gal	2'-6" O.C.	L
AG	Agapanthus 'Black Pantha'	Lily-of-the-Nile	1 Gal	2'-0" O.C.	M
AV	Agave 'Blue Glow'	Agave	1 Gal	2'-0" O.C.	L
AL	Anementhele lessoniana	New Zealand Wind Grass	1 Gal	3'-0" O.C.	L
AH	Alyogyne huegelii	Blue Hibiscus	5 Gal	5'-0" O.C.	L
AN	Anigozanthos 'Big Red'	Kangaroo Paw	1 Gal	2'-6" O.C	L
AR	Arbutus unedo 'Elfin King'	Dwarf Strawberry Tree	5 Gal	4'-6" O.C.	L

BO	Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass	1 Gal	2'-6" O.C.	L
BU	Buxus 'Green Mountain'	Boxwood	1 Gal	3'-0" O.C.	M
CA	Calamagrostis x acutiflora 'Karl Foerester'	Feather Reed Grass	1 Gal	3'-0" O.C.	M
CL	Callistemon 'Little John'	Dwarf Bottlebrush	5 Gal	3'-6" O.C.	L
CT	Carex tumulicola	Berkeley Sedge	1 Gal	1'-6" O.C.	L
CH	Chondropetalum tectorum	Cape Rush	1 Gal	3'-6" O.C.	L
CI	Cistus landanifer	Crimson Spot Rockrose	1 Gal	4'-0" O.C.	L
CP	Coleonema puchellum 'Sunset Gold'	'Sunset Gold' Breath of Heaven	5 Gal	3'-6" O.C.	M
CH	Cuphea hyssopifolia	False Heather	1 Gal	2'-0" O.C.	M
DV	Dietes g. 'Variegata'	Variegated Fortnight Lily	5 Gal	3'-0" O.C.	L
EG	Euonymus j. 'Silver King'	Evergreen Euonymus	5 Gal	3'-0" O.C.	L
GL	Galvesia speciosa	Island Snapdragon	5 Gal	3'-6" O.C.	L
GS	Gaultheria shallon	Salal	5 Gal	4'-0" O.C.	L
GN	Grevillea 'Noelii'	Noelii Grevillea	5 Gal	3'-6" O.C.	L
HE	Hebe x andersonii	NCN	5 Gal	4'-0" O.C.	M
HS	Helictotrichon sempervirens	Blue Oat Grass	1 Gal	1'-6" O.C.	L
HC	Hemerocallis 'Terra Cotta Baby'	Evergreen Day Lily	1 Gal	2'-6" O.C.	L
HP	Hesperaloe parviflora	Red Yucca	1 Gal	3'-0" O.C.	L
HM	Heuchera maxima	Coral Bells	1 Gal	1'-6" O.C.	M
JP	Juncus patens 'Elk Blue'	California Grey Rush	1 Gal	2'-0" O.C.	L
KN	Kniphofia 'Nancy's Red'	Red Hot Poker	5 Gal	2'-0" O.C.	L
LN	Lantana 'Lemon Swirl'	Lantana	1 Gal	3'-0" O.C.	M
LA	Lavatera thuringiaca 'Red Rum'	Tree Mallow	5 Gal	3'-6" O.C.	M
LV	Lavendula angustifolia 'Martha Roderick'	English Lavender	1 Gal	2'-0" O.C.	L
LC	Leymus condensatus 'Canyon Prince'	Wild Rye	1 Gal	3'-0" O.C.	L
LM	Liriope muscari	Lily Turf	1 Gal	1'-0" O.C.	M
LL	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 Gal	3'-0" O.C.	L
LO	Loropetalum chinensis	Chinese Fringe Flower	5 Gal	4'-0" O.C.	L
MD	Muhlenbergia dubia	Pine Muhly	1 Gal	3'-0" O.C.	L
MC	Myrtus communis 'Compacta'	Dwarf Myrtle	1 Gal	3'-0" O.C.	L
NA	Nandina domestica 'Harbor Dwarf'	Heavenly Bamboo	1 Gal	2'-6" O.C.	L
PN	Pennisetum 'Fairy Talks'	Fountain Grass	1 Gal	2'-6" O.C.	M
PH	Phormium t. 'Wings of Gold'	New Zealand Flax	5 Gal	3'-0" O.C.	L
PT	Pittosporum tobira 'Wheeler's Dwarf'	Dwarf Mock Orange	1 Gal	3'-6" O.C.	L
PM	Polystichum munitum	Western Sword Fern	1 Gal	3'-0" O.C.	M
RC	Rhamnus californica	Coffeeberry	1 Gal	4'-0" O.C.	L
RI	Rhaphiolepis indica	Indian Hawthorn	1 Gal	5'-0" O.C.	L
SS	Salvia x sylvestris 'Blue Hill'	Blue Hill Meadow Sage	1 Gal	1'-6" O.C.	L
SG	Stipa gigantea	Giant Feather Grass	1 Gal	2'-6" O.C.	L
TC	Teucrium fruticans 'Compacta'	Bush Germander	5 Gal	3'-0" O.C.	L
WM	Westringia fruticosa 'Morning Light'	Coast Rosemary	5 Gal	3'-6" O.C.	L
WW	Woodwardia fimbriata	Giant Chain Fern	1 Gal	4'-0" O.C.	M
ZC	Zauschneria californica	Californica Fuschia	1 Gal	3'-0" O.C.	M

GROUNDCOVERS

BP	Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Brush	1 Gal	4' O.C	L
CM	Carissa macrocarpa	Natal Plum	1 Gal	2'-6" O.C	L
CE	Ceanothus griseus horizontalis	Carmel Creeper	1 Gal	6' O.C	L
CK	Coprosma kirkii 'Verde Vista'	Prostate Mirror Plant	1 Gal	4' O.C	L
EK	Erigeron karvinskianus	Fleabane	1 Gal	18"O.C	L
ER	Eriogonum sp.	Wild Buckwheat	1 Gal	3' O.C	L
FC	Festuca californica	California Fescue	1 Gal	1'-6" O.C	L
FM	Festuca mairei	Atlas Fescue	1 Gal	2'-0" O.C.	L
GZ	Gazania sp.	Orange Gazania	1 Gal	1' O.C	M
MP	Myoporum parvifolium	Myoporum	1 Gal	4' O.C	L
OF	Osteospermum fruticosum	African Daisy	1 Gal	3' O.C	L
RC	Rosa 'Carpet Rose'	Carpet Rose	1 Gal	4' O.C	M
TP	Thymus polytrichus britannicus	Creeping Thyme	1 Gal	3' O.C	L

PLANT LIST (BIORETENTION)

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS
AM	Arbutus 'Marina'	Marina Straberry Tree	24" Box	As Shown	L
QA	Quercus Agrifolia	Coast Live Oak	36" Box	As Shown	VL

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS
AD	Artemisia Douglasiana	Mugwort	1 Gal	72" O.C.	L
BP	Baccharis Pilularis	Coyote Brush	1 Gal	72" O.C.	L
RO	Rosa California	California Wild Rose	1 Gal	72" O.C.	L
RU	Rubus Ursinus	California Blackberry	1 Gal	120" O.C.	L
SN	Sambucus Nigra 'Caerulea'	Blue Elderberry	1 Gal	AS SHOWN	L

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

PLANT LIST

L2.2

WATER USE ESTIMATION

WATER TYPE	POTABLE
SITE ETO=	46.2

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
1	TREES - M	MOD	0.5	BUBBLER	0.81	0.62	1,900	**1,173**	33,595	0.10	44.91	1%
2	TREES - L	LOW	0.3	BUBBLER	0.81	0.37	4,520	**1,674**	47,952	0.15	64.11	2%
3	MIXED SHRUB/GROUNDCOVER	MOD	0.5	DRIP	0.81	0.62	50,371	**31,093**	890,634	2.73	1,190.69	24%
4	MIXED SHRUB/GROUNDCOVER	LOW	0.3	DRIP	0.81	0.37	151,114	**55,968**	1,603,152	4.92	2,143.25	73%
					TOTALS		**207,905**	**89,908**	**2,575,333**	**7.90**	**3,442.96**	**100%**

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
3					1							0%
					TOTALS		0					**0%**

MAWA		
	GALLONS/YR	3,275,377
	ACRE FEET/YR	10.05
	HCF/YR	4,378.85

ETWU		
	GALLONS/YR	2,575,333
	ACRE FEET/YR	7.90
	HCF/YR	3,442.96

SITE IRRIGATION EFFICIENCY	SITE PLANT FACT0R	MAWA COMPLIANT
61.4%	0.23	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	89,908
TOTAL AREA	207,905
AVG. ETAF	43.24%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

THE PLANS CONFORM TO THE PLEASANTON WATER EFFICIENT LANDSCAPE ORDINANCE AND WELO.

BY:_____ DATE:_____
LIC NO.: 6032

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

WATER USE CALCULATION

Preliminary Scorecard based on current level of plans.
Scorecard to be udpated during Construction Documents.

Bay-Friendly Scorecard for Civic, Commercial and Multifamily Landscapes

This scorecard tracks Bay-Friendly features incorporated into the design and construction of new landscapes. Use drop-down boxes in Column A to indicate targeted measures for your project. "Goal" points appear in column I. "Achieved" points appear in column J once all verification measures have been completed in the "Rater Checklist" worksheet. The recommended minimum requirements for a Bay-Friendly Landscape are: earn a total of 60 points or more and complete the 14 required practices indicated in red text on the checklist. Submit planning stage Scorecard with Initial Submittal and final Scorecard at Final Submittal.

Villages at the Quarry	Possible	Goal	Achieved
A. SITE PLANNING			
1. Complete the Bay-Friendly Site Analysis before beginning construction documents.	2	2	2
2. Locate the project within an infill, urban growth boundary, TOD or designated redevelopment site.	3	3	3
3. Avoid prime farmland and environmentally sensitive sites.	3	3	3
4. Clean up a brownfield site.	3	3	3
5. Locate the project within walking distance of public transit.	2	0	0
6. Locate project 1 mile in bicycling distance from a:			
6.1. Class I bike path.	2	2	2
6.2. Class II or Class III bicycle route.	1	0	0
7. Provide parking for bicycles.	2	1	1
8. Designate areas for mulch storage and/or leaf repositories.	1	0	0
9. Reuse trees that are identified for removal on site.	2	0	0
10. Compost plant debris on site with the capacity of:			
10.1. 1 to 3 cubic yards. (1 point)	1	0	0
10.2. More than 3 cubic yards. (total 2 points)	1	0	0
11. Install covered recycling collection receptacles.	2	1	1
12. Provide water and/or shelter for wildlife.	1	0	0
13. Preserve and protect 80% of existing mature, healthy, non-invasive trees.	2	0	0
14. On previously developed sites, restore vegetation and hydrology.	3	0	0
15. Increase open space by 30% or connect to adjacent open space.	2	2	2
16. Create or protect diverse, low-maintenance plant buffer along all creeks, shorelines and monoculture areas.	2	0	0
Site Planning Subtotal, out of 35 possible points:	**35**	**17**	**17**
B. STORMWATER AND SITE DRAINAGE			
1. Install permeable paving for:			
1.1. 33% of total paved area. (2 points)	2	0	0
1.2. 50% of total paved area. (total 4 points)	2	0	0
1.3. 75% of total paved area. (total 6 points)	2	0	0
2. Decrease the total amount of impervious surface by 10% on previously developed sites.	1	1	1
3. Capture and treat stormwater runoff using:			
3.1. Biotreatment for entire roof area.	3	3	3
3.2. Biotreatment for all impervious paved areas, excluding driveway entrances and roads.	4	4	4
3.3. Biotreatment for 10,000 sf of road area.	2	2	2
3.4. Infiltration of at least 80% of the average annual runoff water quantity generated on site.	3	0	0
4. Design self-retaining planting areas to detain and infiltrate runoff from adjacent impervious areas for:			
4.1. 15% of planting areas. (1 point)	1	1	1
4.2. 25% of planting areas. (total 2 points)	1	1	1
5. Install a green roof on:			
5.1. 25% of roof area. (1 point)	1	0	0

Villages at the Quarry	Possible	Goal	Achieved
13. Specify low-energy fixtures for all site lighting.	2	2	2
14. Power site lighting with photovoltaics covering:			
14.1. 25% of all site demand. (1 point)	1	0	0
14.2. 50% of all site demand. (total 3 points)	2	0	0
14.3. 100% of all site demand. (total 5 points)	2	0	0
15. Reduce light pollution and trespass.	1	1	1
16. Do not cast direct beam illumination onto adjacent properties.	1	1	1
17. Use stone and non-concrete hardscape materials that are mined/ produced within 200 miles of the project site.	2	0	0
18. Use integrated pest management during construction.	1	1	1
19. Use organic pest management during construction.	2	0	0
Materials Subtotal, out of 48 possible points:	**48**	**9**	**9**
E. PLANTING			
1. REQUIRED: Choose and locate plants to grow to their natural size.	R	R	R
2. REQUIRED: Do not plant species listed by Cal-IPC's Don't Plant a Pest brochure.	R	R	R
3. Do not plant species listed in Cal-IPC's Invasive Plant Inventory.	2	2	2
4. Eradicate existing invasive plant species.	2	2	2
5. REQUIRED: Install climate-adapted plants in street medians.	R	R	R
6. REQUIRED: Limit turf to recreational areas.	R	R	R
7. Install turf alternatives for:			
7.1. 10% of multiple-use fields. (2 points)	2	0	0
7.2. 25% of multiple-use fields. (total 4 points)	2	0	0
7.3. 100% of multiple-use fields. (total 6 points)	2	0	0
8. REQUIRED: Group plants in hydrozones.	R	R	R
9. Shade at least 50% of west-facing building with deciduous trees.	3	3	3
10. Shade at least 50% of paved site area with vegetation excluding drive aisles of parking lots and roads.	3	3	3
11. Provide adequate soil volumes to grow healthy trees.	3	3	3
12. Plant large-stature trees.	2	2	2
13. Install Neonicotinoid free plant material	2	0	0
14. Plant a diverse palette of distinct species.	3	3	3
15. Plant California natives for:			
15.1. 50% of non-turf plants. (3 points)	3	0	0
15.2. 75% of non-turf plants. (total 4 points)	1	0	0
15.3. 100% of non-turf plants. (total 5 points)	1	0	0
Planting Subtotal, out of 31 possible points:	**31**	**18**	**18**
F. IRRIGATION			
1. Plumb irrigation systems and water features for recycled water.	2	0	0
2. Use rainwater and/or graywater to satisfy:			
2.1. 10% of the site's water requirements. (3 points)	3	0	0
2.2. 50% of the site's water requirements. (total 5 points)	2	0	0
3. REQUIRED: Install a weather-based (evapotranspiration) or soil moisture based controller including a rain shut off device.	R	R	R
4. REQUIRED: Install low volume irrigation in required areas.	R	R	R
5. Limit precipitation rates of overhead irrigation.	3	3	3
6. Design and install a landscape that will meet a water budget of:			
6.1. REQUIRED: 45% of reference ET.	R	R	R
6.2. 35% of reference ET. (3 points)	3	0	0
7. REQUIRED: Install a dedicated landscape water meter for projects with an irrigated area greater than 1,000 sf.	R	R	R
8. REQUIRED: Conduct an irrigation audit.	R	R	R
9. REQUIRED: Meet your local CA WELO.	R	R	R

Villages at the Quarry	Possible	Goal	Achieved
5.2. 50% of roof area. (total 2 points)	1	0	0
5.3. 75% of roof area. (total 3 points)	1	0	0
Stormwater and Site Drainage Subtotal, out of 24 possible points:	**24**	**12**	**12**
C. EARTHWORK AND SOIL HEALTH			
1. Submit laboratory soil analysis results and recommendations for compost and natural fertilizers.	3	3	3
2. Complete the Bay-Friendly Soil Management Plan.	3	0	0
3. Remove, store and replace topsoil before grading.	3	0	0
4. Install fencing to protect soil from compaction:			
4.1. Under trees to remain.	2	0	0
4.2. For 50% of new planting areas.	1	1	1
5. Install protective covering to limit soil compaction during the rainy season.	1	1	1
6. Alleviate compaction in soils to a depth of at least:			
6.1. 8 inches. (1 point)	1	1	1
6.2. 12 inches. (total 2 points)	1	1	1
7. Use only organic fertilizers or soil amendments.	1	0	0
8. REQUIRED: Protect all planting areas with a minimum of 3 inches of mulch.	R	R	R
9. Incorporate quality, organic compost into the soil at the rate of:			
9.1. REQUIRED: 4 CY / 1000 sf.	R	R	R
9.2. 6 CY / 1000 sf.	3	3	3
10. Install sheet mulch for weed control or lawn conversion.	3	0	0
11. Prohibit synthetic chemical pre-emergent herbicides.	2	2	2
12. Install compost blankets, berms or socks for controlling erosion.	3	0	0
Earthwork and Soil Health Subtotal, out of 27 possible points:	**27**	**12**	**12**
D. MATERIALS			
1. Use environmentally preferable materials for:			
1.1. Decking.	2	0	0
1.2. Fencing.	2	0	0
1.3. Site furnishings such as bike racks, benches, tables and chairs.	2	0	0
1.4. Planters or seat/retaining walls.	1	0	0
1.5. Lighting and/or sign posts.	1	0	0
1.6. Parking stops.	1	0	0
1.7. Play structures.	2	0	0
1.8. Play surfaces.	1	0	0
1.9. Edging.	1	0	0
1.10. Decorative glass mulch.	1	0	0
2. Use irrigation lines made from PVC alternatives for:			
2.1. 100% of mainlines.	1	0	0
2.2. 100% of laterals.	1	0	0
3. Use recycled aggregate for walkway, driveway, roadway base and other uses.	2	0	0
4. Use alternatives to PVC for 100% of fencing, decking and outdoor furniture.	1	0	0
5. Install local and recycled:			
5.1. Compost.	1	1	1
5.2. Mulch.	1	1	1
6. REQUIRED: Divert 50% of construction and demolition waste, and 100% of excavated soil and land-clearing debris.	R	R	R
7. Use an online C&D waste management tool.	1	1	1
8. Separate landscape construction and demolition waste streams.	2	0	0
9. Salvage, reuse or retain on site 50% of a single material.	5	0	0
10. Retain 25% of asphalt or concrete flatwork.	2	0	0
11. Use cool site techniques in at least 50% of the paved site area.	2	0	0
12. Do not use black mulch.	1	1	1

Villages at the Quarry	Possible	Goal	Achieved
Irrigation Subtotal, out of 13 possible points:	**13**	**3**	**3**
G. Maintenance			
1. Include a Bay-Friendly Qualified Professional on the maintenance team.	3	0	0
2. Include the Bay-Friendly Site Analysis in the maintenance manual.	2	0	2
3. Grasscycle.	2	0	0
4. Produce mulch on site from plant trimmings.	2	0	0
5. Produce compost on site from plant trimmings.	3	0	0
6. Do not dispose of plant trimmings in the landfill.	3	3	3
7. Do not shear hedges.	2	2	2
8. Protect soil from compaction.	1	1	1
9. Use quality, organic compost to support plant and soil health.	2	2	2
10. Use only organic fertilizers.	2	0	0
11. Reapply mulch regularly.	2	2	2
12. Read the dedicated irrigation meter or sub-meter and report water use a minimum of once a month.	1	1	1
13. Check irrigation equipment regularly and immediately replace broken equipment.	1	1	1
14. Use integrated pest management during maintenance.	2	2	2
15. Use organic pest management during maintenance.	2	0	0
Maintenance Subtotal, out of 30 possible points:	**30**	**16**	**16**
H. INNOVATION			
1. Include Bay-Friendly Rated Landscape requirements in the bid documents.	2	0	2
2. Include a Bay-Friendly Qualified Professional on the design team.	2	0	2
3. Install educational signage.	4	0	0
4. Employ a holistic approach.	5	0	0
5. Implement your own Bay-Friendly innovation.			
Enter title of innovation below. Complete Innovation Request Form.			
	4	0	0
Innovation Subtotal, out of 17 possible points:	**17**	**4**	**4**

	Required	Points
Possible Points	**14**	**225**

As currently designed, points achieved.

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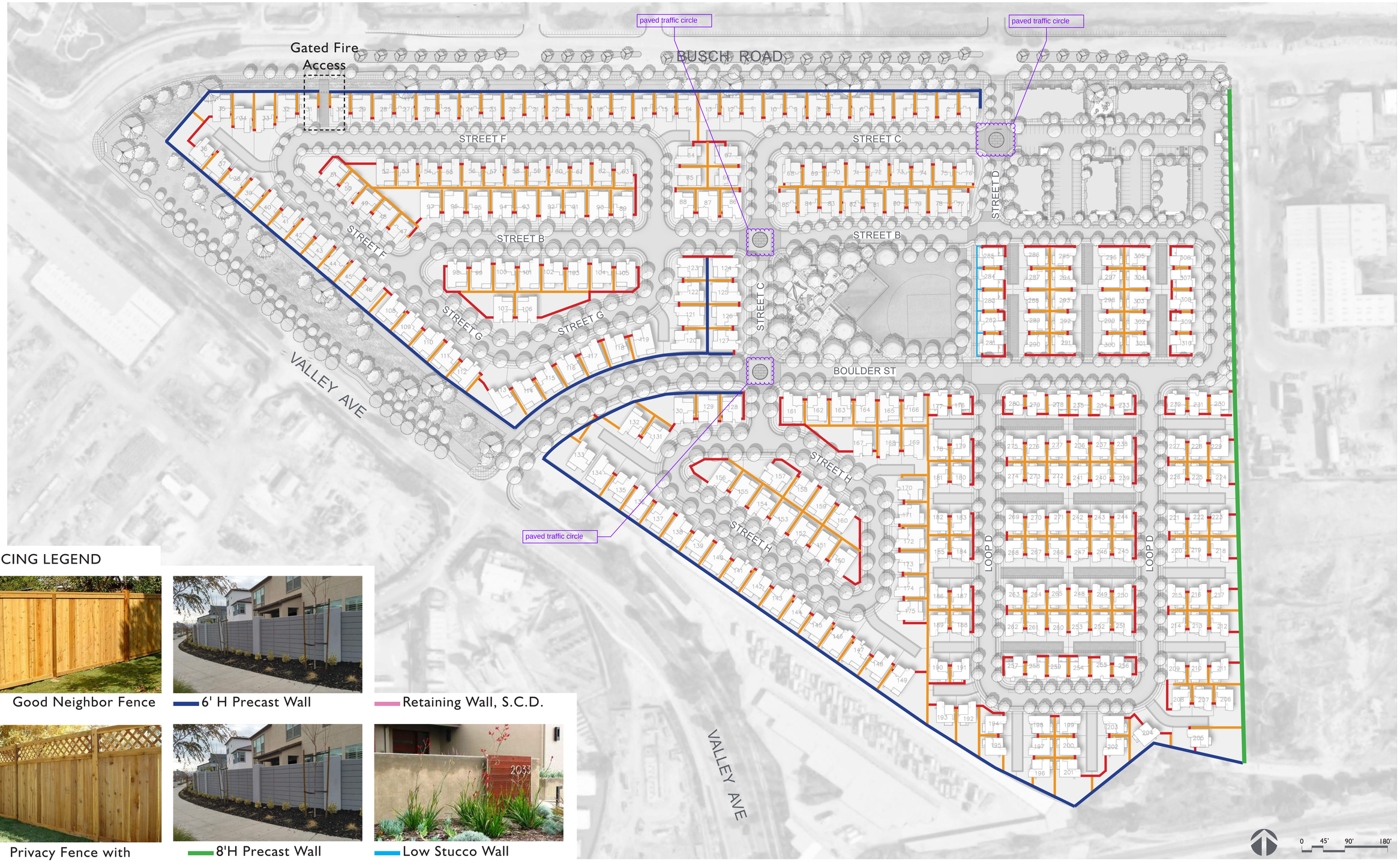
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

BAY-FRIENLDY CHECKLIST

L2.4



FENCING LEGEND



Good Neighbor Fence

6' H Precast Wall

Retaining Wall, S.C.D.



Privacy Fence with Lattice

8'H Precast Wall

Low Stucco Wall

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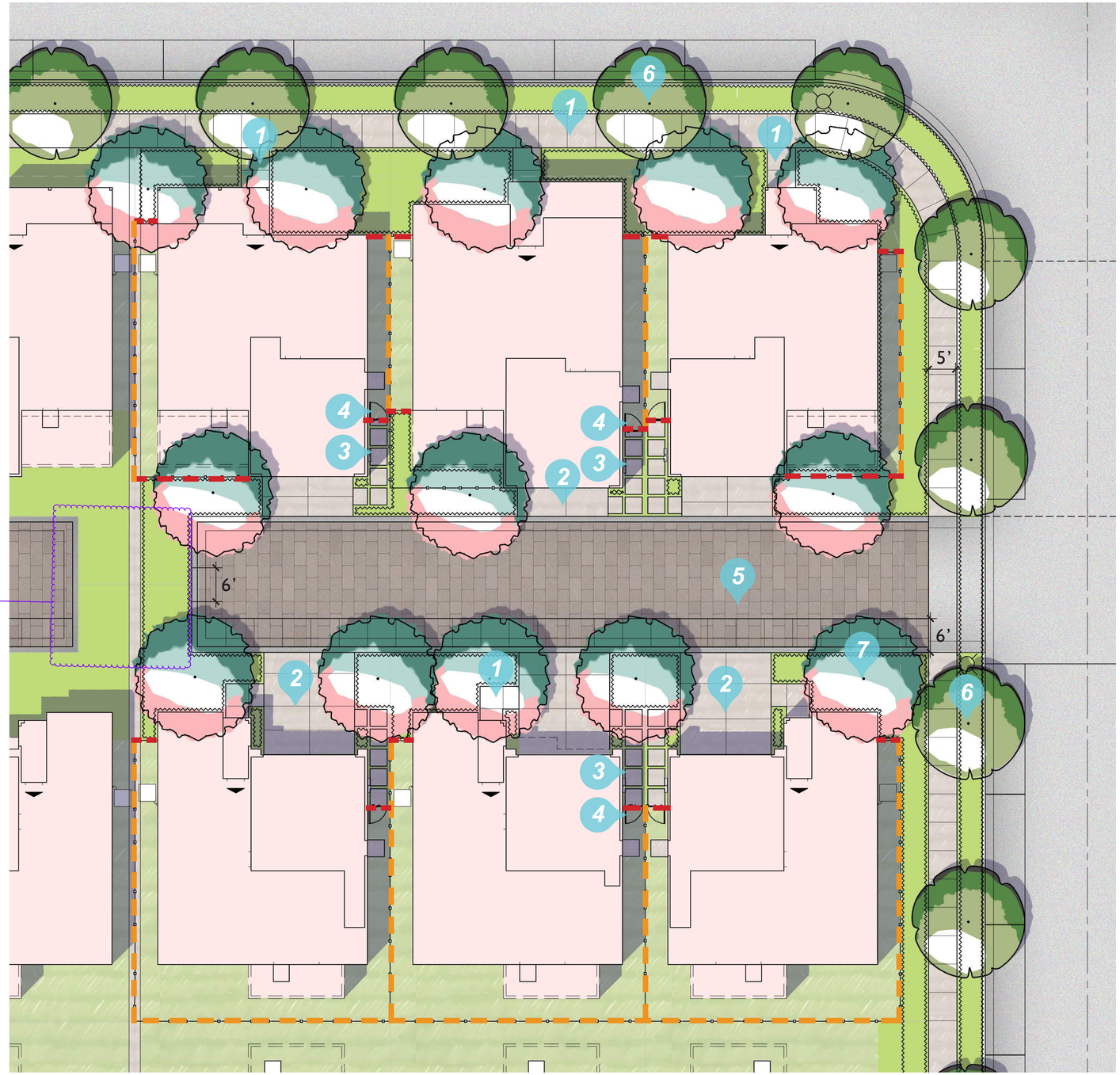
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

FENCING PLAN

L3.1



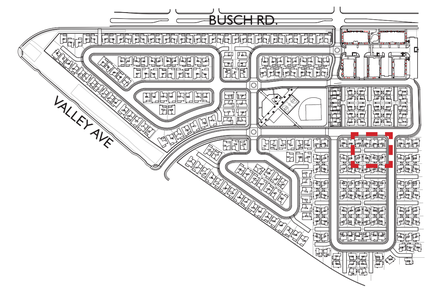
1. Pedestrian Concrete Paving
2. Driveway (Vehicular Concrete)
3. Step Stone
4. Pedestrian Wood Gate
5. Accent Paving with Stripped 6’ Walk
6. Street Tree
7. Accent Tree

6’H Good Neighbor Fence

6’ H Privacy Fence with Lattice

0 5 10 20

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

Kimley»Horn

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

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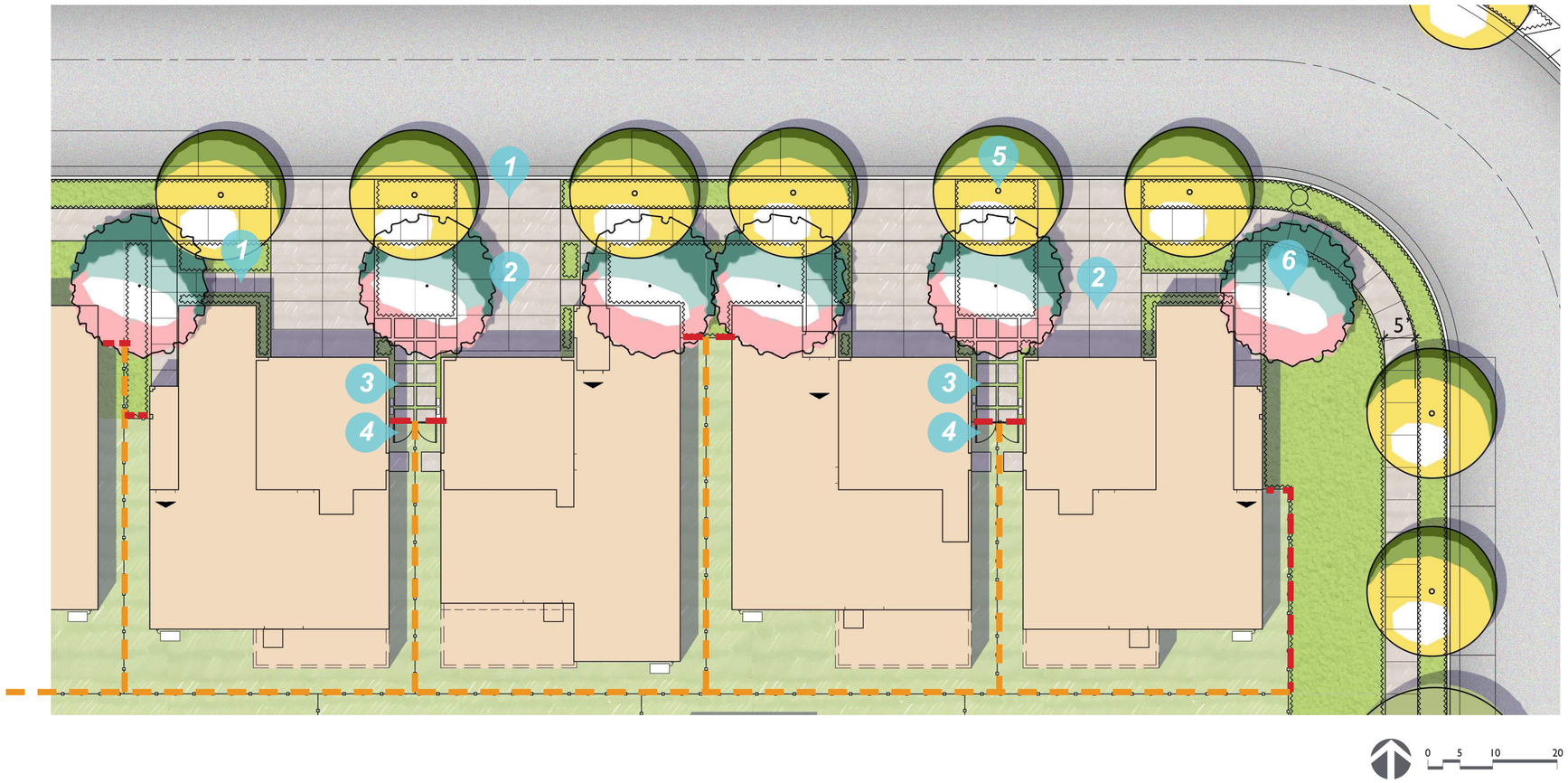
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PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

TYPICALS VILLAGE 1

L4.1

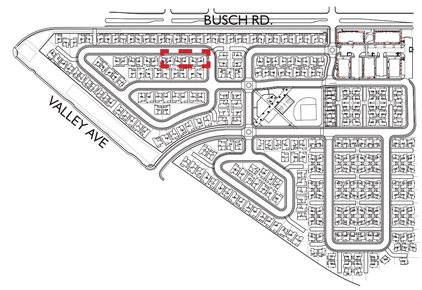


1. Pedestrian Concrete Paving
2. Driveway (Vehicular Concrete)
3. Concrete Step Stones
4. Pedestrian Wood Gate
5. Street Tree
6. Accent Tree

6'H Good Neighbor Fence

6' H Privacy Fence with Lattice

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

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GATES +ASSOCIATES
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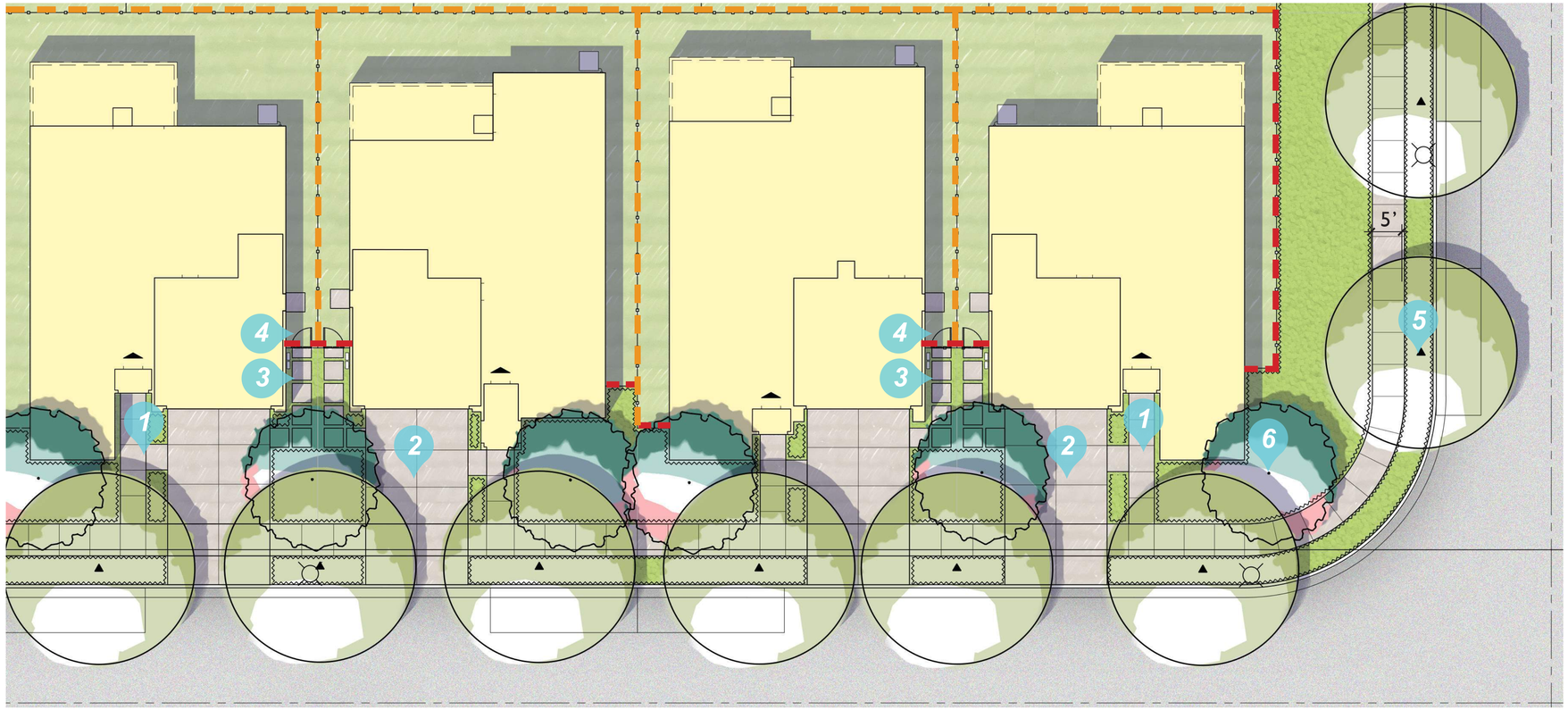
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HOUSING SITE COMPLIANCE REVIEW
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TYPICALS VILLAGE 2

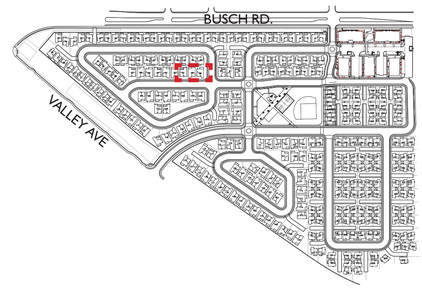


1. Pedestrian Concrete Paving
2. Driveway (Vehicular Concrete)
3. Step Stone
4. Pedestrian Wood Gate
5. Street Tree
6. Accent Tree

6'H Good Neighbor Fence

6' H Privacy Fence with Lattice

KEY MAP



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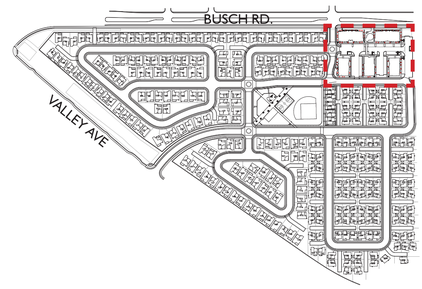
TYPICALS VILLAGE 3

L4.3



1 Entry Plaza with Gathering Area
2 Play Area
3 Picnic Area with Game Tables
4 Shade Tree
5 Accent Trees
6 Street Trees
7 Bike Racks
8 Entry Signage
9 Pedestrian Connection to Iron Horse Trail and Busch Road
10 Bioretention Area (±5330 SF)
11 Decorative Pedestrian Paving at Crosswalk
12 Decorative Paving at Clubhouse Entry
Multi-use Trail
Ladder Pad

KEY MAP



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VILLAGES AT THE QUARRY
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VILLAGE 4 ENLARGEMENT

L5.1



1. Play Areas, Structures to have Built in Shade
2. Picnic Area, with Shade
3. Turf Area
4. Shade Trees
5. Paseo Trees
6. Street Trees
7. Sign Wall
8. Pedestrian Entry Point
9. Pedestrian Crossing
10. Cluster Mailboxes with Shade and Lighting (see image below)
11. Fitness Area
12. Fenced Multi-Sport Court

Low Wall at Residences

Multi-use Trail





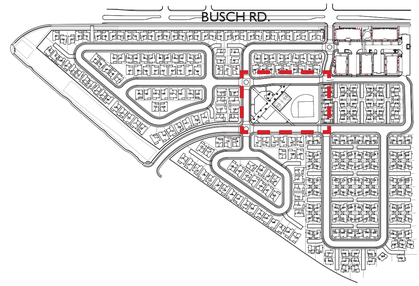








KEY MAP



0 10 20 40

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PARK ENLARGEMENT

L5.2



1. Project Signage
2. Bioretention Area
3. Existing Street Trees and Parkway Strip to Remain
4. Boulders
5. Pedestrian Sidewalk
6. Street Trees
7. 6'H Precast Wall

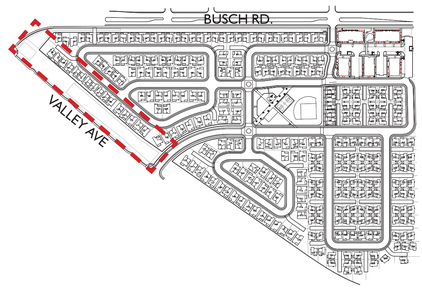
0 20' 40' 80'

CHARACTER IMAGES






KEY MAP



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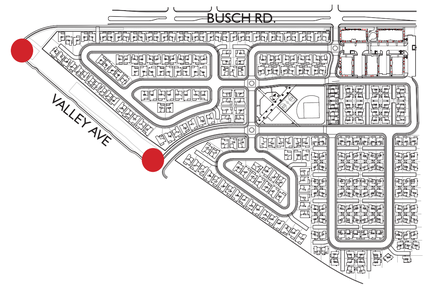
ENTRY ENLARGEMENT

L5.3



N.T.S.

KEY MAP



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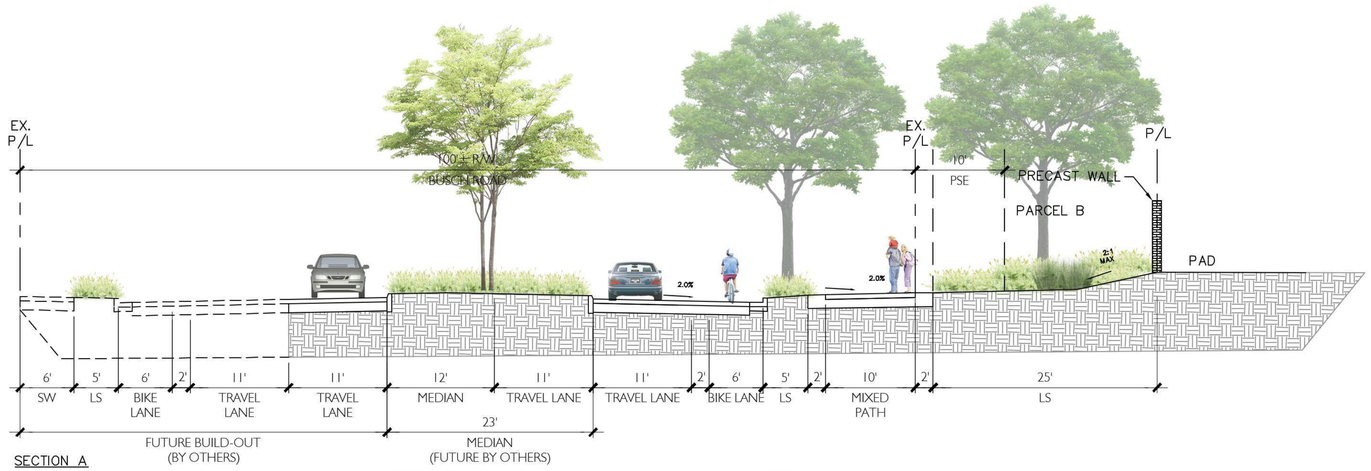
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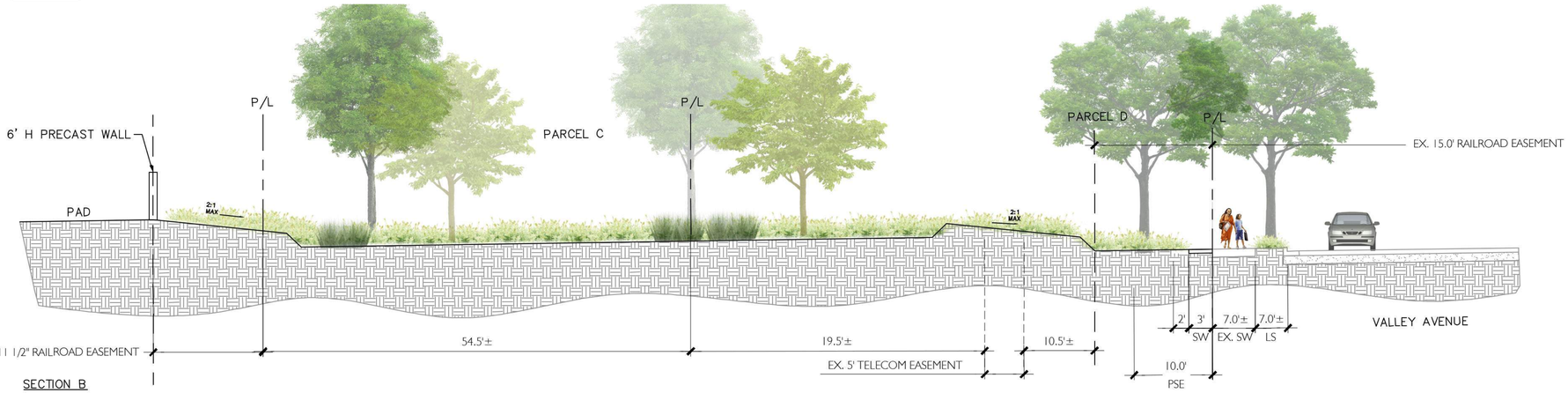
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

ENTRY SIGN CONCEPT

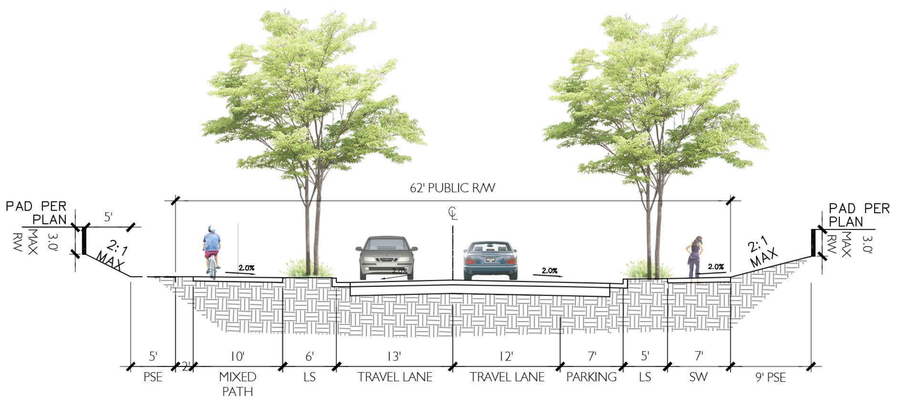
L5.4



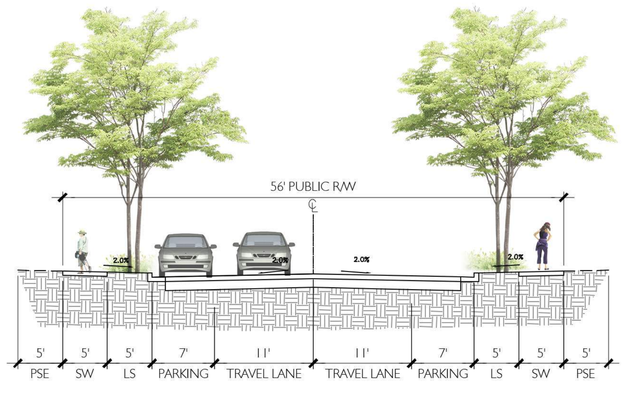
SECTION A



SECTION B



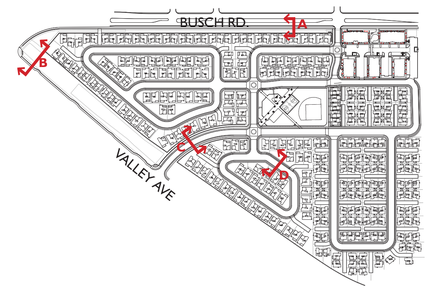
SECTION C
BOULDER STREET



SECTION D – TYPICAL 56' R/W (PUBLIC)
STREET B, STREET C, STREET E, STREET F, STREET G, STREET H, STREET D, LOOP D

0 4' 8' 16'
1/8" = 1'-0"

KEY MAP



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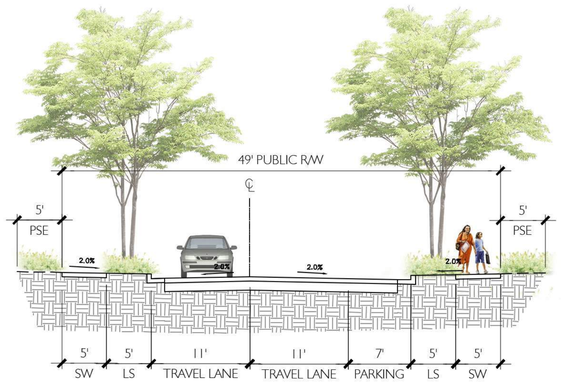
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PLEASANTON, CA

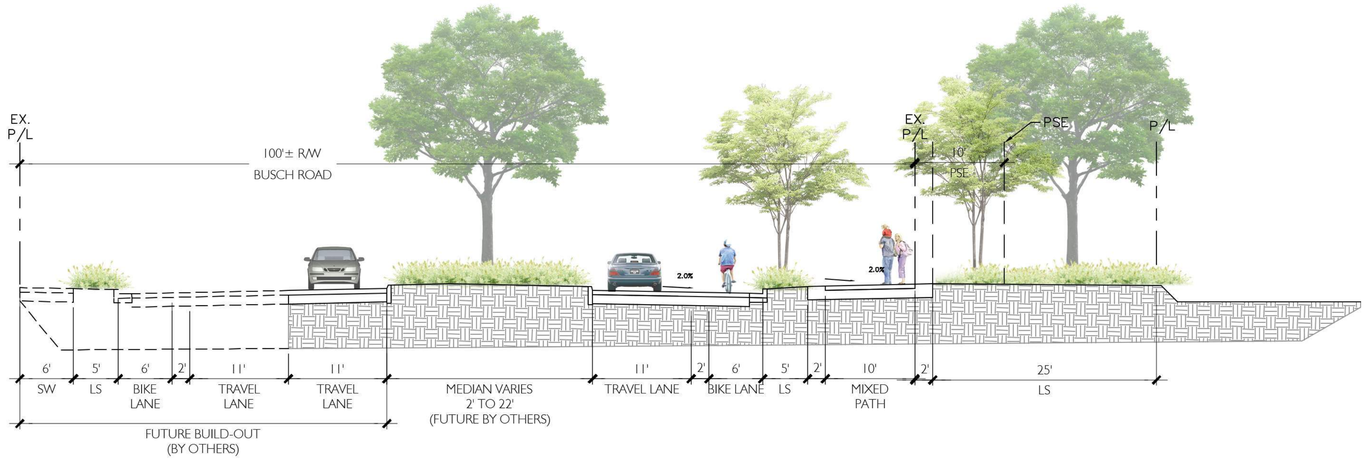
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

STREET SECTIONS

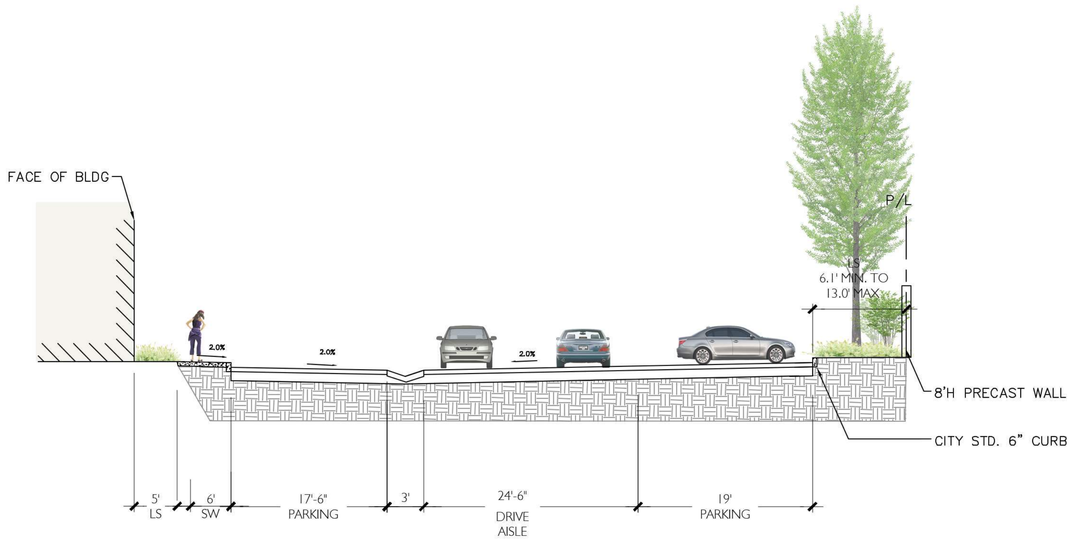
L6.1



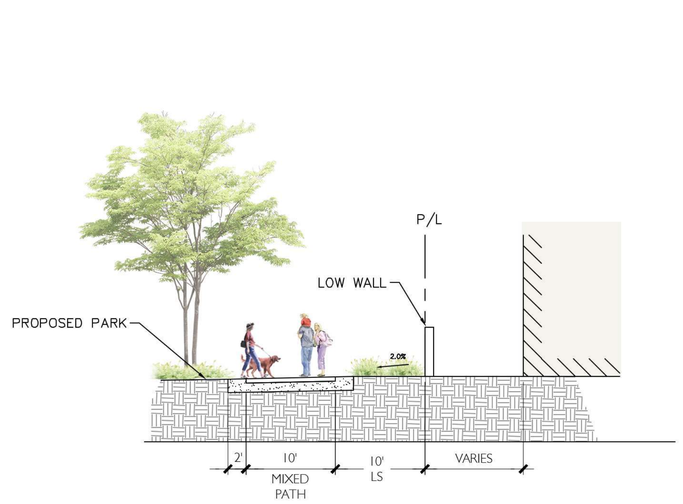
SECTION E – TYPICAL 49' R/W (PUBLIC)
STREET B



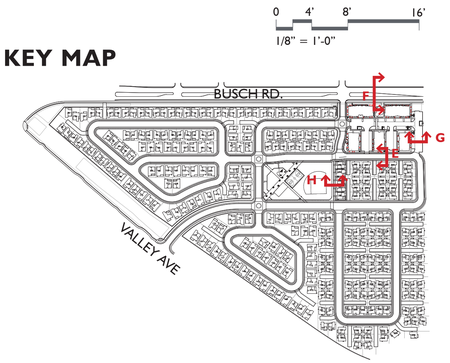
SECTION F – BUSCH ROAD SECTION



SECTION G – MULTI–FAMILY



SECTION H – PARK SECTION



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STREET SECTIONS

L6.2

VILLAGES AT THE QUARRY
VILLAGE 1

SHEET INDEX:

ARCHITECTURE:

N1-A0.0.0 COVER PAGE / SHEET INDEX

PLAN 1
N1-A1.0.0 PLAN 1 COLORED FRONT ELEVATIONS
N1-A1.1.0 PLAN 1 FLOOR PLAN
N1-A1.1.1 PLAN 1 ADDENDA
N1-A1.1.2 PLAN 1 ROOF PLANS
N1-A1.2.0 PLAN 1A EXTERIOR ELEVATIONS
N1-A1.3.0 PLAN 1B EXTERIOR ELEVATIONS
N1-A1.4.0 PLAN 1C EXTERIOR ELEVATIONS

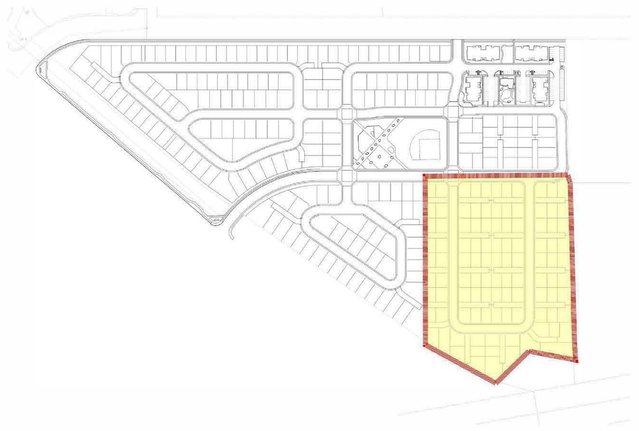
PLAN 2
N1-A2.0.0 PLAN 2 COLORED FRONT ELEVATIONS
N1-A2.1.0 PLAN 2 FLOOR PLAN
N1-A2.1.1 PLAN 2 ADDENDA
N1-A2.1.2 PLAN 2 ROOF PLANS
N1-A2.2.0 PLAN 2A EXTERIOR ELEVATIONS
N1-A2.3.0 PLAN 2B EXTERIOR ELEVATIONS
N1-A2.4.0 PLAN 2C EXTERIOR ELEVATIONS

PLAN 3
N1-A3.0.0 PLAN 3 COLORED FRONT ELEVATIONS
N1-A3.1.0 PLAN 3 FLOOR PLAN
N1-A3.1.1 PLAN 3 ADDENDA
N1-A3.1.2 PLAN 3 ROOF PLANS
N1-A3.2.0 PLAN 3A EXTERIOR ELEVATIONS
N1-A3.3.0 PLAN 3B EXTERIOR ELEVATIONS
N1-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS

PLAN 4
N1-A4.0.0 PLAN 4 COLORED FRONT ELEVATIONS
N1-A4.1.0 PLAN 4 FLOOR PLAN
N1-A4.1.1 PLAN 4 ADDENDA
N1-A4.1.2 PLAN 4 ROOF PLANS
N1-A4.2.0 PLAN 4A EXTERIOR ELEVATIONS
N1-A4.3.0 PLAN 4B EXTERIOR ELEVATIONS
N1-A4.4.0 PLAN 4C EXTERIOR ELEVATIONS

COLOR MATERIAL BOARDS

A5.0.0 COLOR / MATERIAL BOARD
AD1.0 - TYPICAL WINDOW DETAILS



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DATE: 11-01-2024

COVER SHEET / SHEET INDEX

N1-A0.0.0



P1 ELEVATION - A STYLE



P1 ELEVATION - B STYLE



P1 ELEVATION - C STYLE

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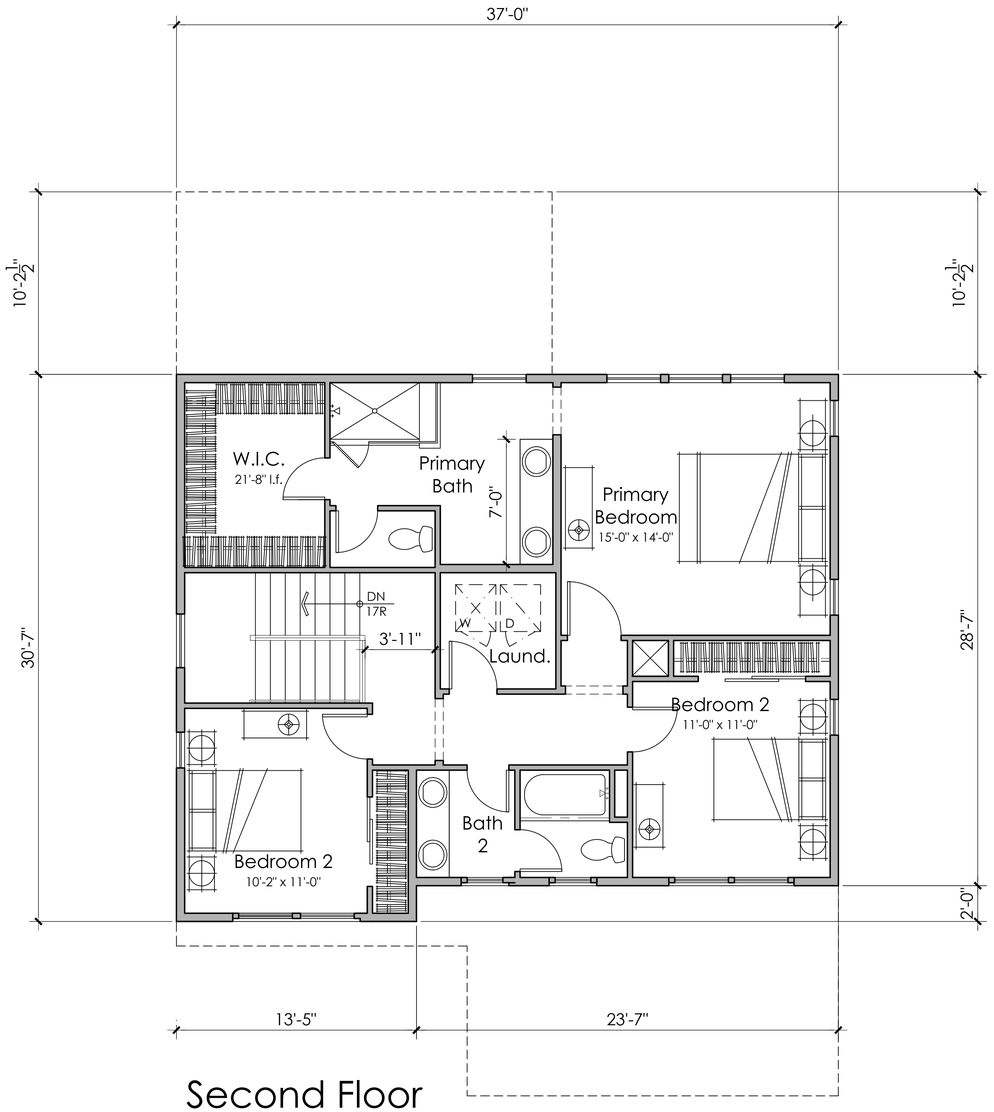
VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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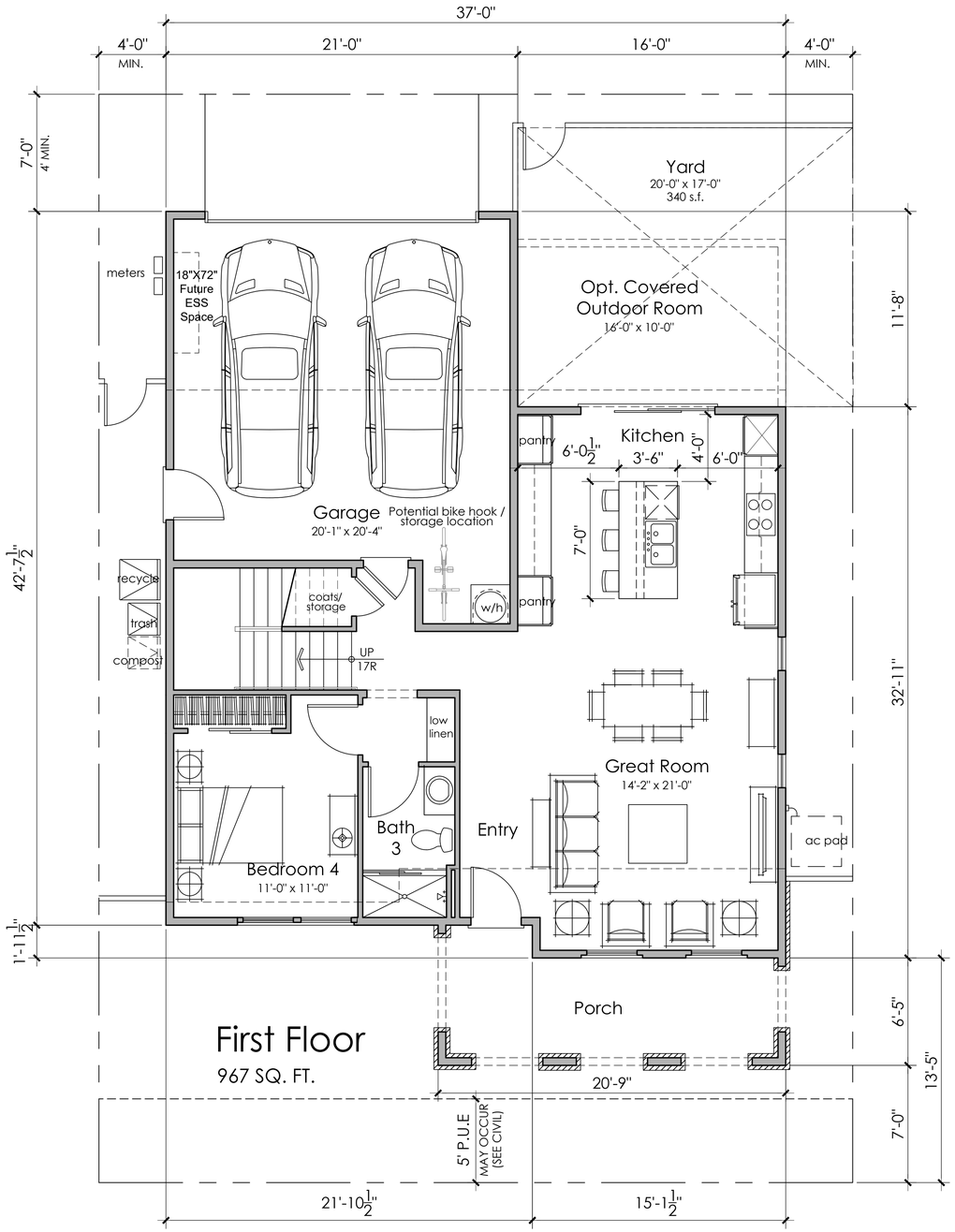
PLAN 1 COLORED FRONT ELEVATIONS

N1-A1.0.0



Second Floor

1029 SQ. FT.



First Floor

967 SQ. FT.

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
PROVIDED PER PLEASANTON MUNICIPLE CODE (PMC)
GREEN BUILDING CHAPTER 20.26

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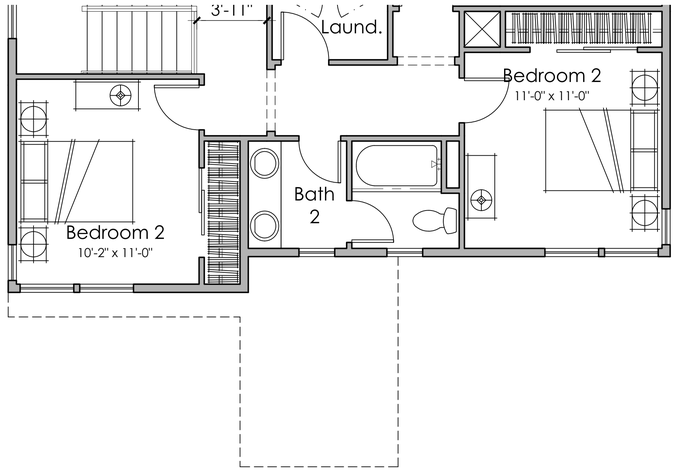
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 2 4 8

4 BEDROOMS
3 BATHS
1,996 S.F.

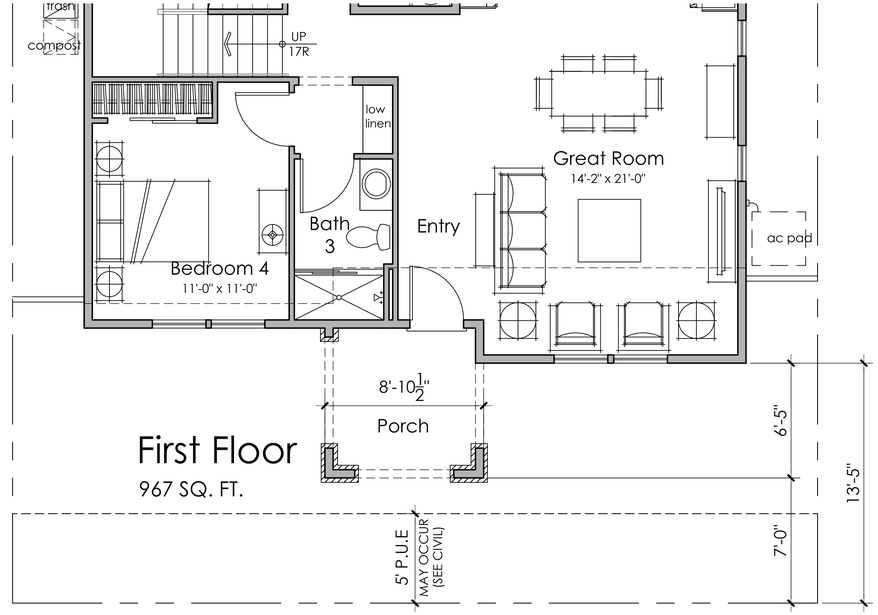
FLOOR PLAN 1

N1-A1.1.0



Second Floor

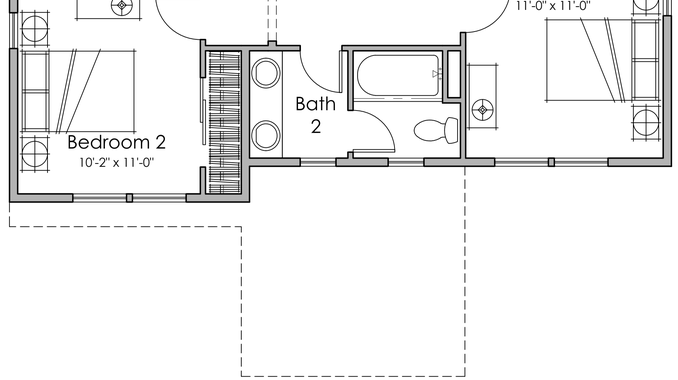
1029 SQ. FT.



First Floor

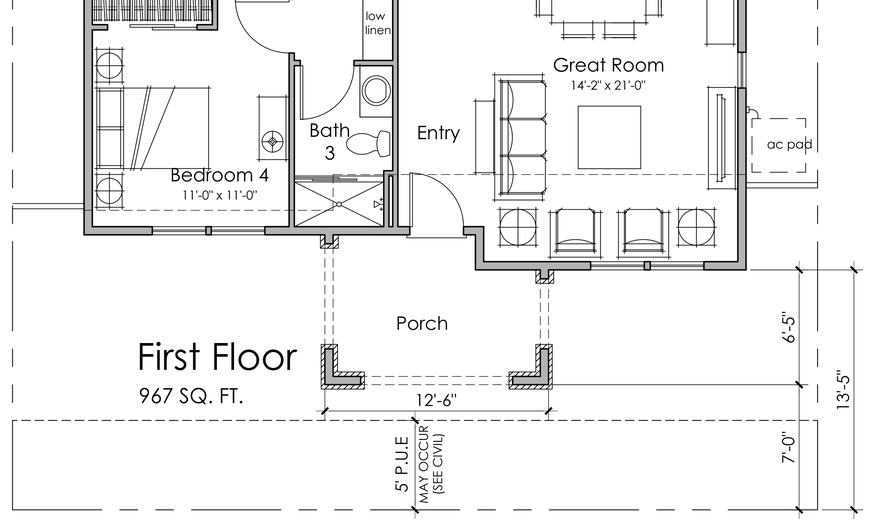
967 SQ. FT.

PLAN 1C



Second Floor

1029 SQ. FT.



First Floor

967 SQ. FT.

PLAN 1B

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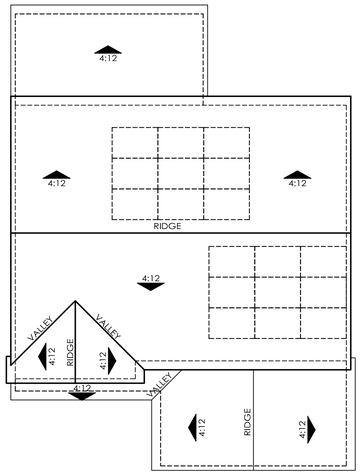
VILLAGES AT THE QUARRY
PLEASANTON, CA

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0 2 4 8

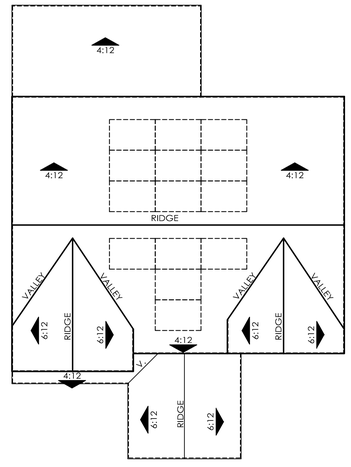
PLAN 1 ADDENDA

N1-A1.1.1



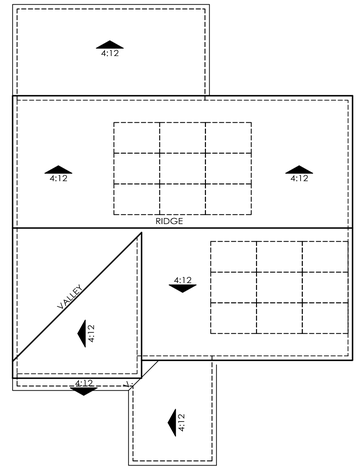
ROOF PLAN 1A

OVERHANG : 12"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 1B

OVERHANG : TIGHT
RAKE : TIGHT
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 1C

OVERHANG : 6"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O

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DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

PLAN 1 ROOF PLANS

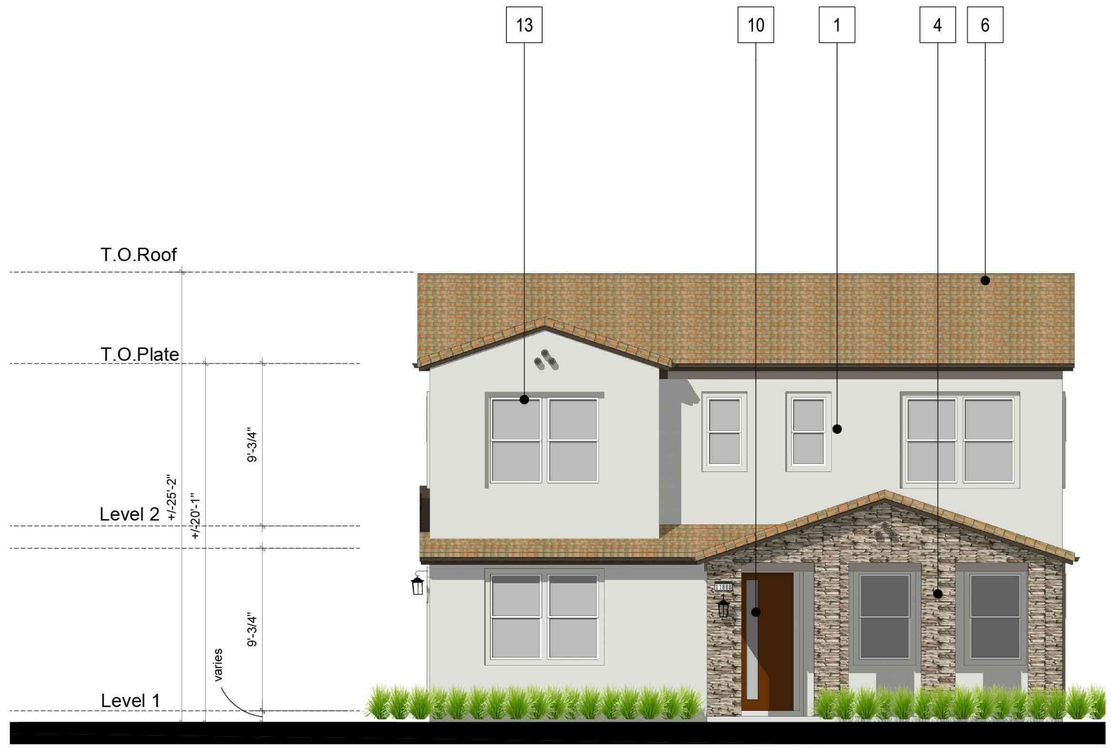
N1-A1.1.2

MATERIAL LEGEND

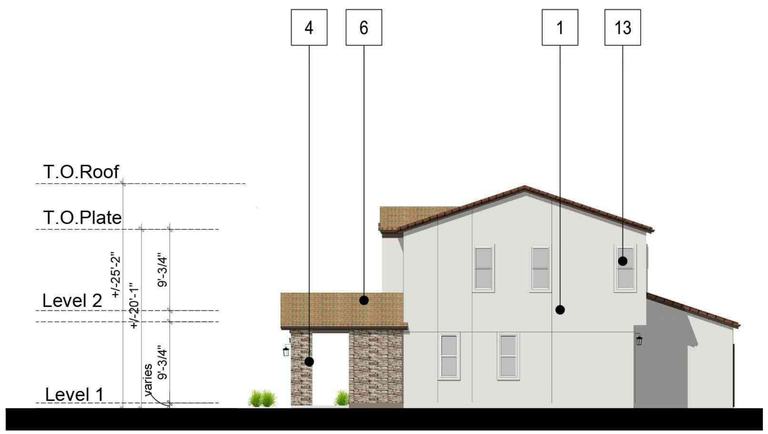
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1Each window shall either be recessed ("punched") a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

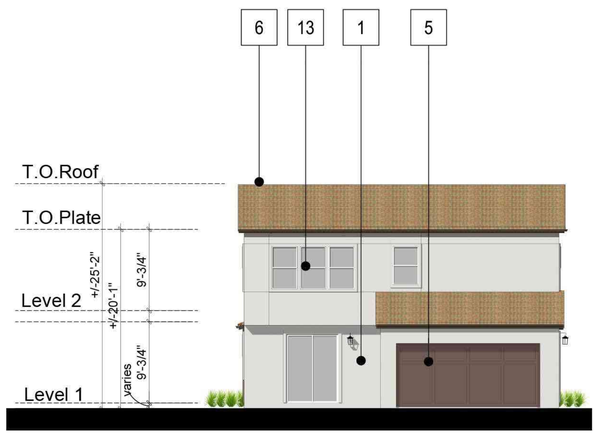
ELEVATION NOTES:
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Final locations to be determined in building submittal phase and construction documents.



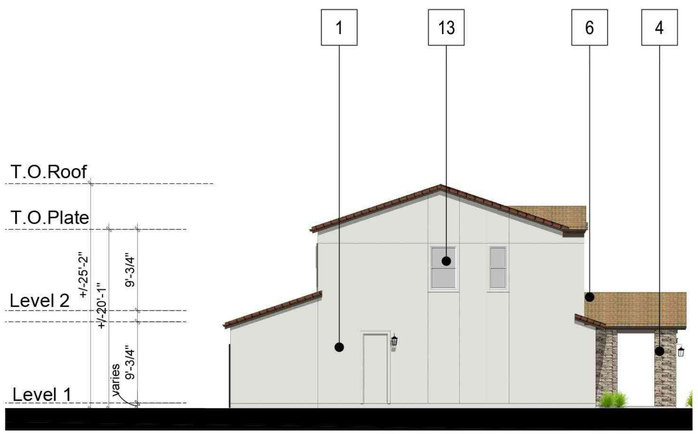
FRONT ELEVATION



RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

SEEFRIED INDUSTRIAL PROPERTIES

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 1 - A STYLE

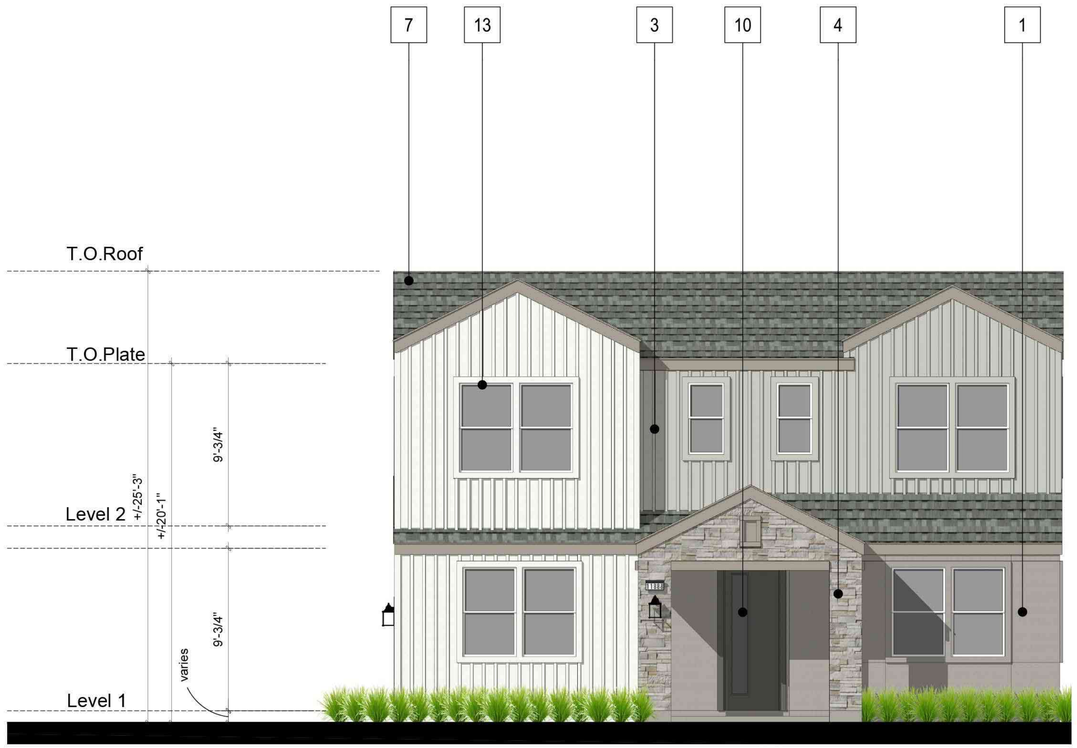
N1-A1.2.0

MATERIAL LEGEND

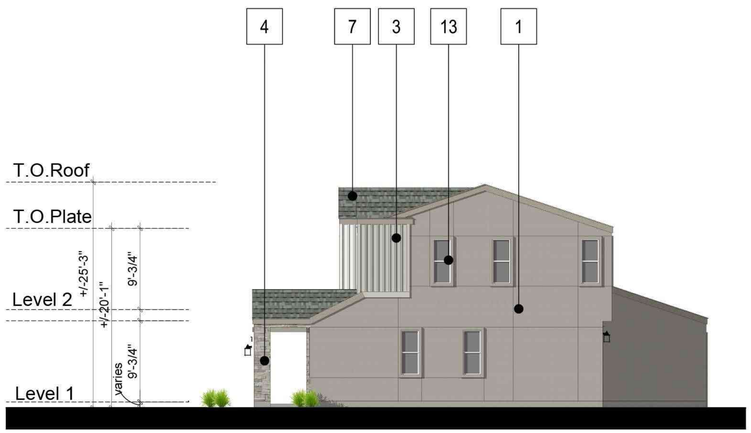
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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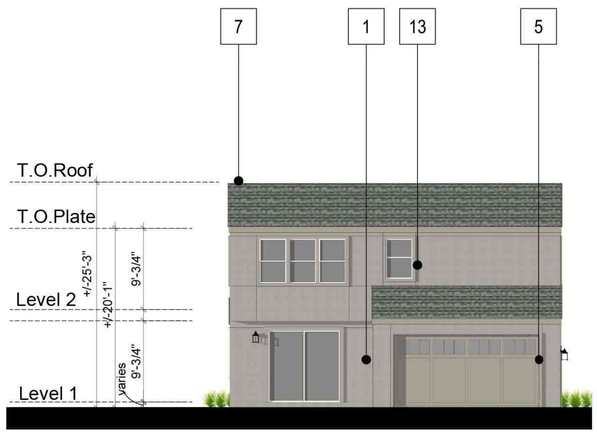
ELEVATION NOTES:
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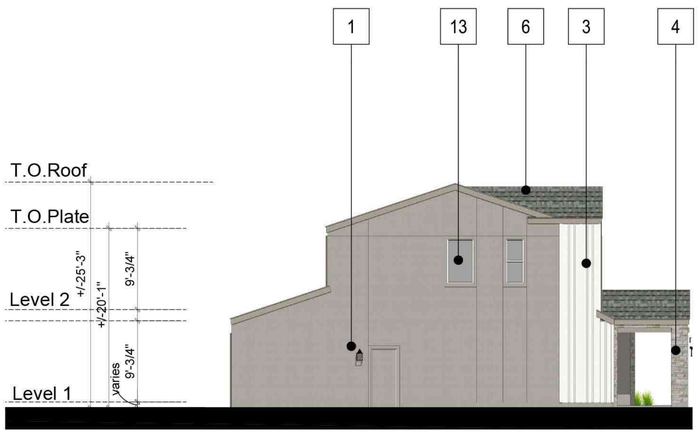
FRONT ELEVATION



RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 1 - B STYLE

N1-A1.3.0

MATERIAL LEGEND

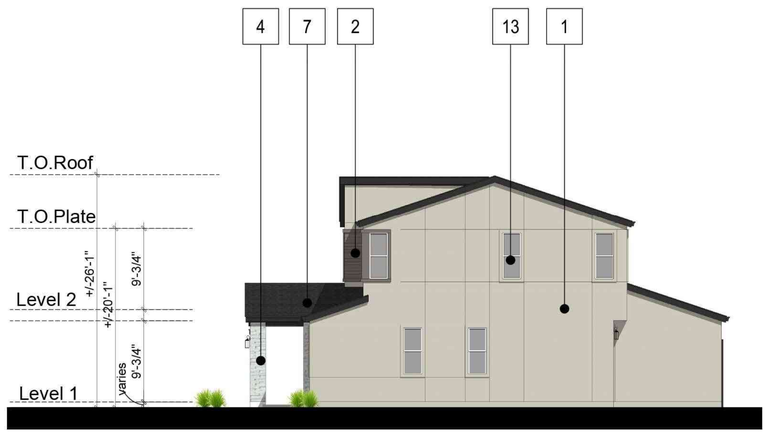
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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FRONT ELEVATION



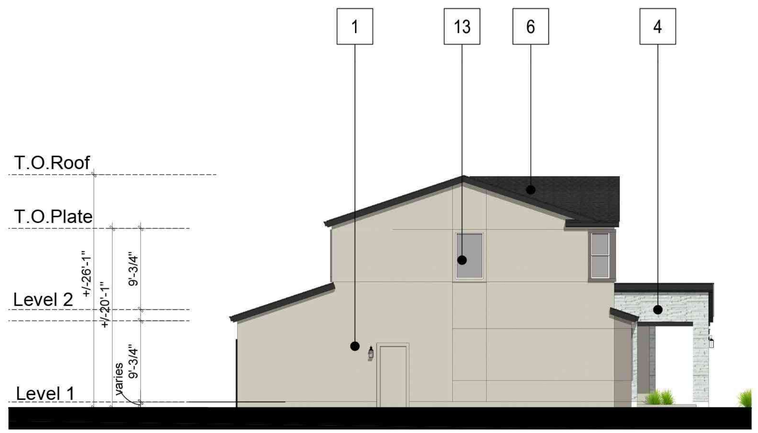
RIGHT ELEVATION Scale: 1/8" = 1'-0"

0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"

0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"

0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 1 - C STYLE

N1-A1.4.0



P2 ELEVATION - A STYLE

P2 ELEVATION - B STYLE

P2 ELEVATION - C STYLE

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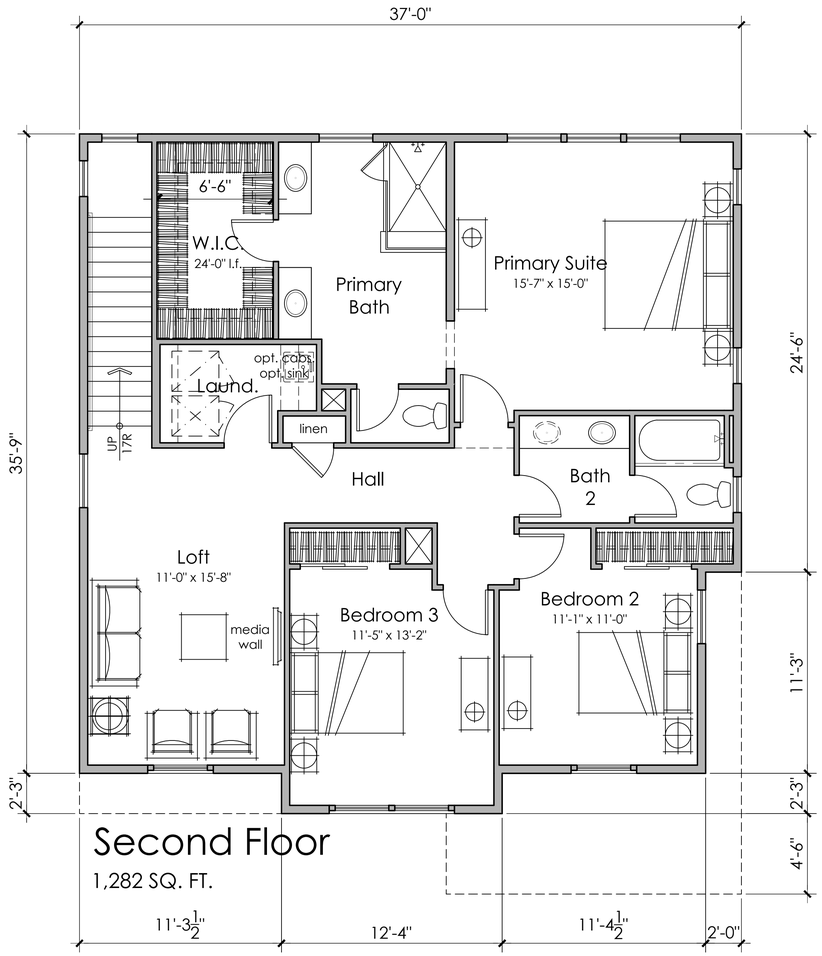
VILLAGES AT THE QUARRY
PLEASANTON, CA

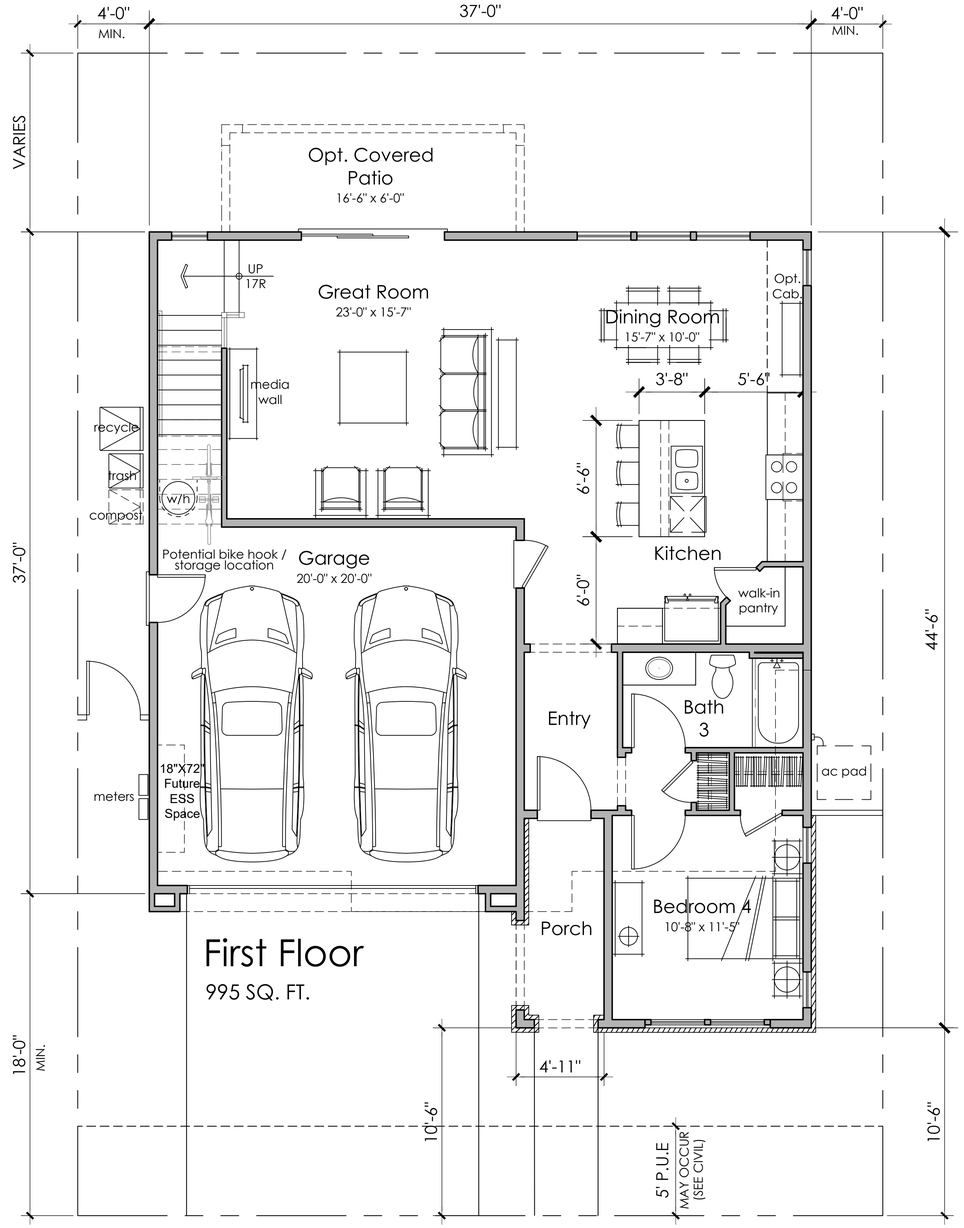
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

PLAN 2 COLORED FRONT ELEVATIONS

N1-A2.0.0





NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
PROVIDED PER PLEASANTON MUNICIPLE CODE (PMC)
GREEN BUILDING CHAPTER 20.26

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VILLAGES AT THE QUARRY
PLEASANTON, CA

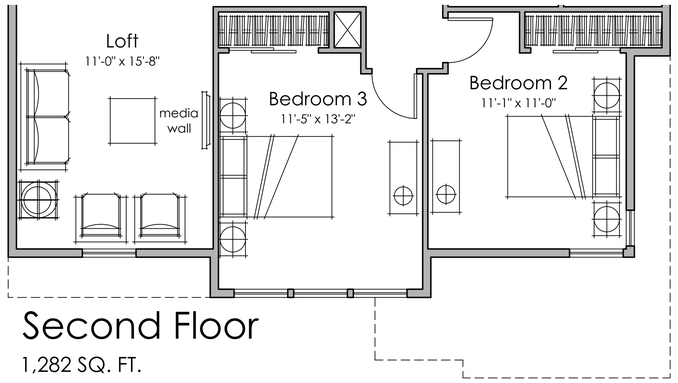
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 2 4 8

4 BEDROOMS
3 BATHS
2,277 S.F.

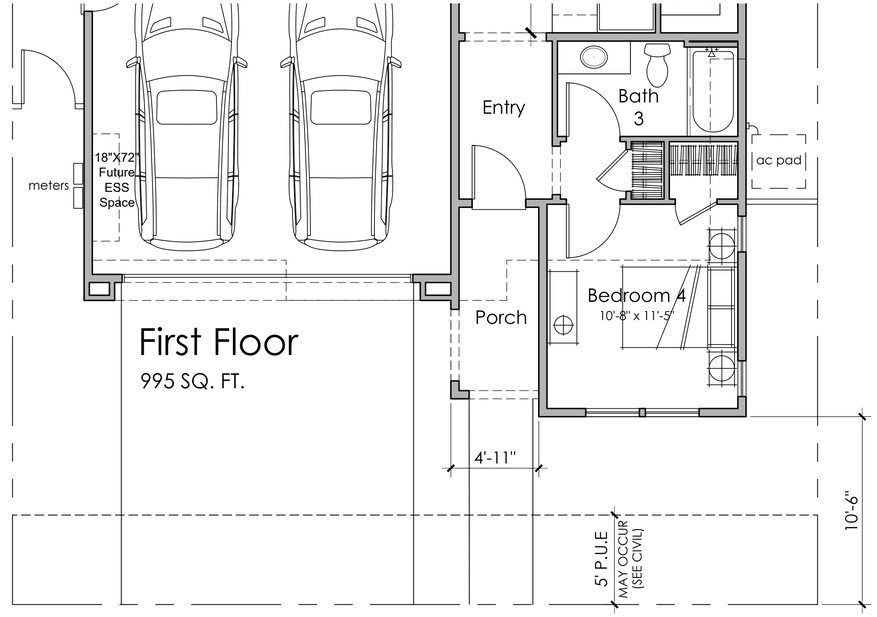
FLOOR PLAN 2

N1-A2.1.0



Second Floor

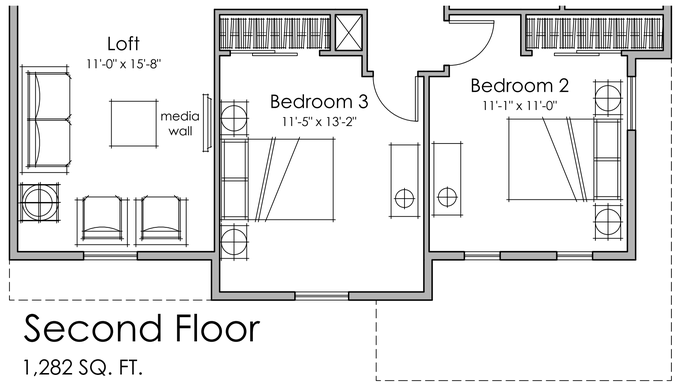
1,282 SQ. FT.



First Floor

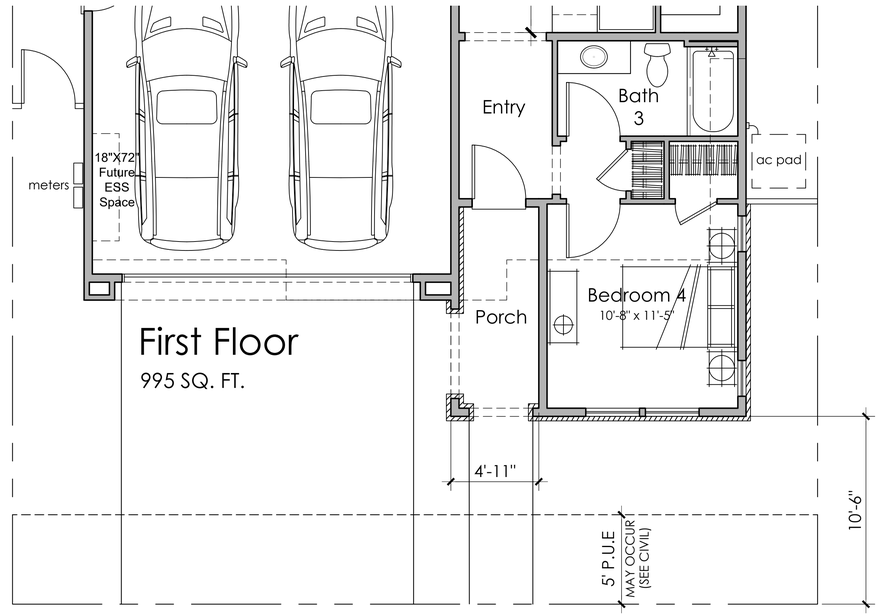
995 SQ. FT.

PLAN 2C



Second Floor

1,282 SQ. FT.



First Floor

995 SQ. FT.

PLAN 2B

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
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GREEN BUILDING CHAPTER 20.26

SEEFRIED INDUSTRIAL PROPERTIES

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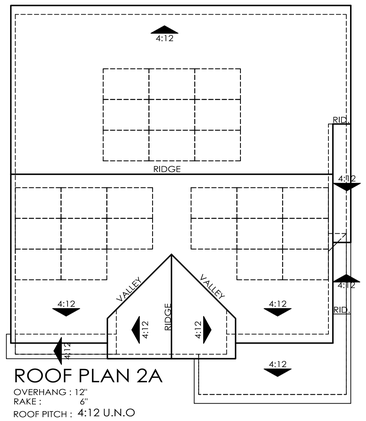
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 2 4 8

PLAN 2 ADDENDA

N1-A2.1.1


4:12
RIDGE
VALLEY
VALLEY
RIDGE
4:12
4:12
4:12

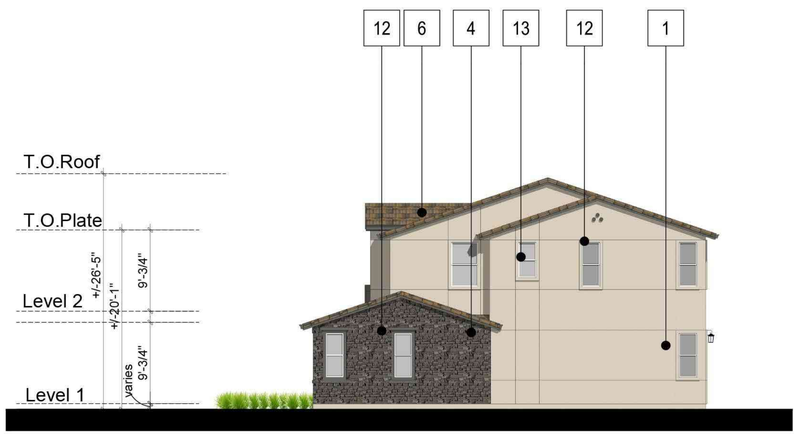
MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

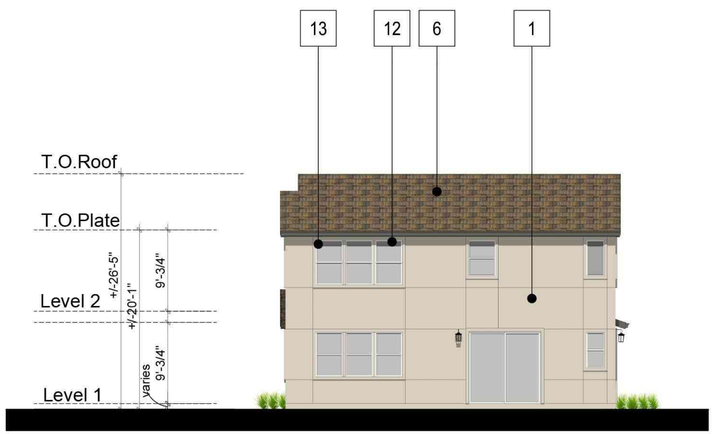
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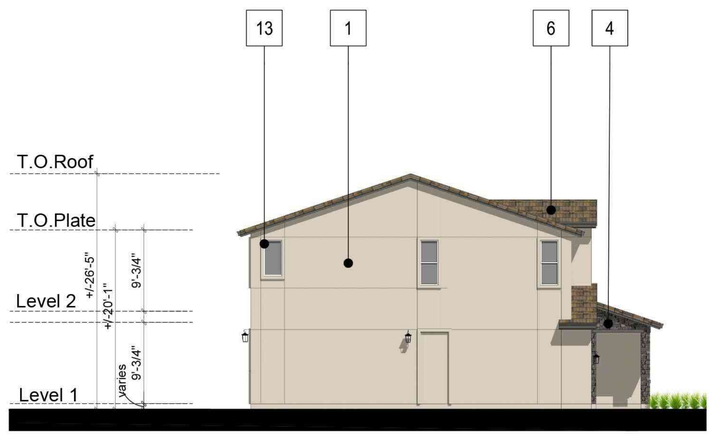




RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 2 - A STYLE

N1-A2.2.0

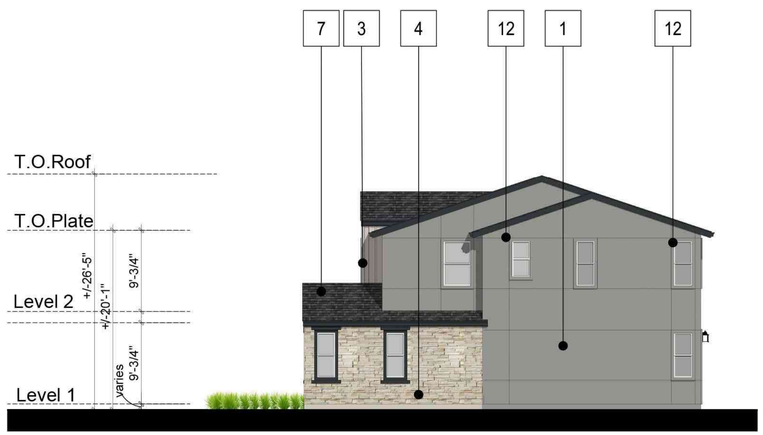
MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

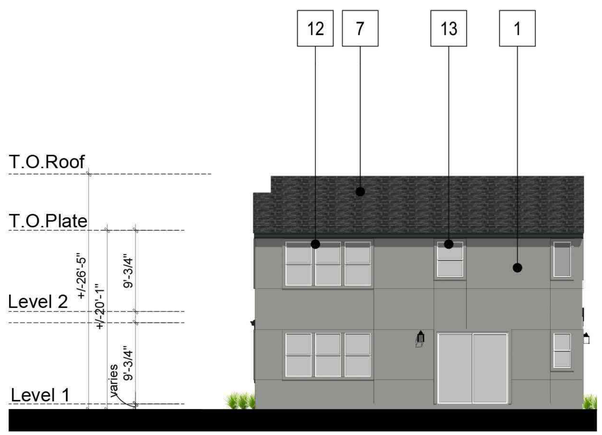
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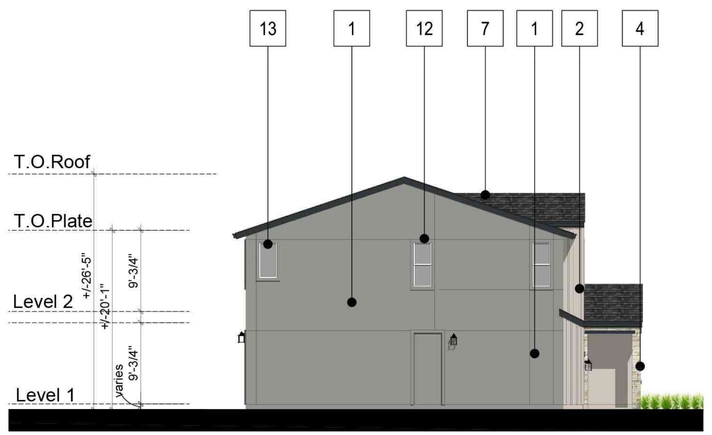




RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
IDATE: 11-01-2024

N1_ ELEVATIONS
PLAN 2 - B STYLE

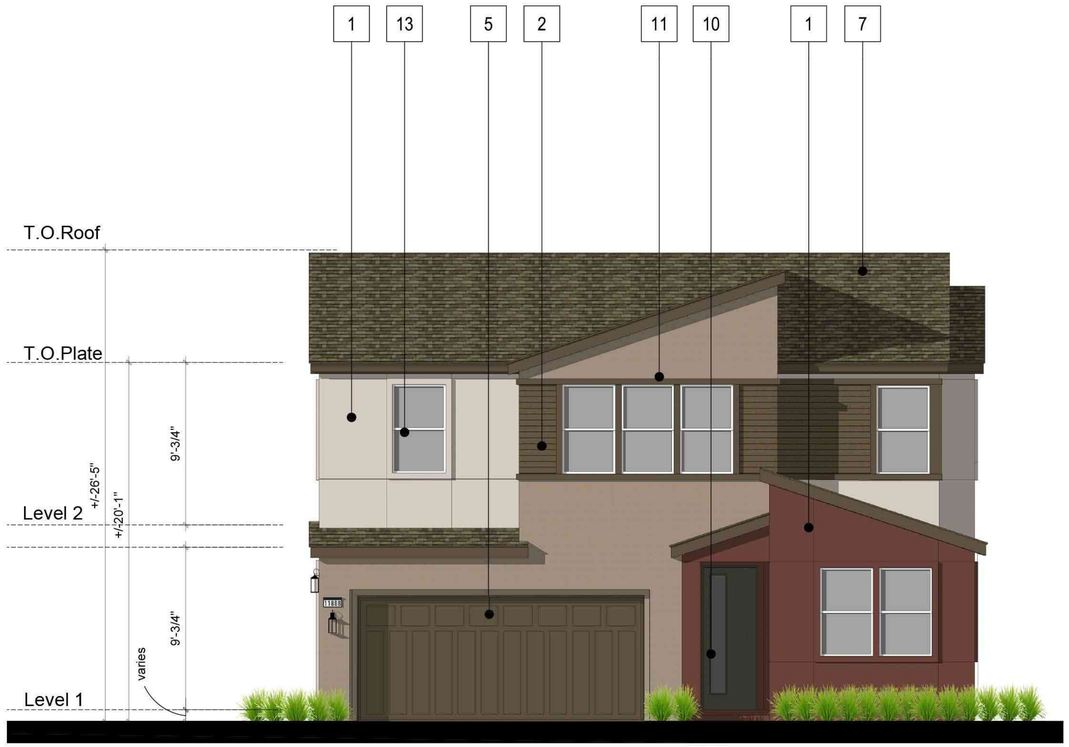
N1-A2.3.0

MATERIAL LEGEND

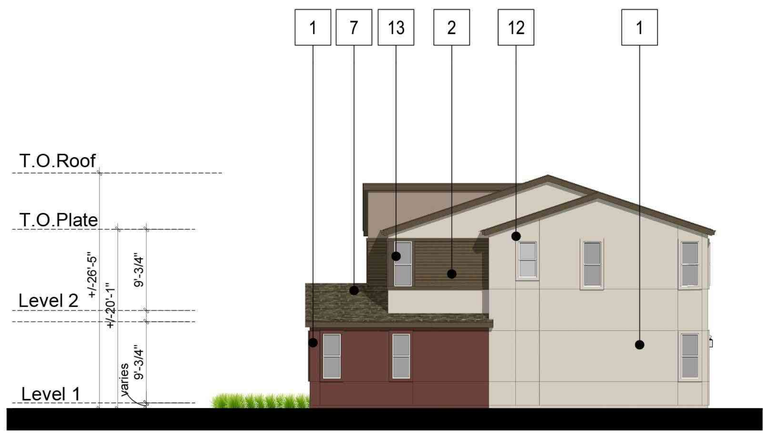
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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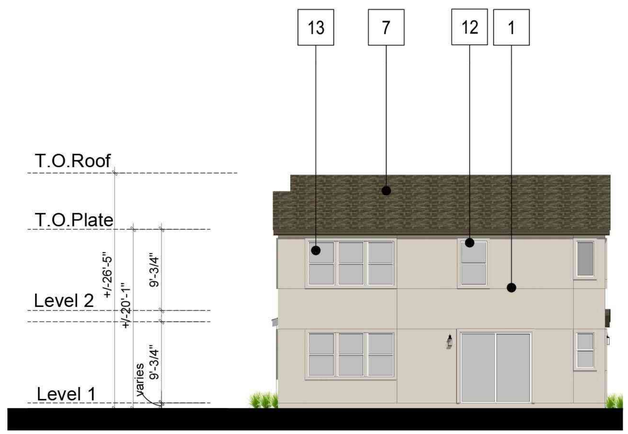
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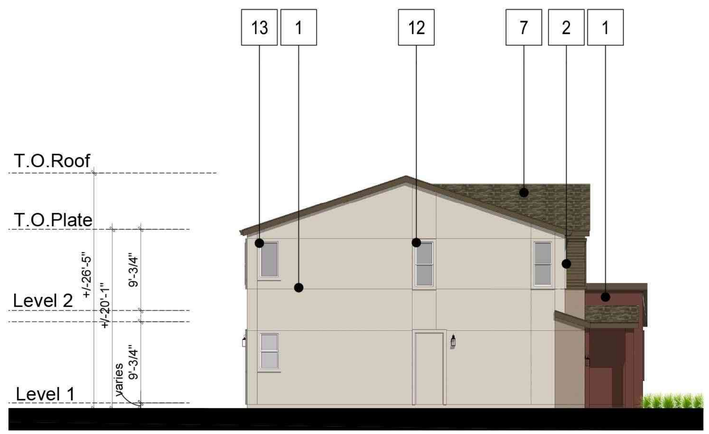
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
IDATE: 11-01-2024

N1_ ELEVATIONS
PLAN 2 - C STYLE

N1-A2.4.0



P3 ELEVATION - A STYLE



P3 ELEVATION - B STYLE



P3 ELEVATION - C STYLE

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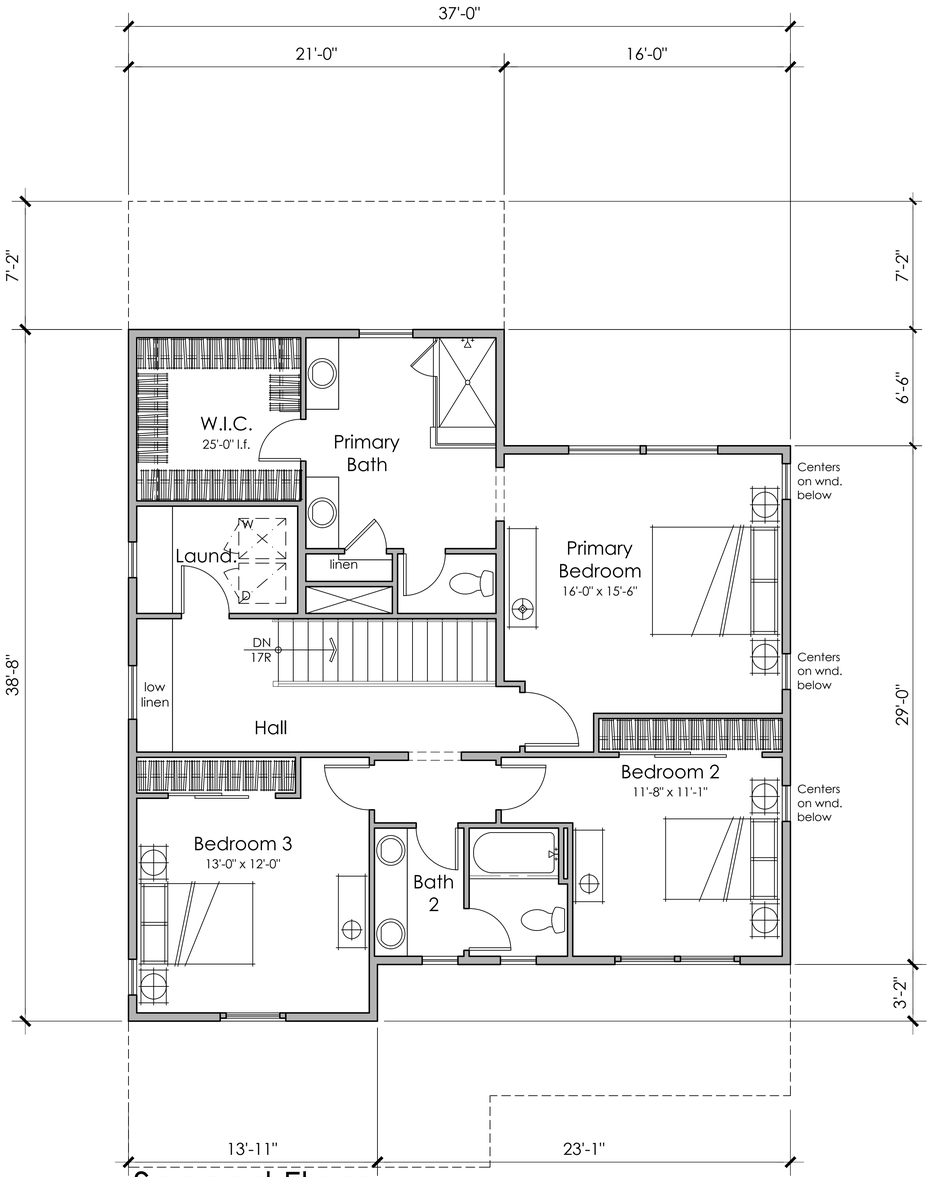
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

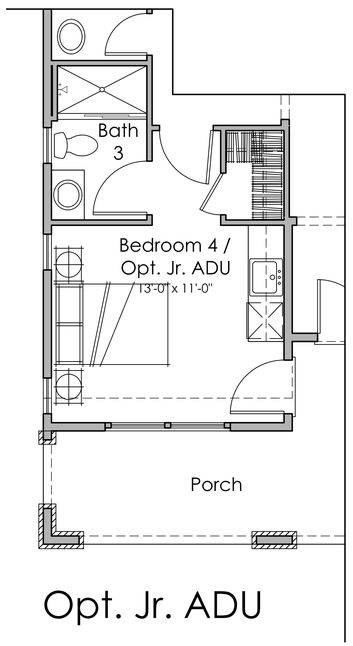
PLAN 3 COLORED FRONT ELEVATIONS

N1-A3.0.0

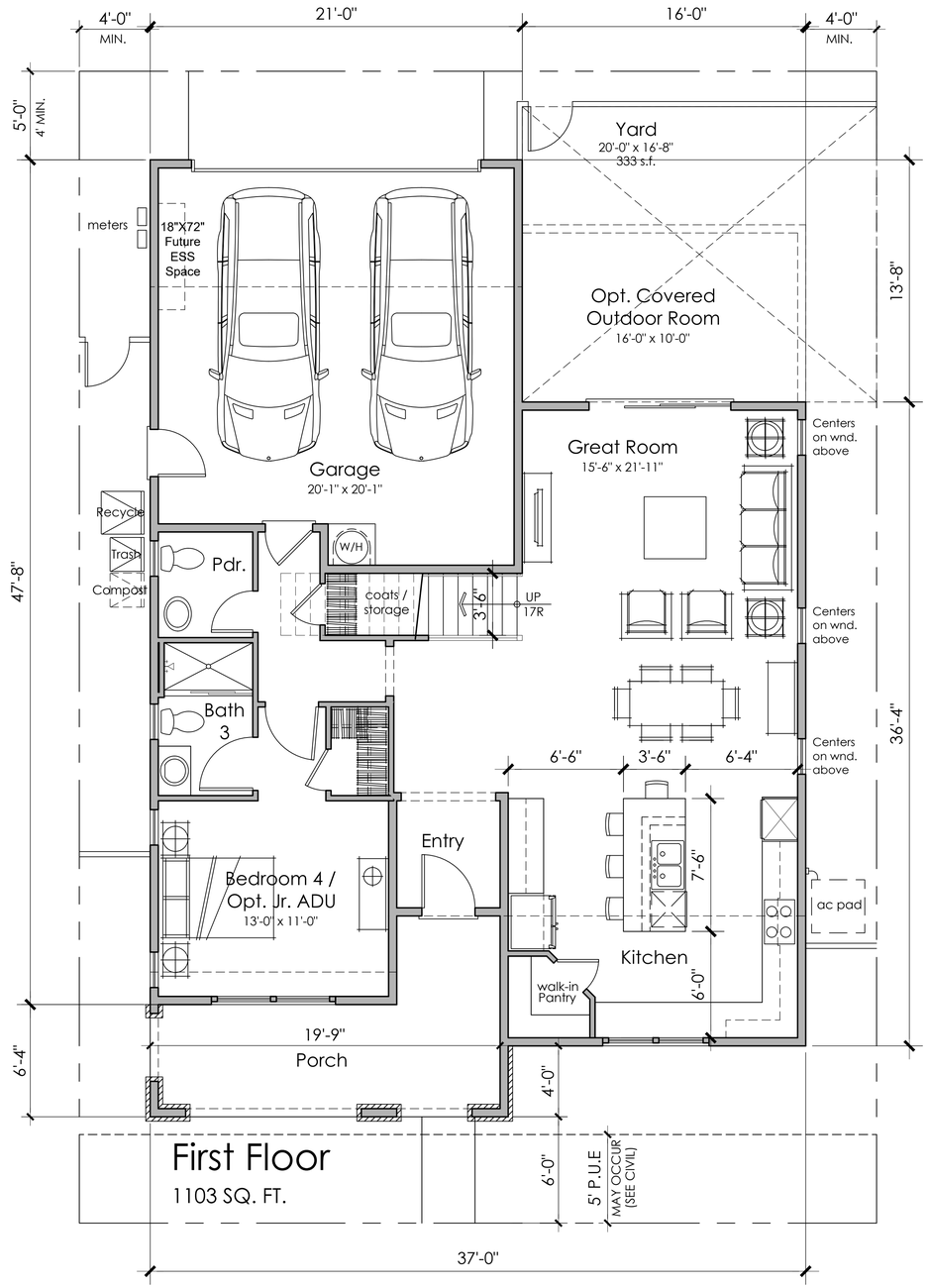


Second Floor

1229 SQ FT



Opt. Jr. ADU



First Floor

1103 SQ. FT.

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
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GREEN BUILDING CHAPTER 20.26

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VILLAGES AT THE QUARRY
PLEASANTON, CA

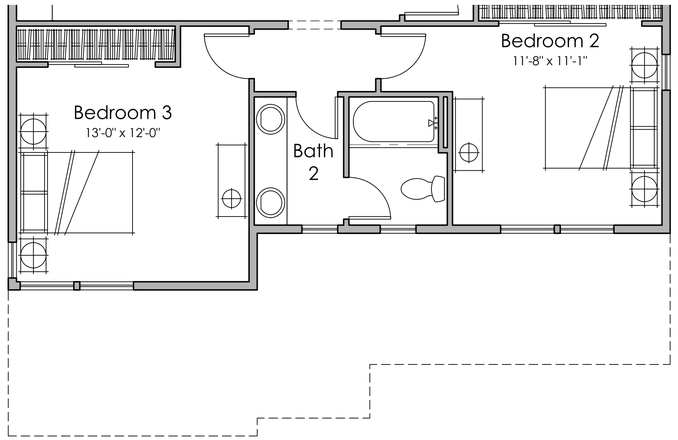
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 2 4 8

4 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,332 S.F.

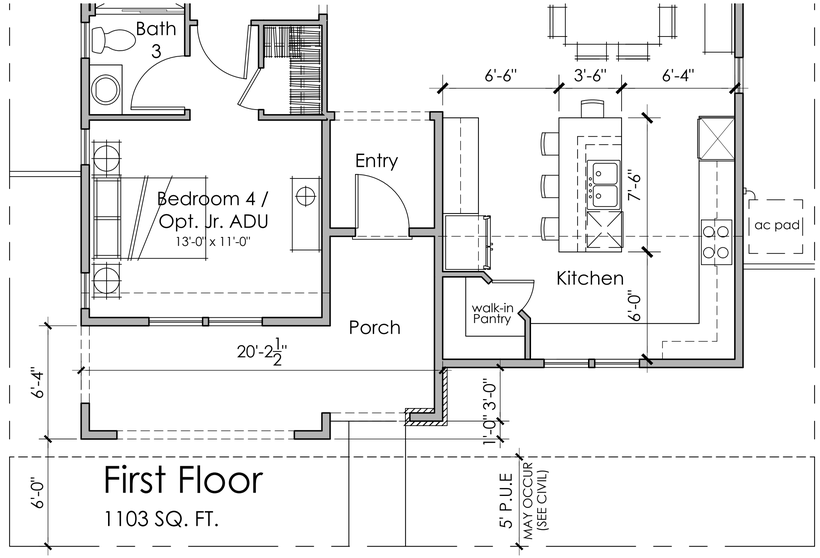
FLOOR PLAN 3

N1-A3.1.0



Second Floor

1229 SQ FT



First Floor

1103 SQ. FT.

PLAN 3C

Second Floor

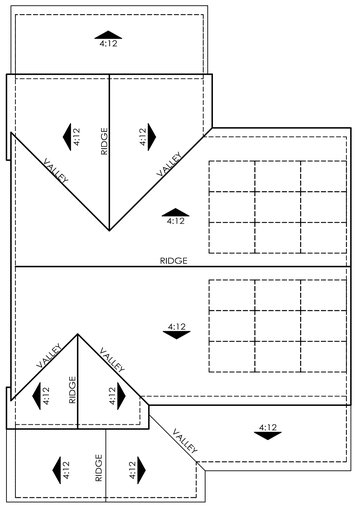
1248 SQ FT

First Floor

1103 SQ. FT.

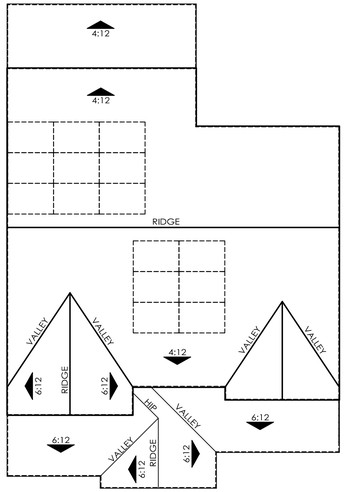
PLAN 3B

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
PROVIDED PER PLEASANTON MUNICIPLE CODE (PMC)
GREEN BUILDING CHAPTER 20.26



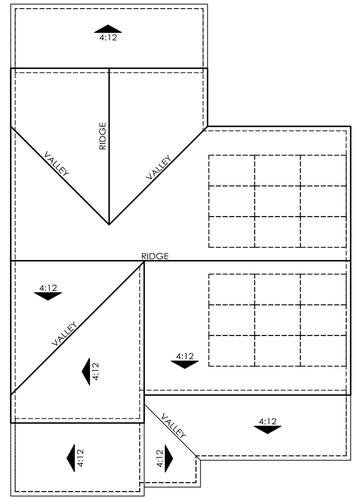
ROOF PLAN 3A

OVERHANG : 12"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 3B

OVERHANG : TIGHT
RAKE : TIGHT
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 3C

OVERHANG : 6"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

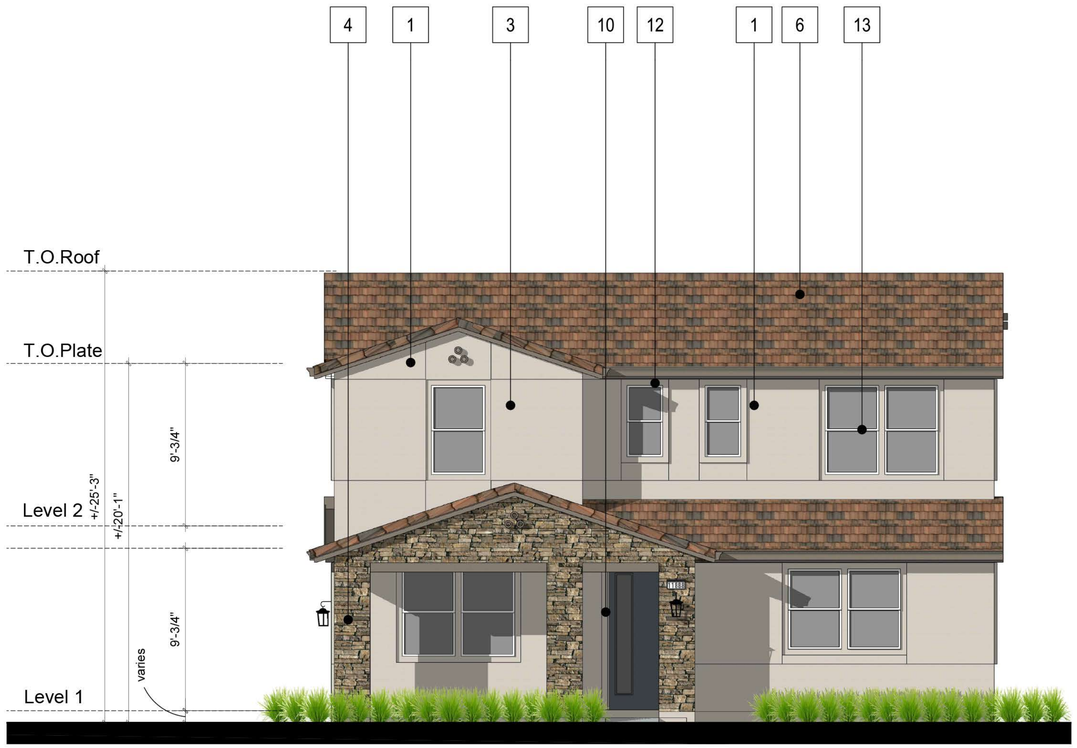
PLAN 3 ROOF PLANS

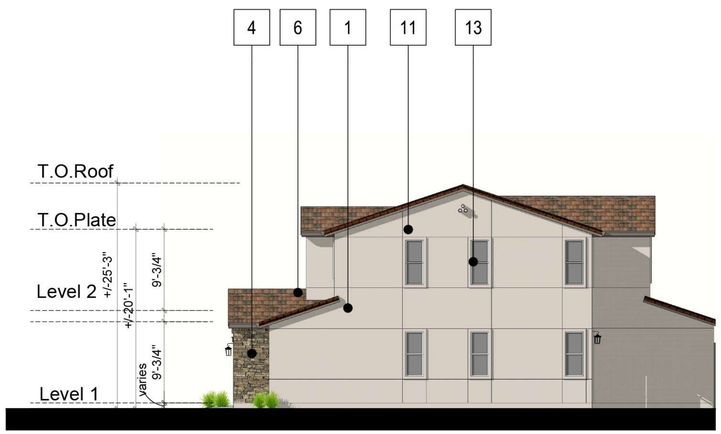
N1-A3.1.2

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

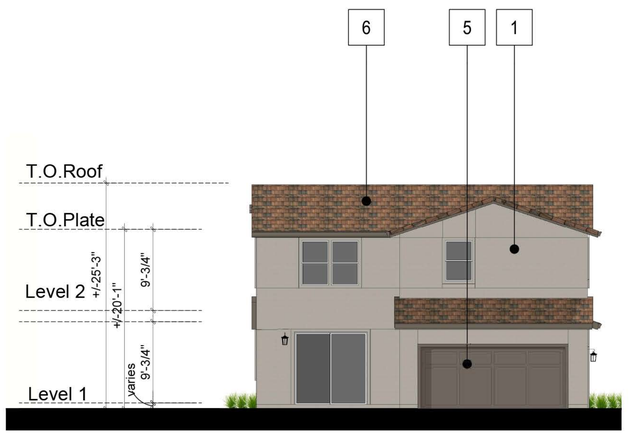




RIGHT ELEVATION

Scale: 1/8" = 1'-0"

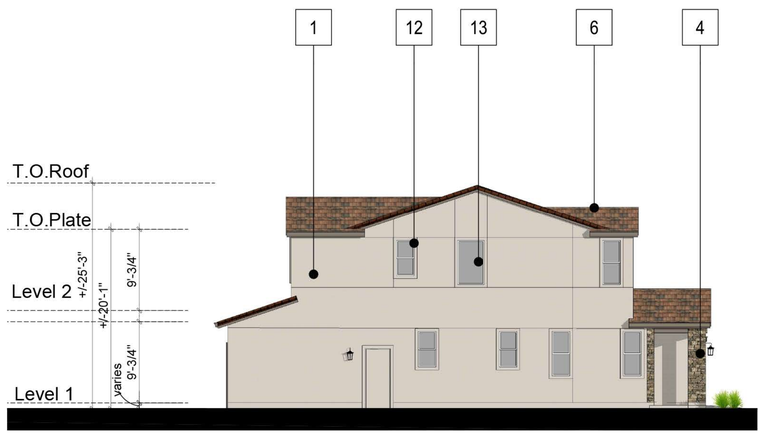
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"

0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"

0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 3 - A STYLE

N1-A3.2.0

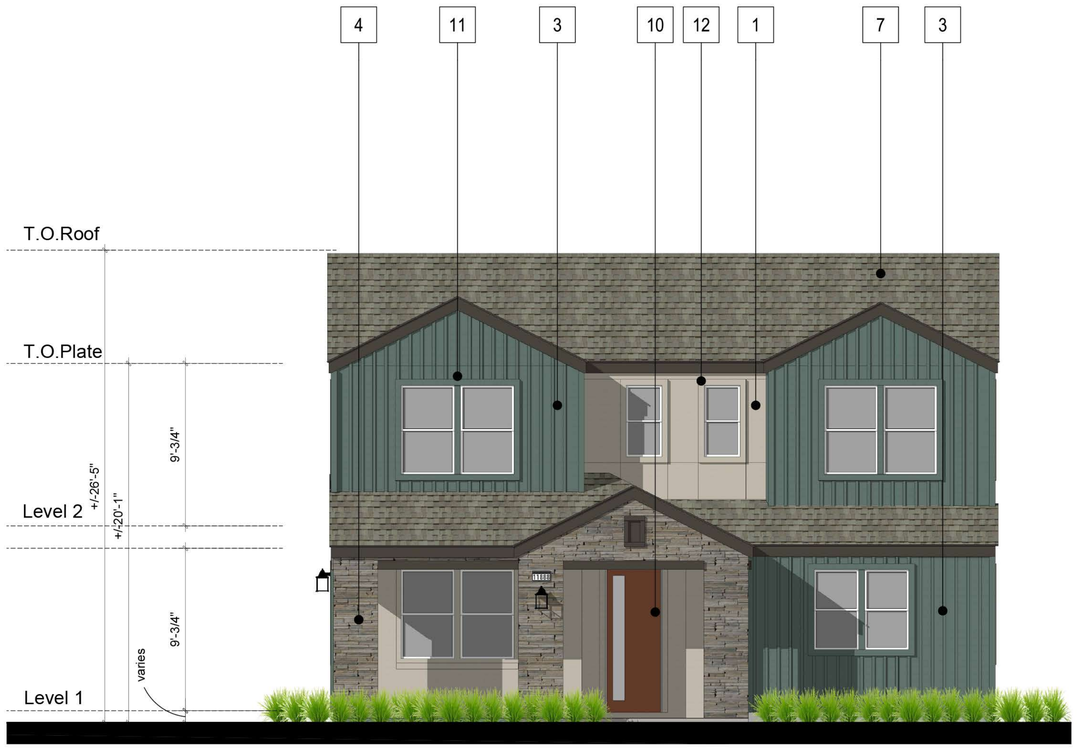
MATERIAL LEGEND

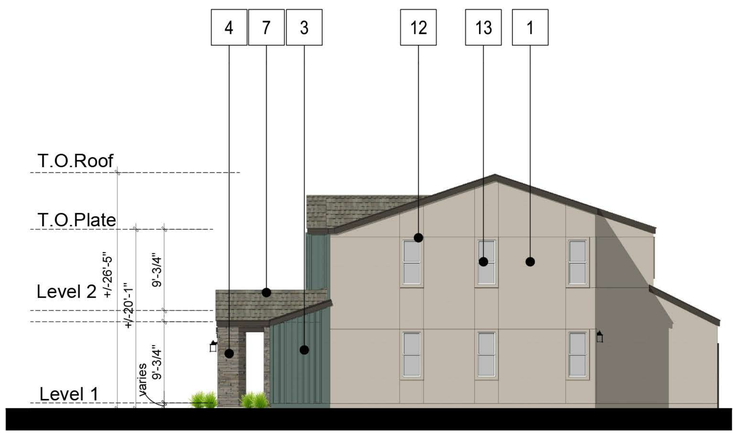
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
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7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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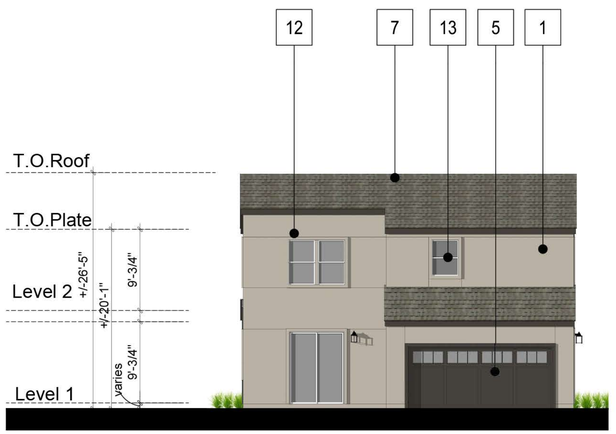
ELEVATION NOTES:
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VILLAGE 1
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 2A, 2B, 2C, 3B and 4B.
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.

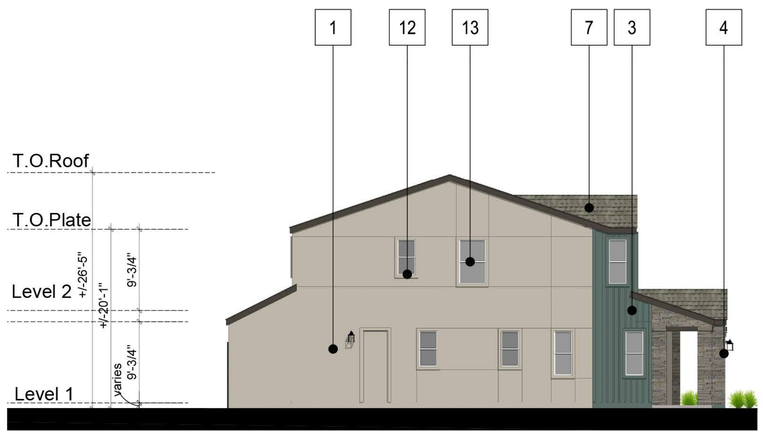




RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

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DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 3 - B STYLE

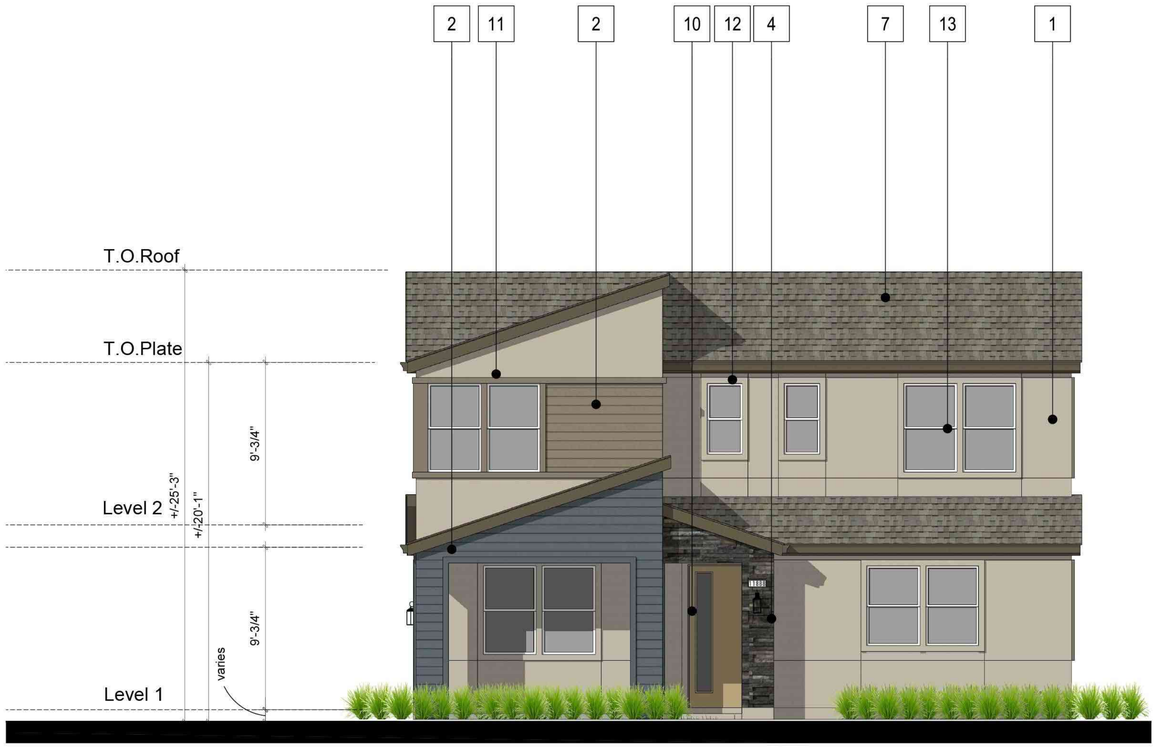
N1-A3.3.0

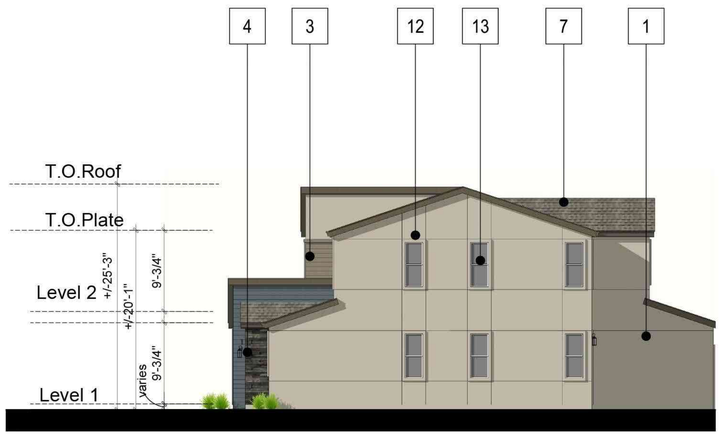
MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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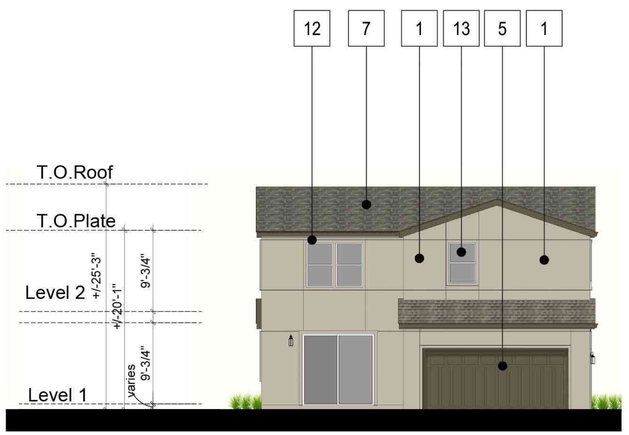
ELEVATION NOTES:
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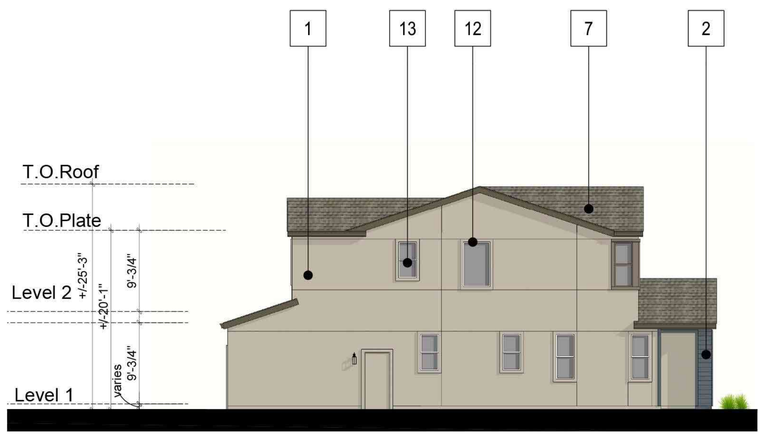
RIGHT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16

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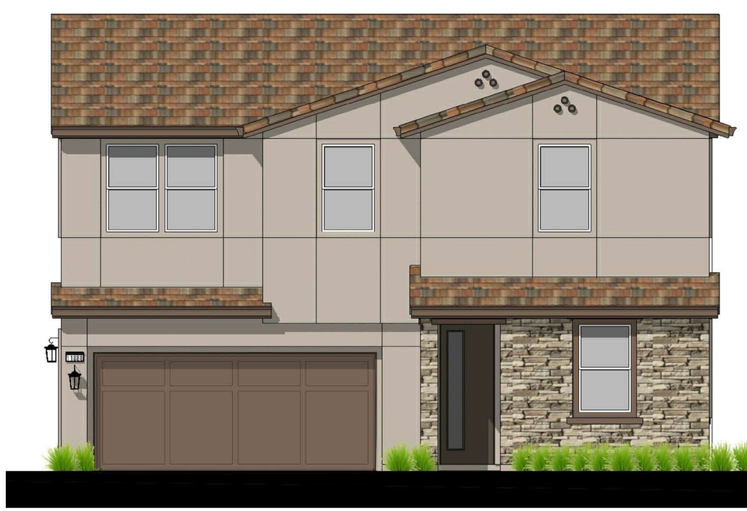
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 3 - C STYLE

N1-A3.4.0



P4 ELEVATION - A STYLE



P4 ELEVATION - B STYLE



P4 ELEVATION - C STYLE

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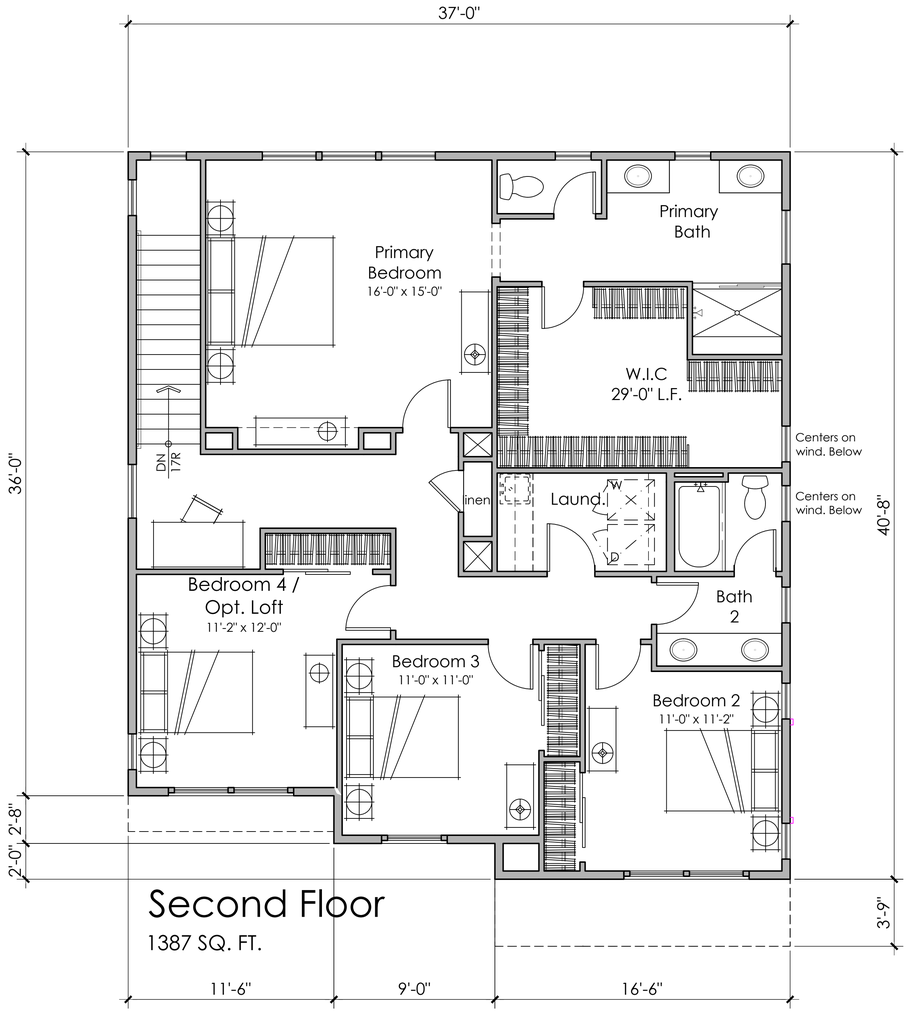
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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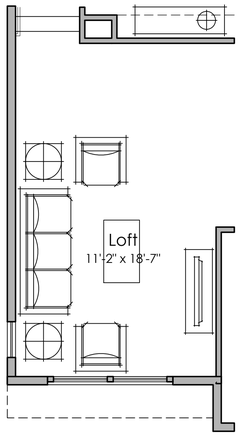
PLAN 4 COLORED FRONT ELEVATIONS

N1-A4.0.0

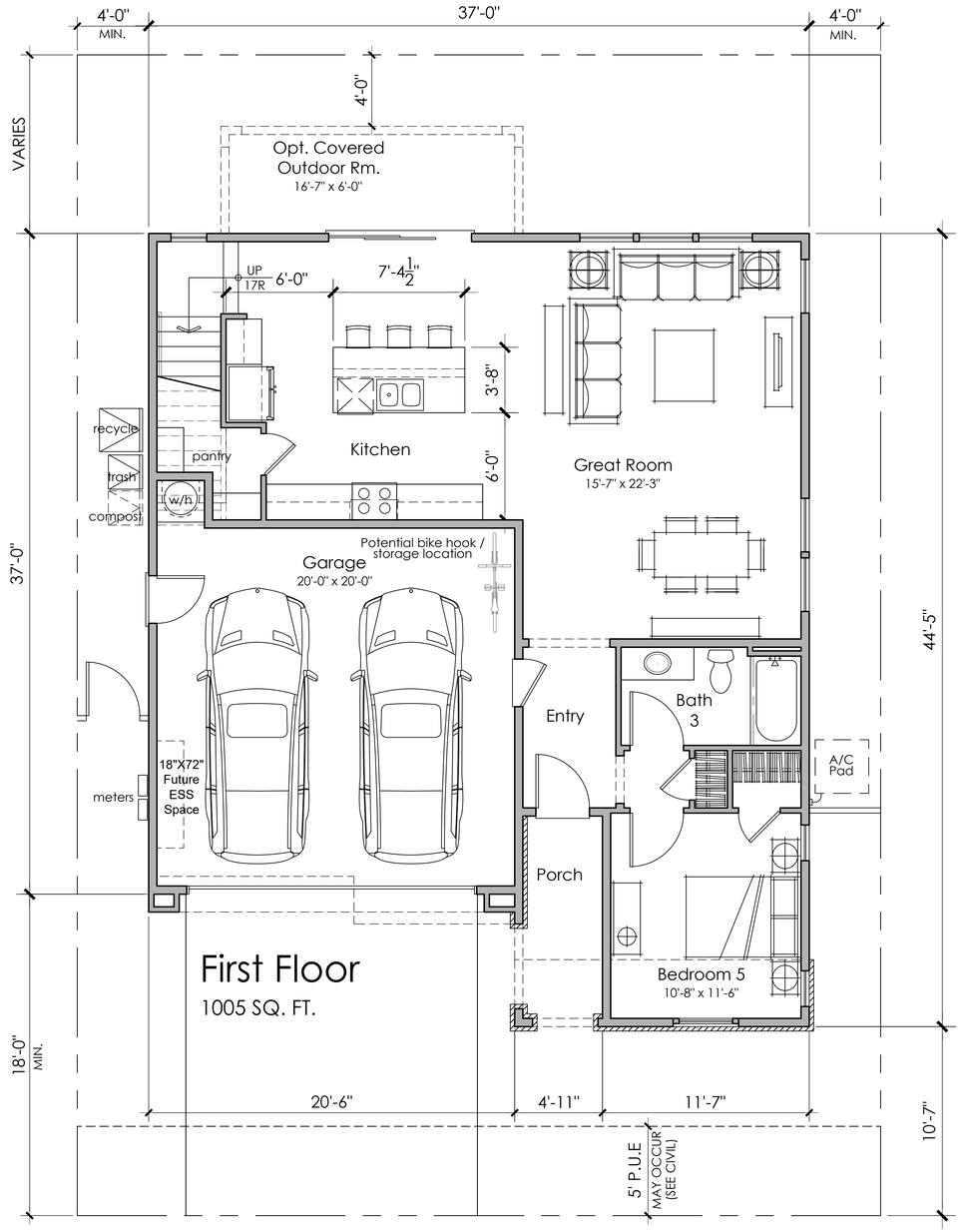


Second Floor

1387 SQ. FT.



Opt. Loft



First Floor

1005 SQ. FT.

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
(E.G. BATTERY STORAGE / ESS)
PROVIDED PER PLEASANTON MUNICIPLE CODE (PMC)
GREEN BUILDING CHAPTER 20.26

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VILLAGES AT THE QUARRY
PLEASANTON, CA

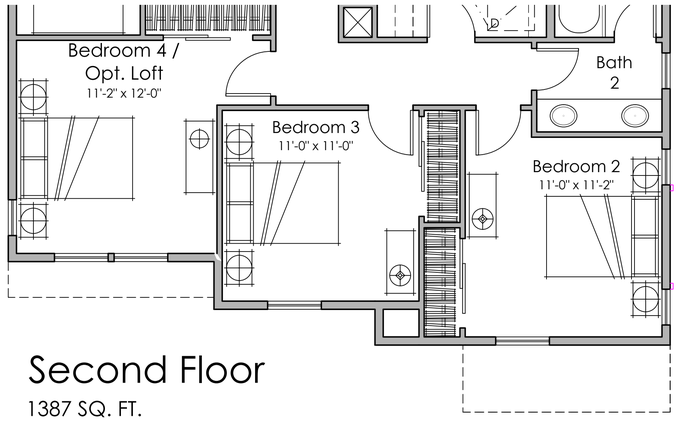
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 2 4 8

5 BEDROOMS
OPT. LOFT
3 BATHS
2,392 S.F.

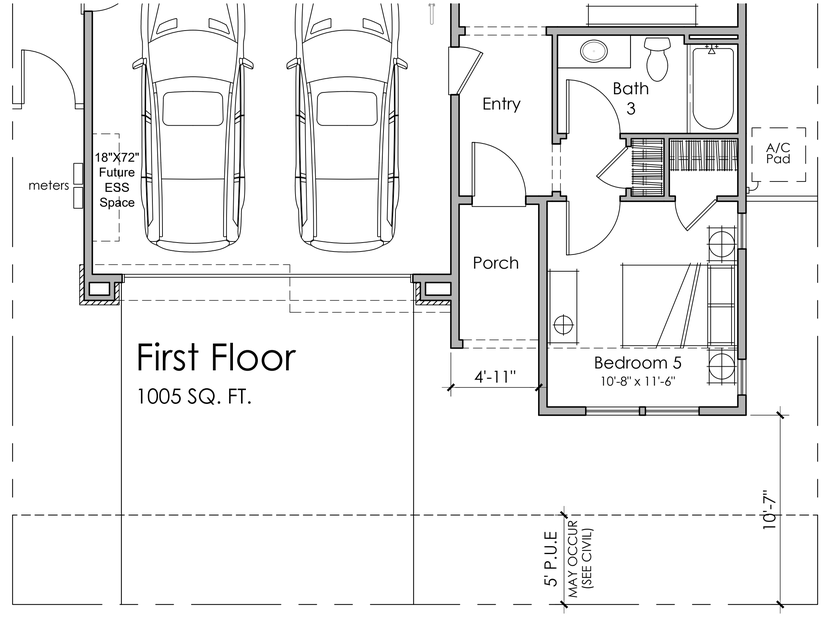
FLOOR PLAN 4

N1-A4.1.0



Second Floor

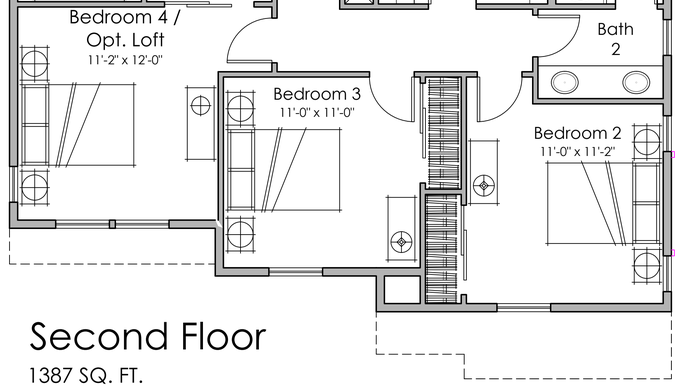
1387 SQ. FT.



First Floor

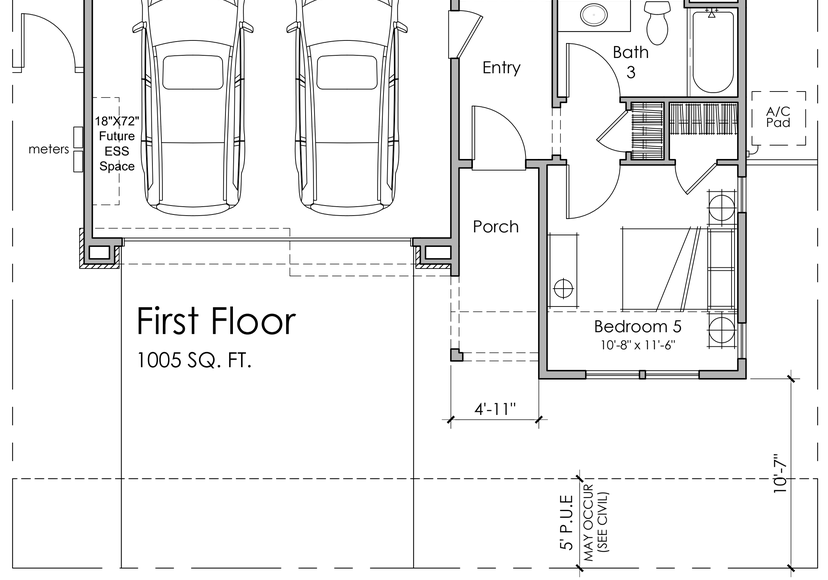
1005 SQ. FT.

PLAN 4C



Second Floor

1387 SQ. FT.



First Floor

1005 SQ. FT.

PLAN 4B

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS
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GREEN BUILDING CHAPTER 20.26

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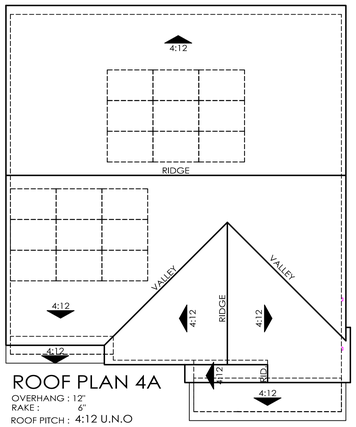
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
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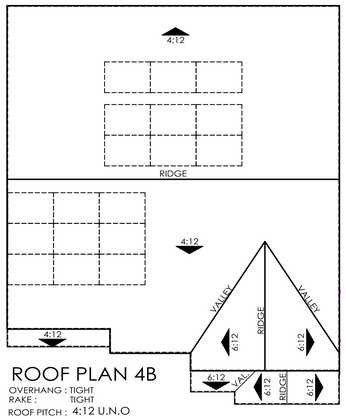
PLAN 4 ADDENDA

N1-A4.1.1



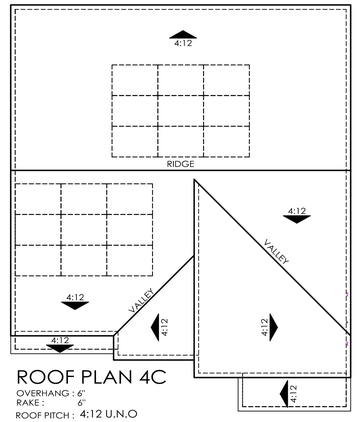
ROOF PLAN 4A

OVERHANG : 12"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 4B

OVERHANG : TIGHT
RAKE : TIGHT
ROOF PITCH : 4:12 U.N.O



ROOF PLAN 4C

OVERHANG : 6"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O

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VILLAGES AT THE QUARRY

PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW

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Scale: 1/8" = 1'-0"

0 4 8 16

PLAN 4 ROOF PLANS

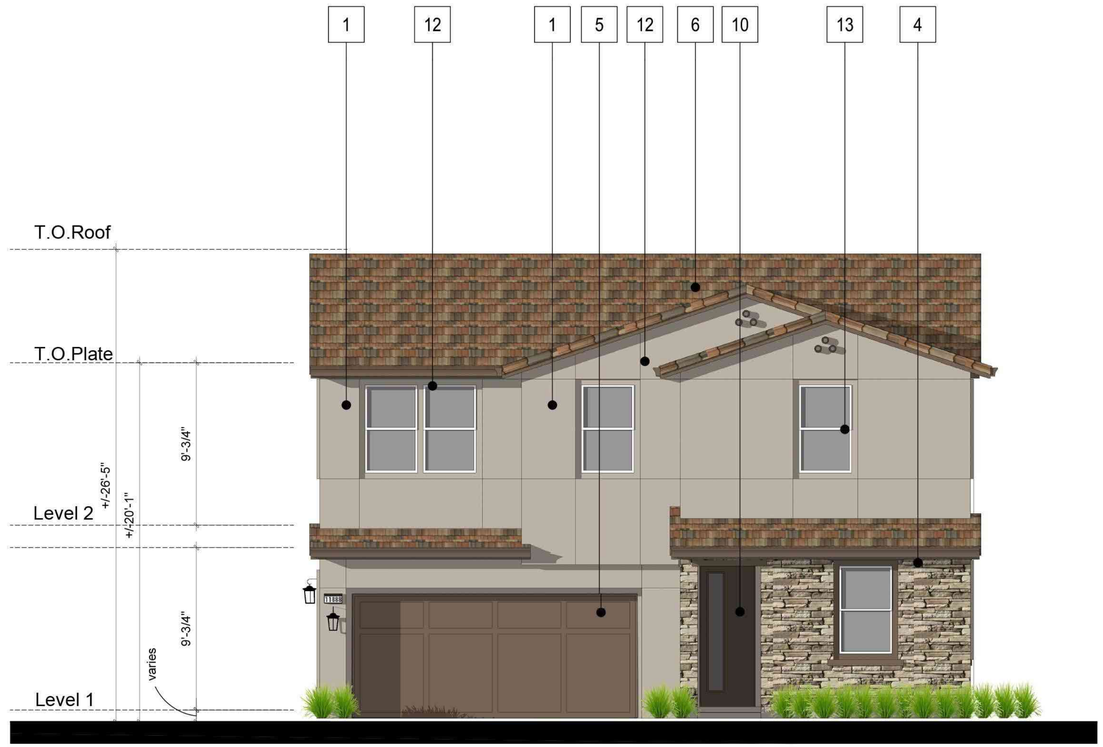
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MATERIAL LEGEND

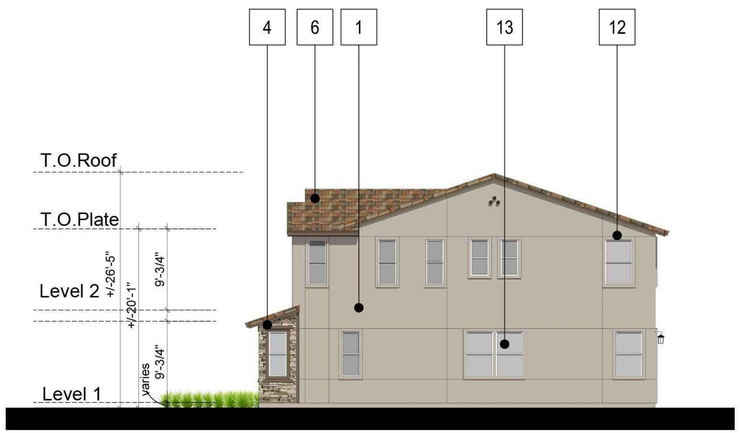
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2. FIBER CEMENT LAP SIDING
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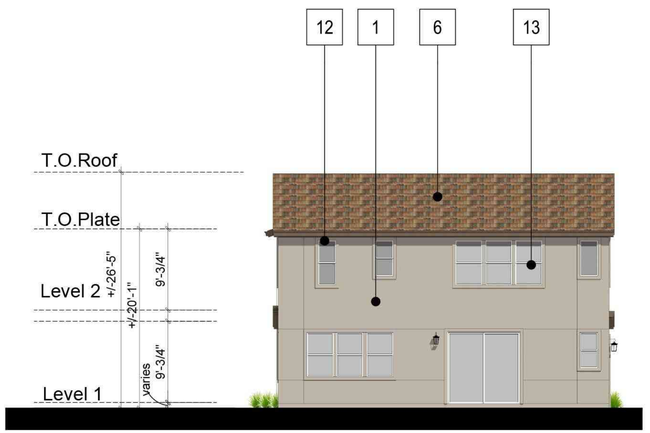
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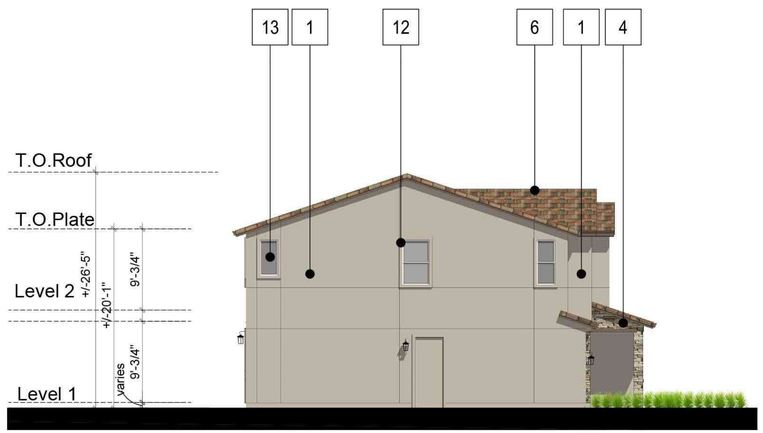
Scale: 1/4" = 1'-0"
0 2 4 8



RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 4- A STYLE

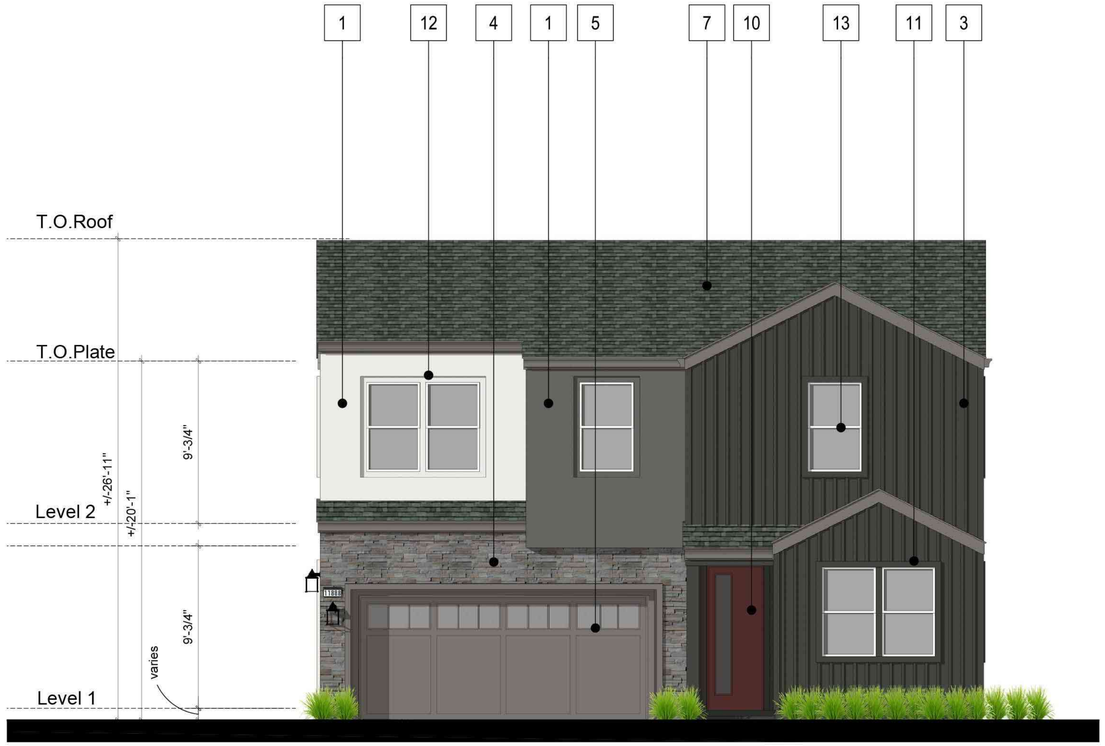
N1-A4.2.0

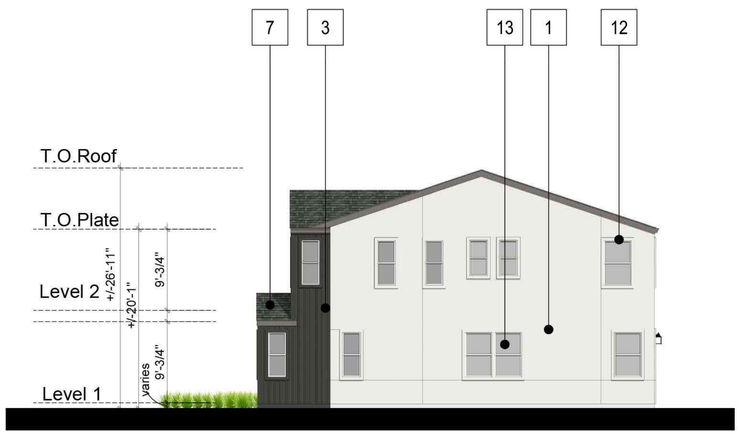
MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
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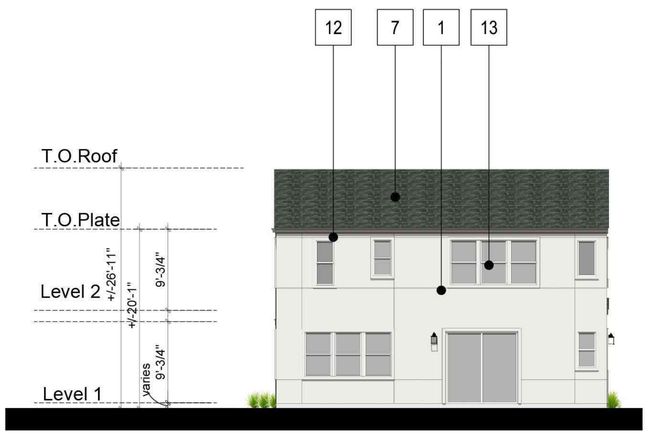
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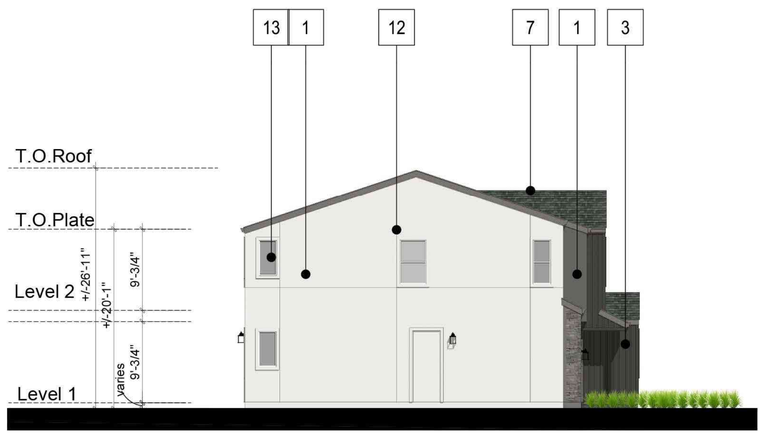
RIGHT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 4 - B STYLE

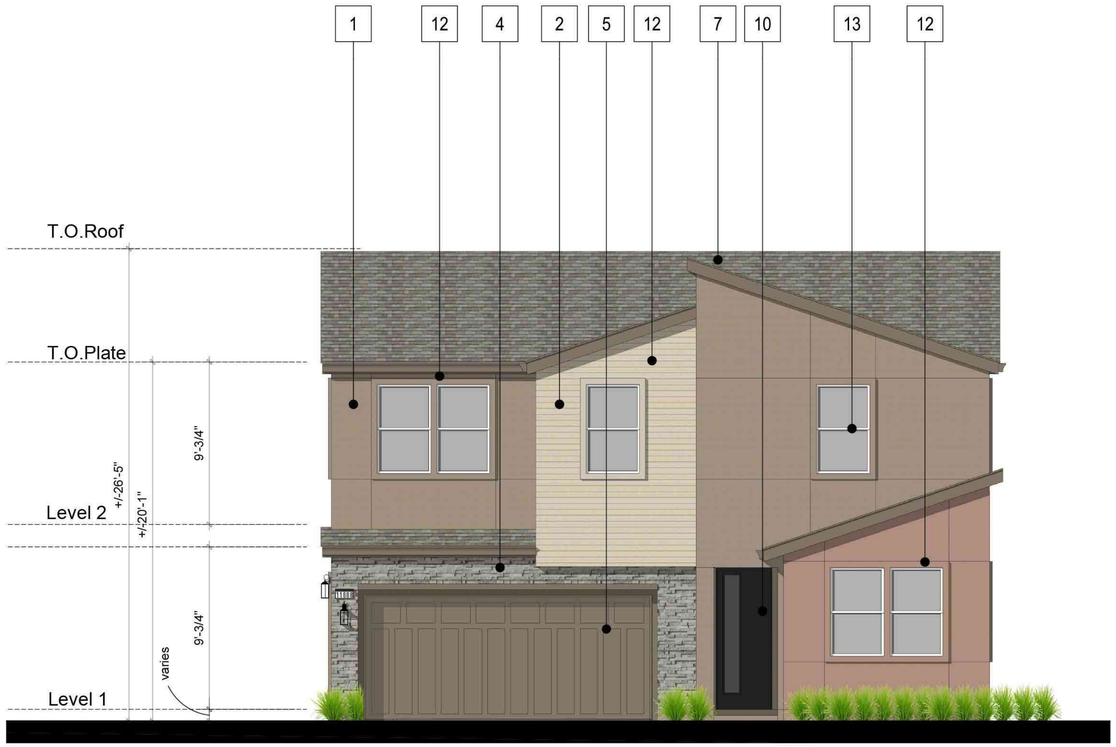
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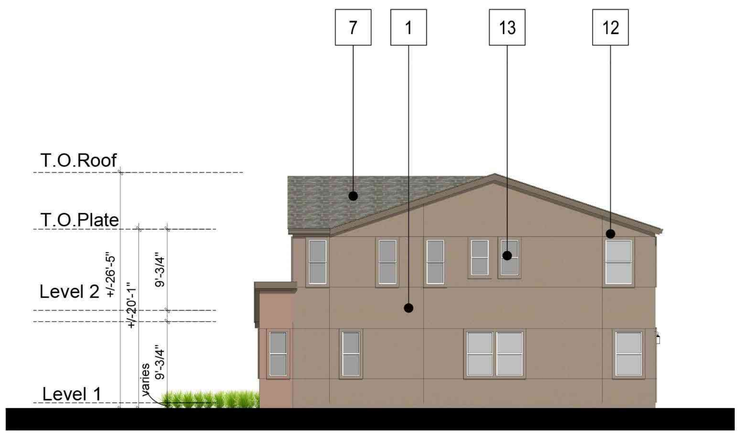
MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL GARAGE DOOR
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

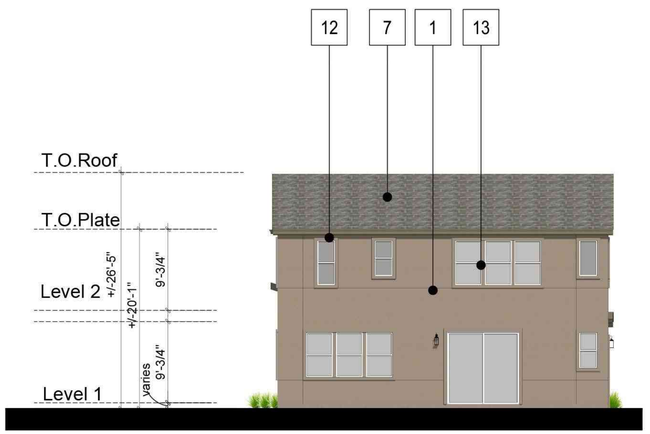
ELEVATION NOTES:
Stucco break/score lines shown on elevations are conceptual in nature only.
Final locations to be determined in building submittal phase and construction documents.





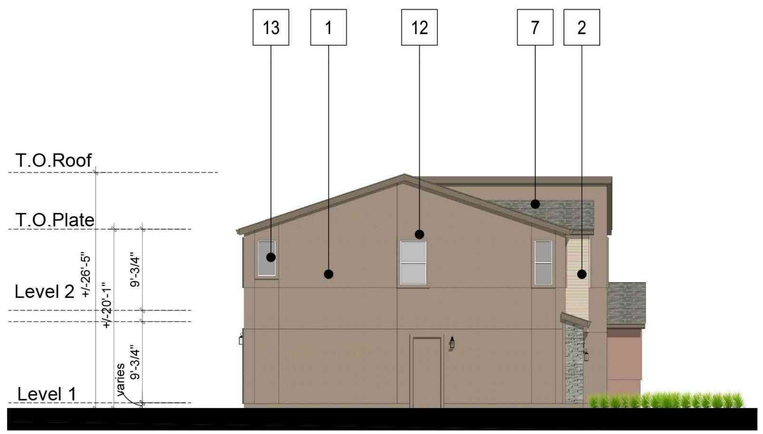
RIGHT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N1_ ELEVATIONS
PLAN 4- C STYLE

N1-A4.4.0

The Villages at Quarry - Kiewit Site - Pleasanton, CA

Seefried Industrial Properties - KTGY Group, Inc. # 2022-0229

EXTERIOR COLOR SCHEMES

Neighborhood 1 - 45x65

SEE COLOR APPLICATIONS FOR EXACT PLACEMENT OF COLOR

4.17.2023 Colors for Approval

PAINT: Sherwin Williams or Equal
CONCRETE ROOF: Eagle Roofing Materials or Equal
COMPOSITION ROOF: Certainteed Landmark or Equal
STONE VENEER: Westlake Stone Veneer (El Dorado & Cultured Stone) or equal

A' -CONTEMPORARY SPANISH ELEVATIONS

B' - CONTEMPORARY FARMHOUSE ELEVATIONS

C' - CONTEMPORARY SHED ROOF ELEVATIONS

The Villages at Quarry - Kiewit Site
Pleasanton, CA
Neighborhood 1 - 45x65

	1	2	3	4
ROOF MATERIAL: LOW 'S' - MALIBU - PROFILE	2680 LOS PADRES BLEND	SCM 8823 PEBBLE BEACH BLEND	SMM 8402 SANTA CRUZ BLEND	2773 WALNUT CREEK
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7063 Nebulous White	SW 7541 Grecian Ivory	SW 7632 Modern Gray	SW 6072 Versatile Gray
FASCIA / EAVES / GARAGE DR / TRIM 3 / DECO GABLE END PIPES	SW 7019 Gauntlet Gray	SW 7068 Grizzle Gray	SW 7025 Backdrop	SW 6082 Cobble Brown
ENTRY DOORS	SW 2839 Roycroft Copper Red	SW 7062 Rock Bottom	SW 6226 Gray's Harbor	SW 7055 Enduring Bronze
STONE VENEER - EL DORADO STONE DRYSTACK TIGHTFIT INSTALLATION	CLIFFSTONE: WHITE CAP	CLIFFSTONE: BANFF SPRINGS	CLIFFSTONE: MONTECITO	CLIFFSTONE: BOARDWALK

The Villages at Quarry - Kiewit Site
Pleasanton, CA
Neighborhood 1 - 45x65

	5	6	7	8
ROOF MATERIAL: COMPOSITION STYLE	GEORGETOWN GRAY	MOIRE BLACK	WEATHERWOOD	THUNDERSTORM GRAY
SIDING BODY 1 / STUCCO BODY 1 / ADJACENT TRIM 1	SW 7757 High Reflective White	SW 7043 Worldly Gray	SW 6215 Rocky River	SW 7069 Iron Ore
SIDING BODY 2 / STUCCO BODY 2 / ADJACENT TRIM 2	SW 6197 Aloof Gray	SW 7669 Summit Gray	SW 6170 Techno Gray	SW 7005 Pure White
STUCCO BODY 3 / SIDING BODY / ON 1B & 4B ONLY/ ADJACENT TRIM 3	SW 7621 Silvermist	SW 7674 Peppercorn	SW 9085 Llanos Wood	SW 7061 Night Owl
FASCIA / EAVES / TRIM 4/ GARAGE DOORS	SW 7045 Intellectual Gray	SW 6992 Inkwell	SW 7675 Sealskin	SW 7019 Gauntlet Gray
ENTRY DOORS	SW 7068 Grizzle Gray	SW 7605 Gale Force	SW 2803 Rookwood Terra Cotta	SW 7591 Red Barn
STONE VENEER - CULTURED STONE DRYSTACK TIGHTFIT INSTALLATION	PROFIT LEDGESTONE: PLATINUM	PROFIT LEDGESTONE: SOUTHWEST	PROFIT LEDGESTONE: SHALE	PROFIT LEDGESTONE: GRAY

The Villages at Quarry - Kiewit Site
Pleasanton, CA
Neighborhood 1 - 45x65

	9	10	11	12
ROOF MATERIAL: COMPOSITION STYLE	MOIRE BLACK	HEATHER BLEND	WEATHERWOOD	WEATHERWOOD
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7050 Useful Gray	SW 6071 Popular Gray	SW 7638 Jogging Path	SW 9174 Moth Wing
SIDING BODY 2 / STUCCO BODY 2 / ADJACENT TRIM 2	SW 7019 Gauntlet Gray	SW 9174 Moth Wing	SW 7032 Warm Stone	SW 7036 Accessible Beige
STUCCO BODY 3 / SIDING BODY 3/ ADJACENT TRIM 3	SW 7642 Pavestone	SW 9837 Aurora Brown	SW 6236 Gray's Harbor	SW 9081 Redend Point
FASCIA / EAVES / SIDING BODY 4/ ADJACENT TRIM 4 / GARAGE DOORS	SW 6990 Caviar	SW 6160 Best Bronze	SW 7054 Suitable Brown	SW 7514 Foothills
ENTRY DOORS	SW 6054 Canyon Clay	SW 2846 Roycroft Bronze Green	SW 9118 Tarnished Treasure	SW 6990 Caviar
STONE VENEER - CULTURED STONE DRYSTACK TIGHTFIT INSTALLATION	PROFIT TERRAIN: ARCTIC	PROFIT TERRAIN: ETHOS	PROFIT TERRAIN: TREK	PROFIT TERRAIN: ARCADIA

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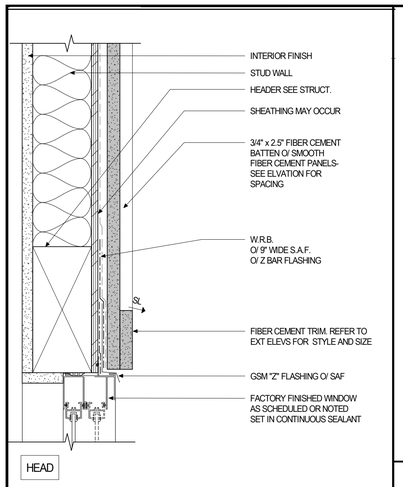
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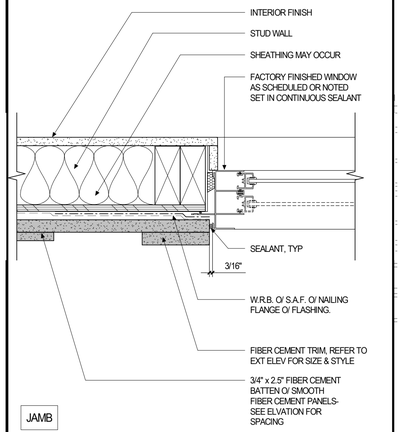
VILLAGES AT THE QUARRY
PLEASANTON, CA

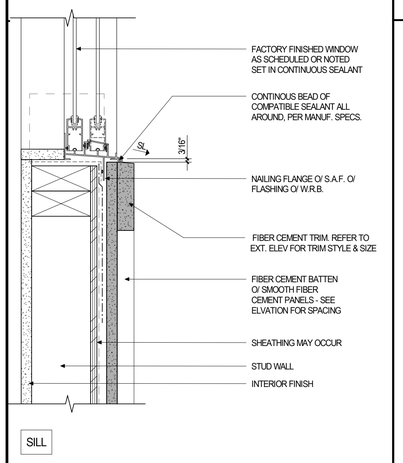
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

COLOR / MATERIAL BOARD

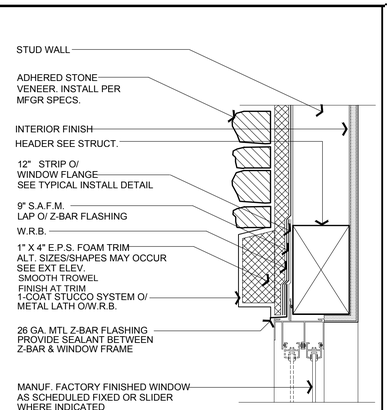
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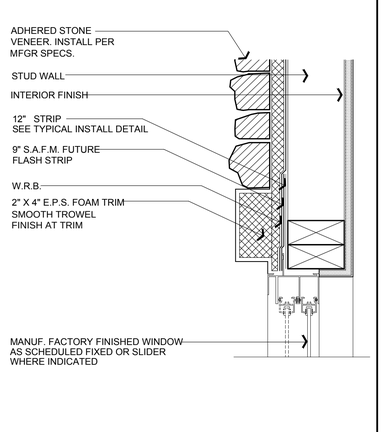




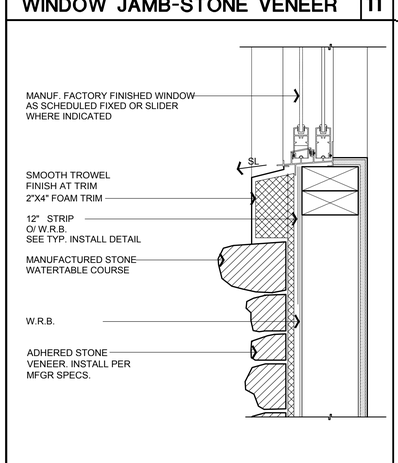
WINDOW BD. & BATT. - FLUSH 3" = 1'-0" **13**



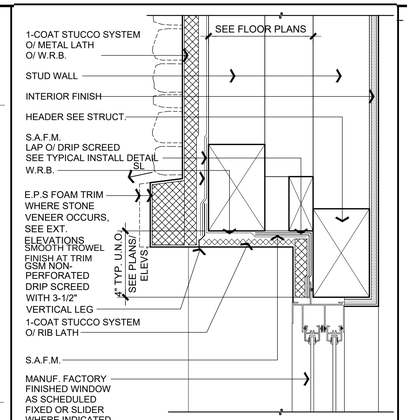
WINDOW HEAD-STONE VENEER **10**



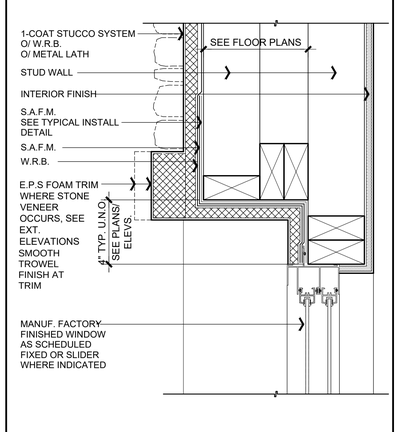
WINDOW JAMB-STONE VENEER **11**



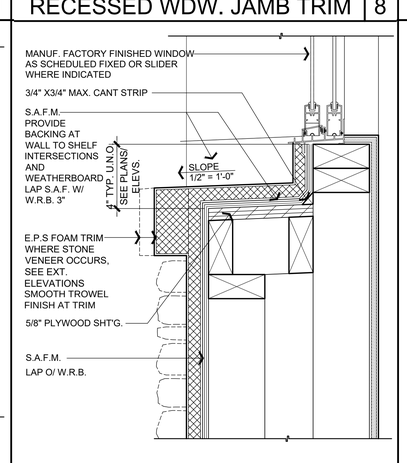
WINDOW SILL-STONE VENEER **12**



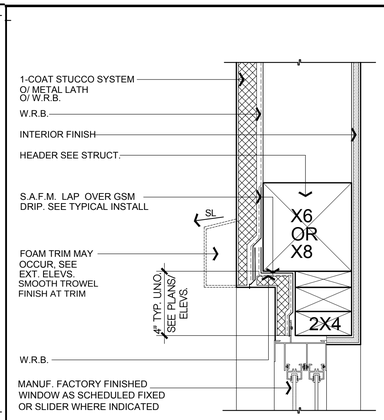
RECEESSED WDW. HEAD TRIM **7**



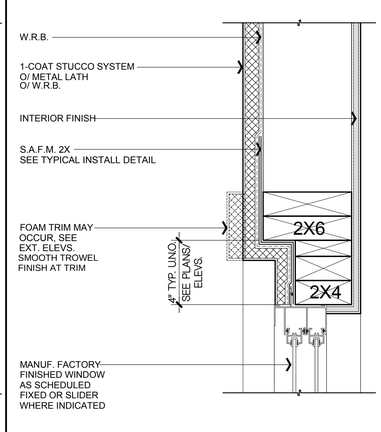
RECESSED WDW. JAMB TRIM **8**



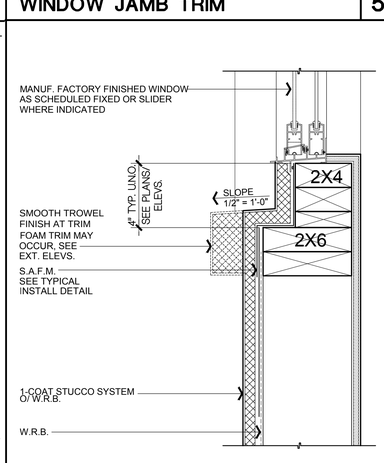
RECESSED WDW. SILL TRIM **9**



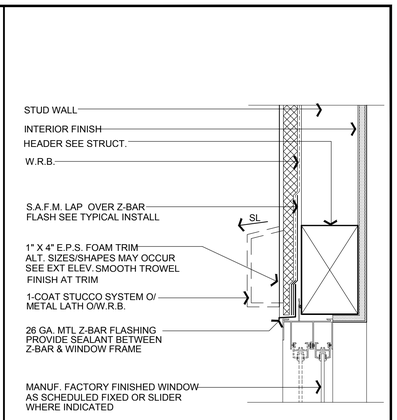
WINDOW HEAD TRIM **4**



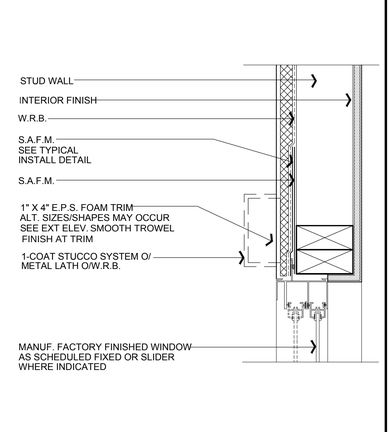
WINDOW JAMB TRIM **5**



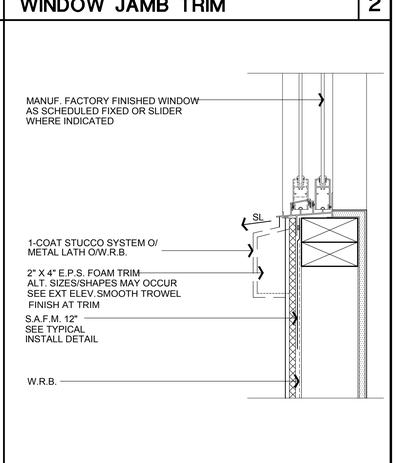
WINDOW SILL TRIM **6**



WINDOW HEAD TRIM **1**



WINDOW JAMB TRIM **2**



WINDOW SILL TRIM **3**

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N.T.S.

TYPICAL WINDOW DETAILS

AD1.0

VILLAGES AT THE QUARRY
VILLAGE 2

VILLAGE 2

N2-A0.0.0 COVER PAGE/SHEET INDEX

PLAN 1

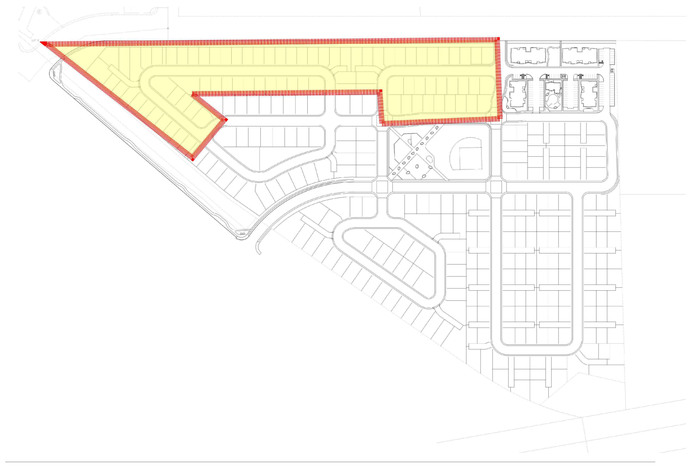
N2-A1.0.0 PLAN 1 COLORED FRONT ELEVATIONS
N2-A1.1.0 PLAN 1 FLOOR PLAN
N2-A1.1.1 PLAN 1 ADDENDA
N2-A1.1.2 PLAN 1 ROOF PLANS
N2-A1.2.0 PLAN 1A EXTERIOR ELEVATIONS
N2-A1.3.0 PLAN 1B EXTERIOR ELEVATIONS
N2-A1.4.0 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

N2-A2.0.0 PLAN 2 COLORED FRONT ELEVATIONS
N2-A2.1.0 PLAN 2 FLOOR PLAN
N2-A2.1.1 PLAN 2 ADDENDA - B Style
N2-A2.1.2 PLAN 2 ADDENDA - C Style
N2-A2.1.3 PLAN 2 ROOF PLANS
N2-A2.2.0 PLAN 2A EXTERIOR ELEVATIONS
N2-A2.3.0 PLAN 2B EXTERIOR ELEVATIONS
N2-A2.4.0 PLAN 2C EXTERIOR ELEVATIONS

PLAN 3

N2-A3.0.0 PLAN 3 COLORED FRONT ELEVATIONS
N2-A3.1.0 PLAN 3 FLOOR PLAN
N2-A3.1.1 PLAN 3 ADDENDA
N2-A3.1.2 PLAN 3 ROOF PLANS
N2-A3.2.0 PLAN 3A EXTERIOR ELEVATIONS
N2-A3.3.0 PLAN 3B EXTERIOR ELEVATIONS
N2-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS
N2-A4.0.0 COLOR / MATERIAL BOARD
AD1.0- TYPICAL WINDOW DETAILS
REF-01 REFERENCE ARTICULATION EXHIBIT



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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

COVER SHEET

N2-A0.0.0



P1 ELEVATION - C STYLE

P1 ELEVATION - B STYLE

P1 ELEVATION - A STYLE

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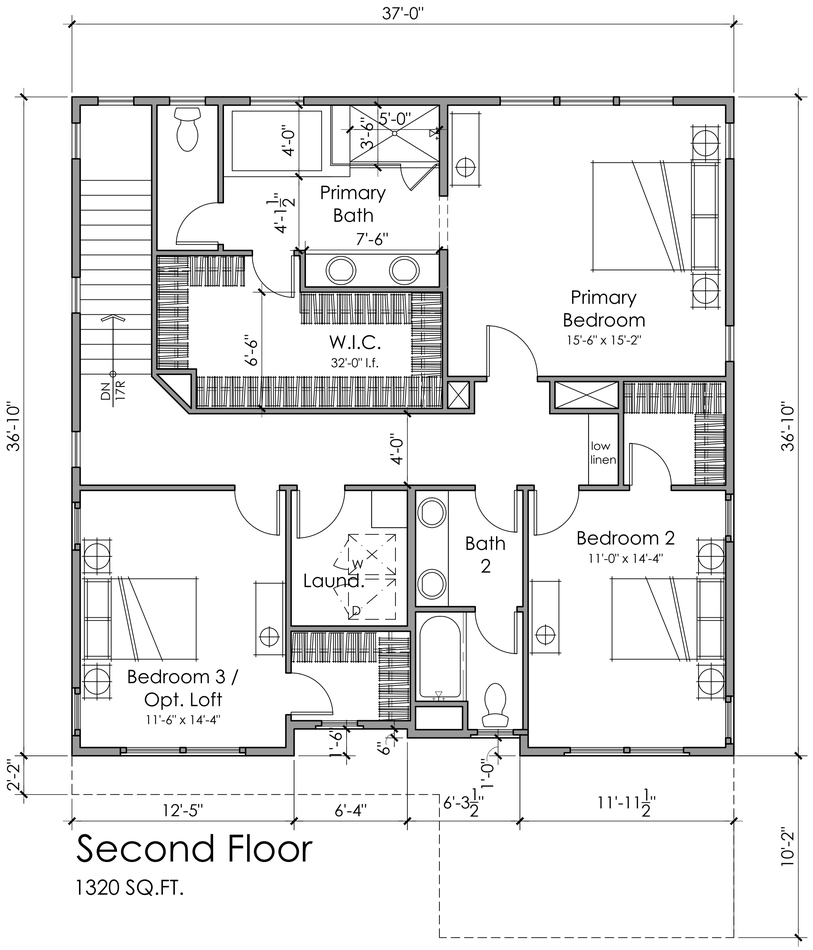
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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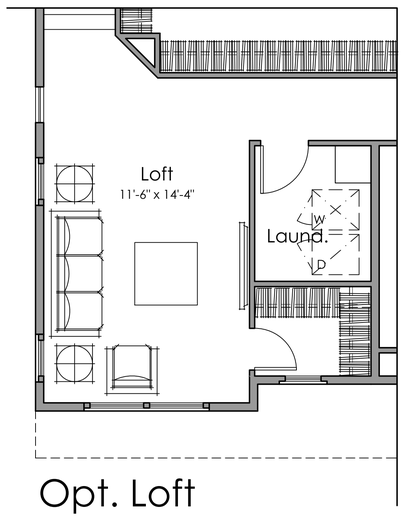
PLAN 1 COLORED FRONT ELEVATIONS

N2-A1.0.0

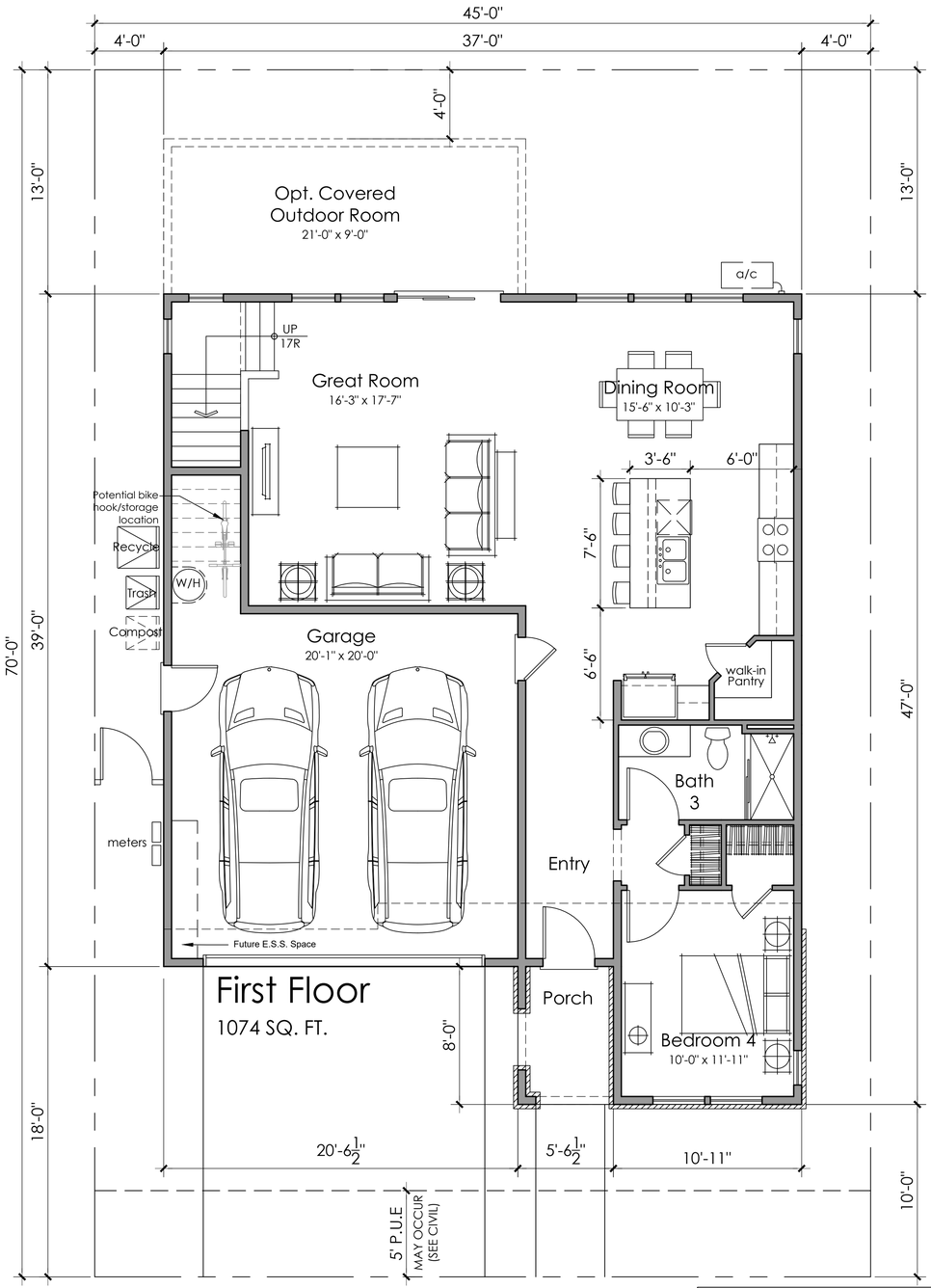


Second Floor

1320 SQ.FT.



Opt. Loft



First Floor

1074 SQ. FT.

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.

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VILLAGES AT THE QUARRY
PLEASANTON, CA

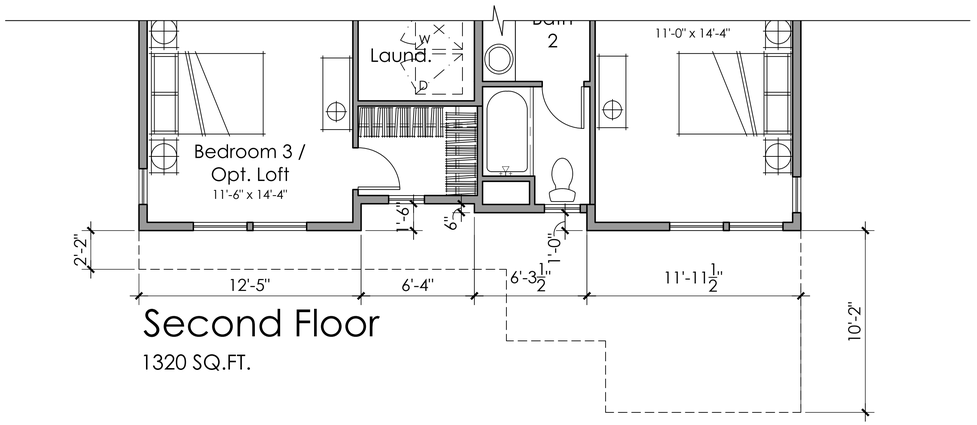
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

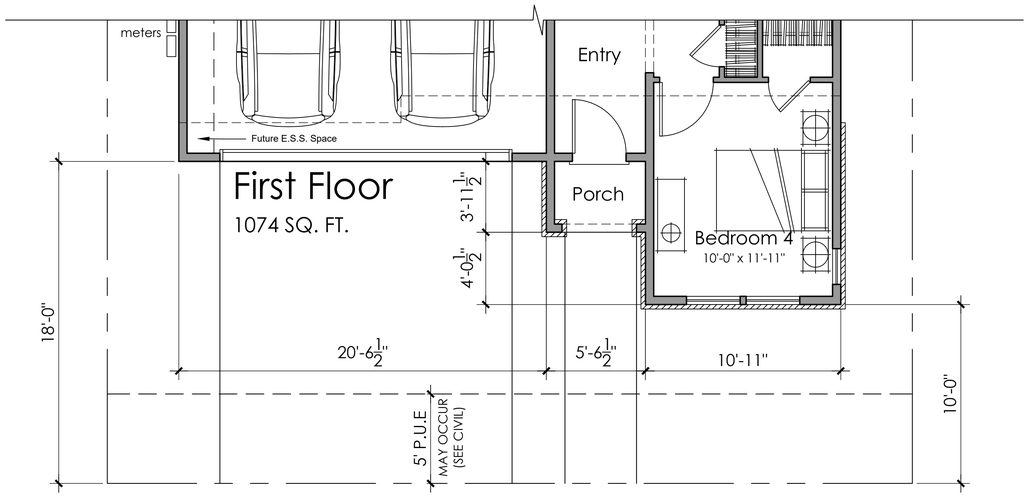
4 BEDROOMS
OPT. LOFT
3 BATHS
2394 S.F.

PLAN 1 FLOOR PLAN
A STYLE

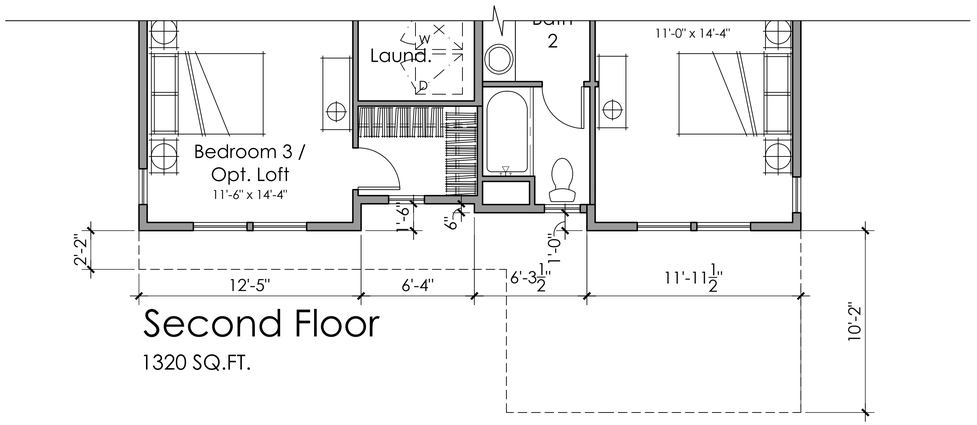
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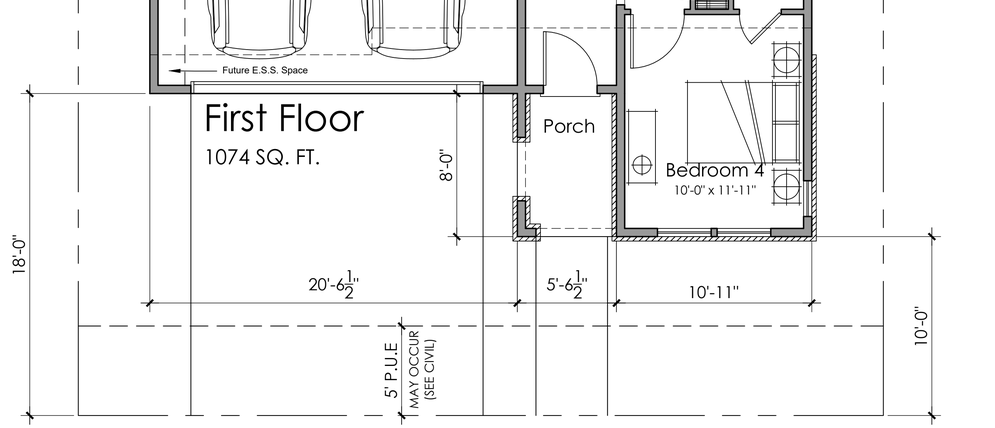
Plan 1C - Second Floor



Plan 1C - First Floor



Plan 1B - Second Floor



Plan 1B - First Floor

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.

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VILLAGES AT THE QUARRY
PLEASANTON, CA

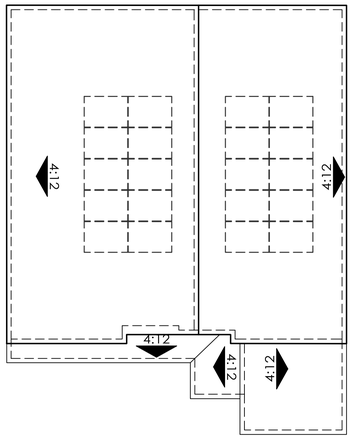
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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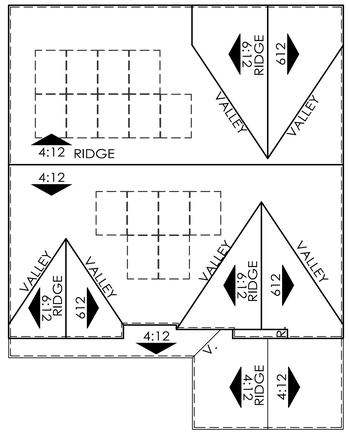
4 BEDROOMS
OPT. LOFT
3 BATHS
2394 S.F.

PLAN 1 ADDENDA
B & C STYLES

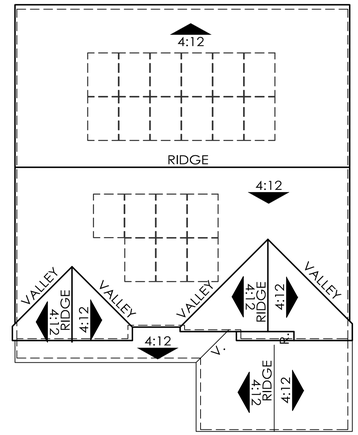
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Plan 1C - ROOF PLAN



Plan 1B - ROOF PLAN



Plan 1A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

PLAN 1 ROOF PLANS

N2-A1.1.2

MATERIAL LEGEND

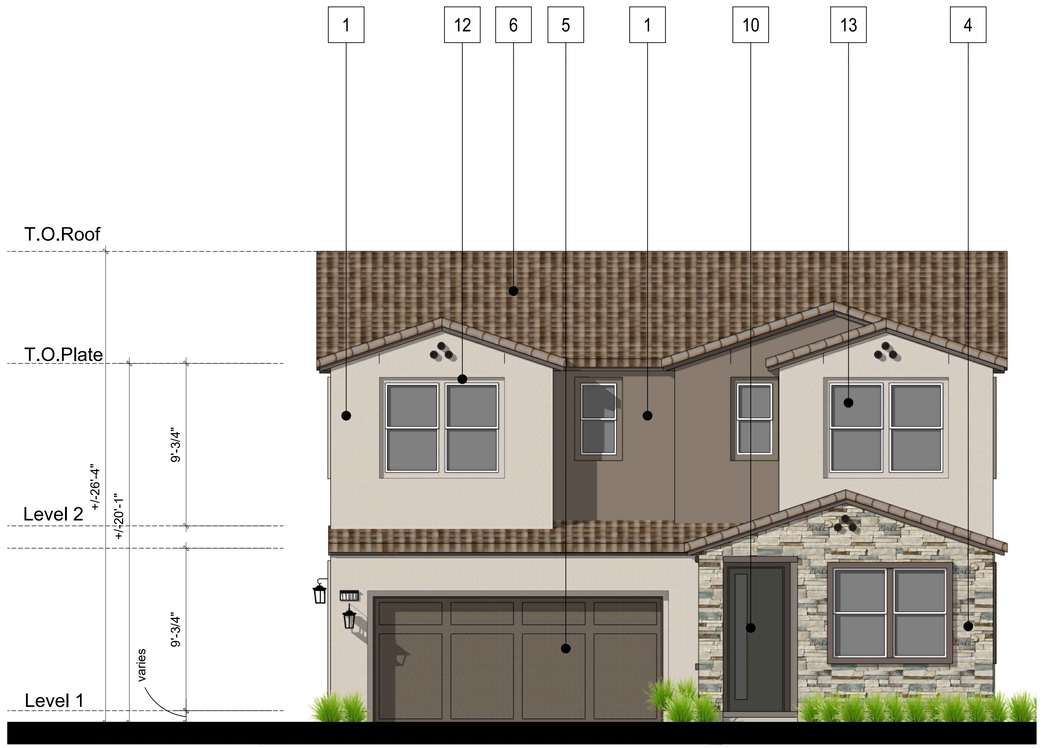
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
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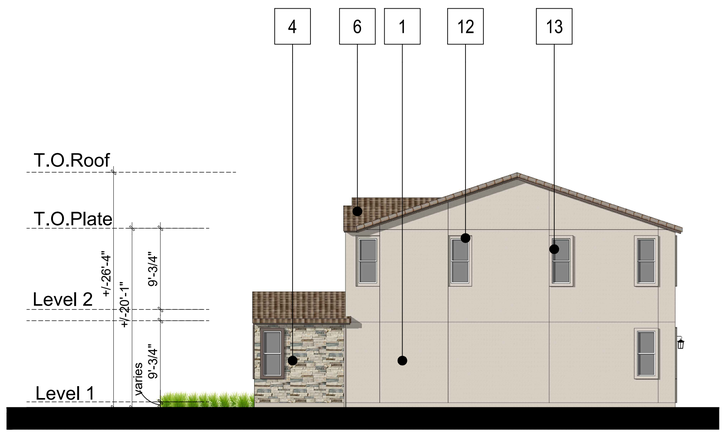
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VILLAGE 2
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C (Based on current site plan, this plan does not plot on corner lots)
2A, 2B, 2C
3B

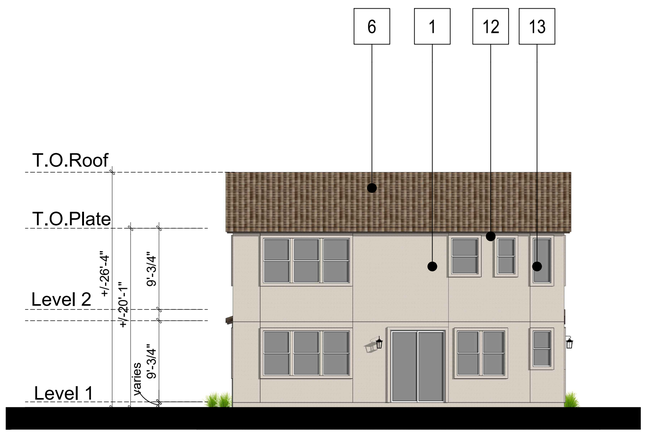
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



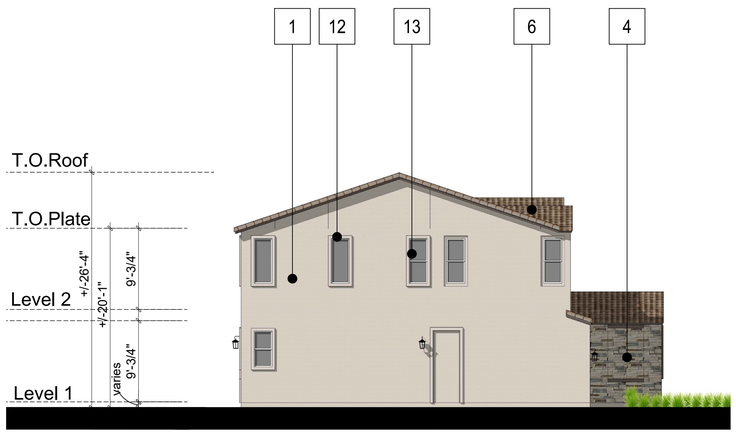
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



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REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

SEEFRIED INDUSTRIAL PROPERTIES

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#2022-0229

VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1A EXTERIOR ELEVATIONS

N2-A1.2.0

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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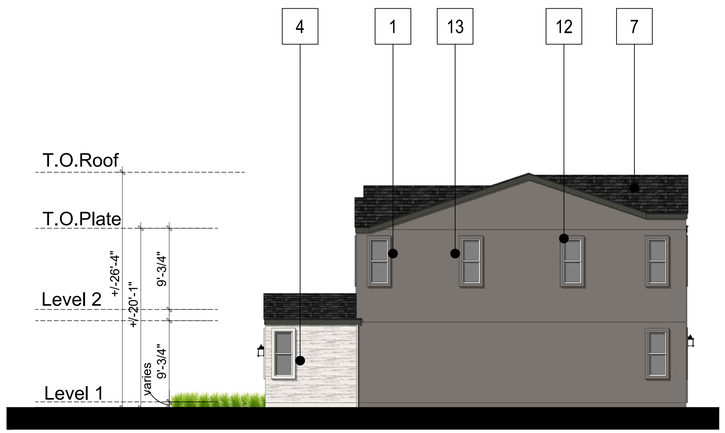
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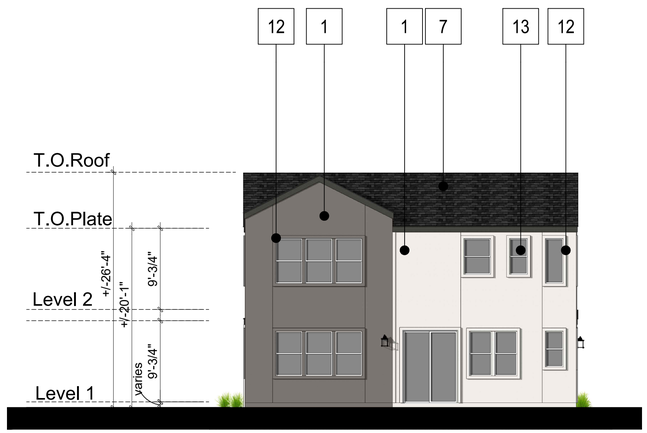
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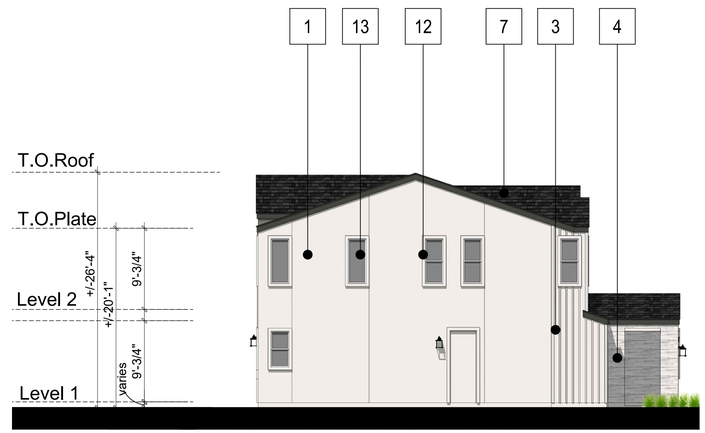
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1B EXTERIOR ELEVATIONS

N2-A1.3.0

MATERIAL LEGEND

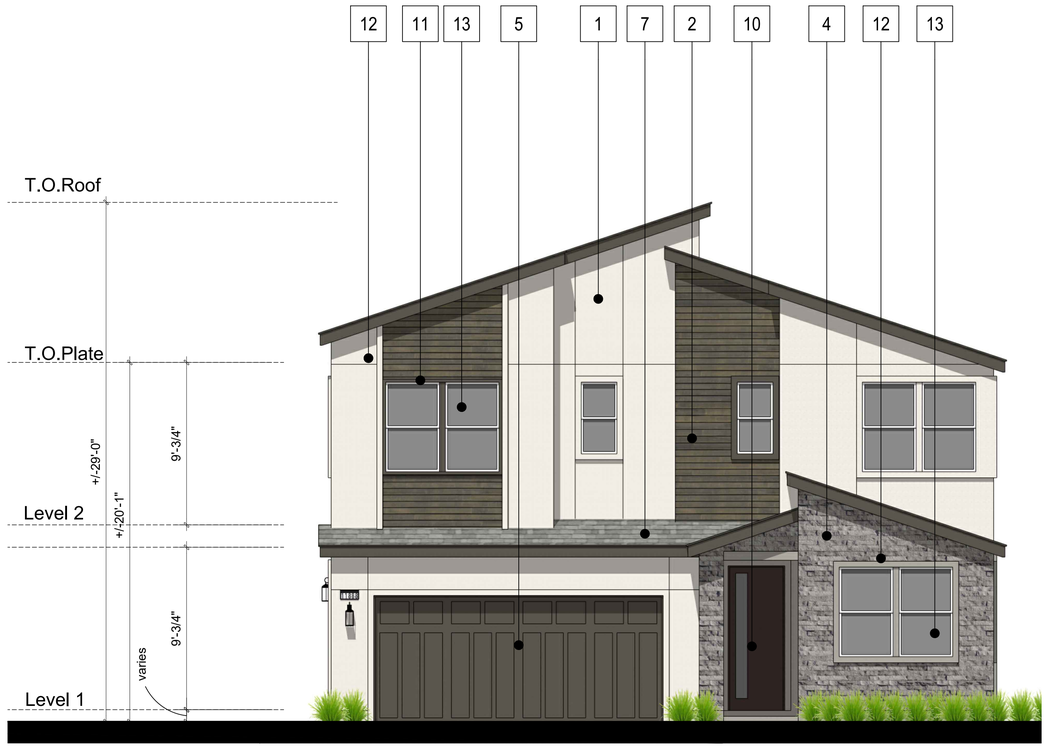
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3. FIBER CEMENT BOARD AND BATTEN SIDING
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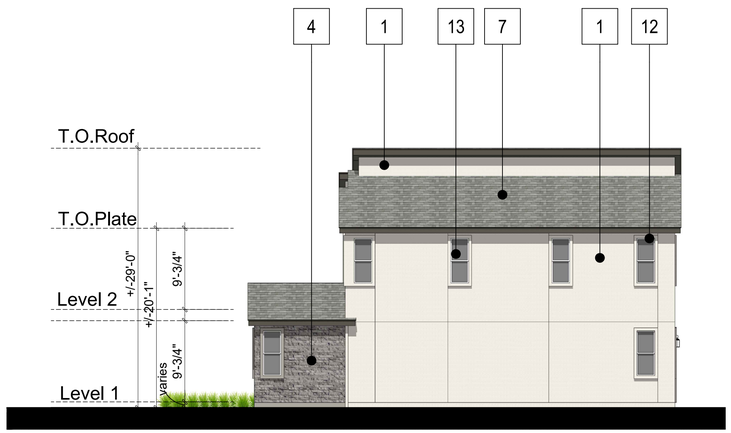
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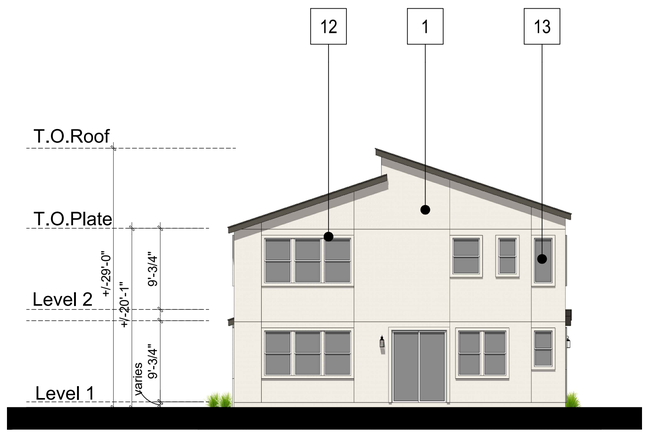
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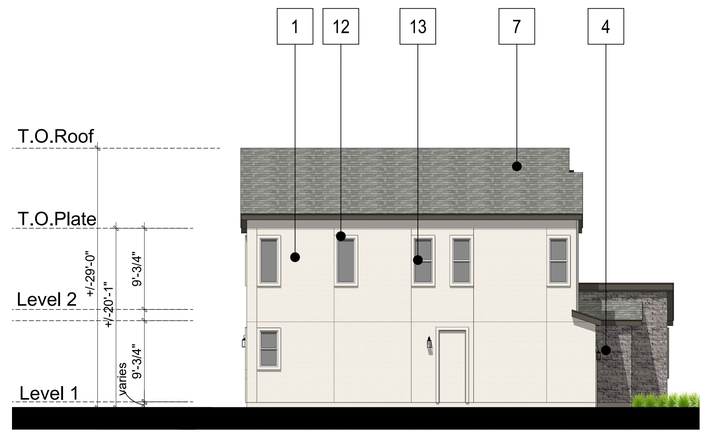
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1C EXTERIOR ELEVATIONS

N2-A1.4.0



P2 ELEVATION - C STYLE

P2 ELEVATION - B STYLE

P2 ELEVATION - A STYLE

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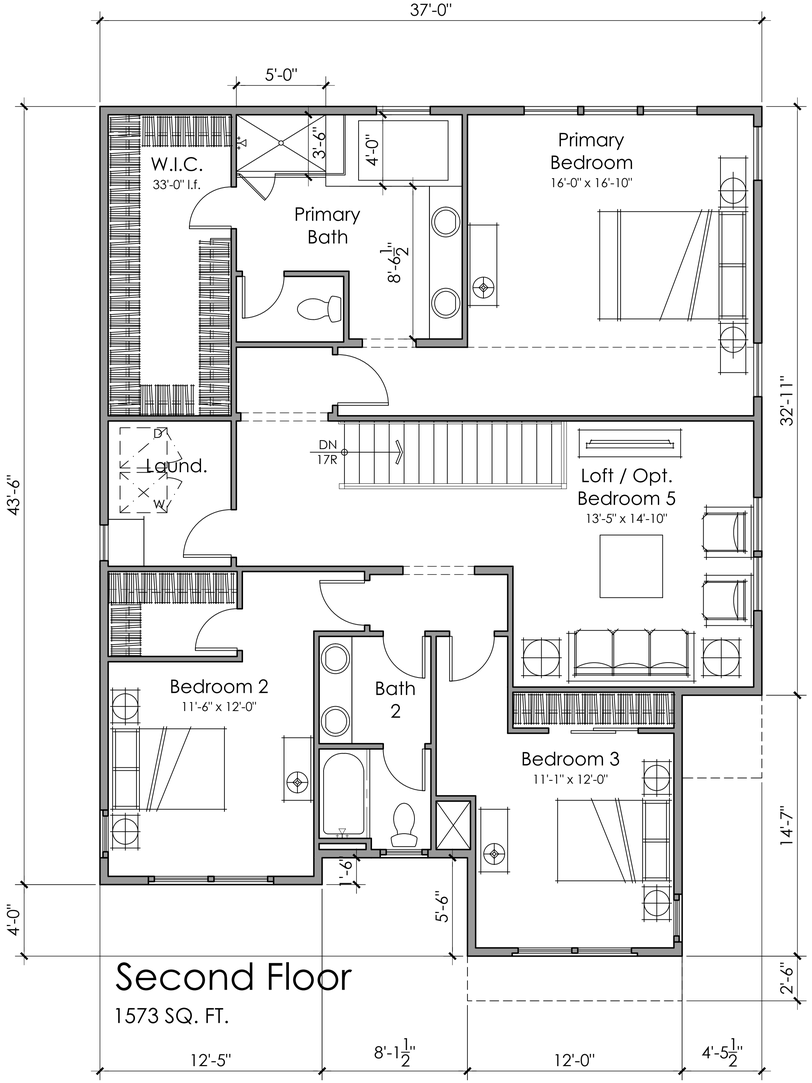
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

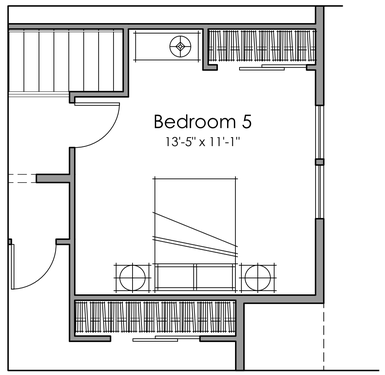
PLAN 2 COLORED FRONT ELEVATIONS

N2-A2.0.0

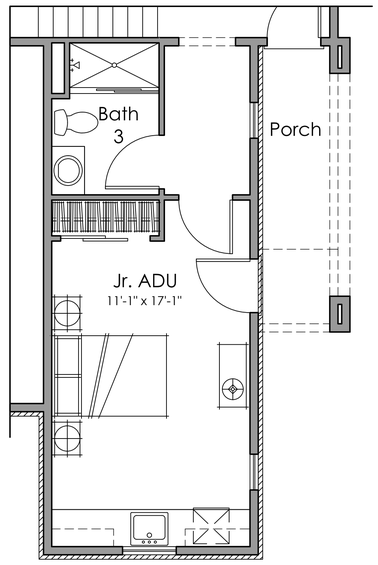


Second Floor

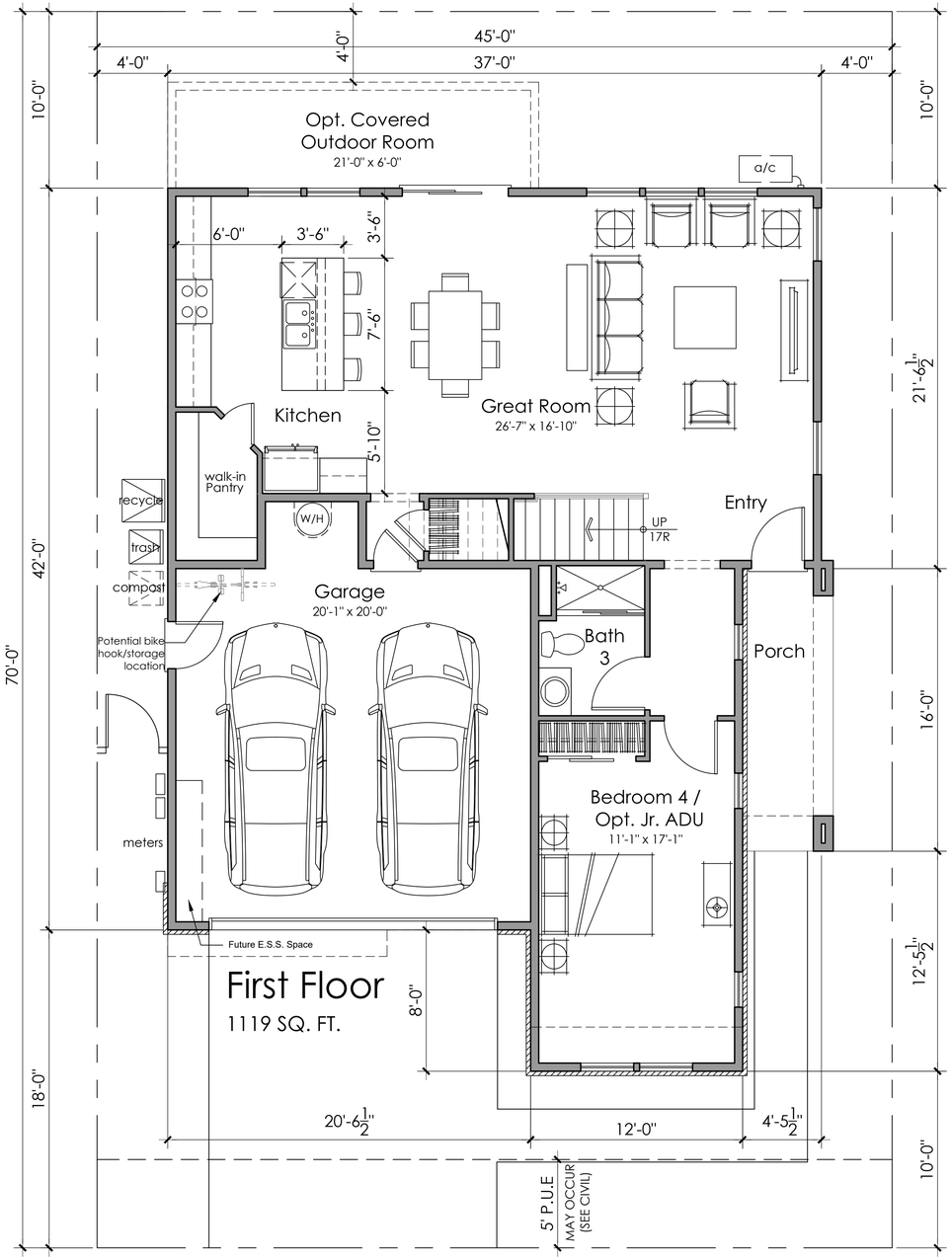
1573 SQ. FT.



Opt. Bedroom 5



Opt. Jr. ADU



First Floor

1119 SQ. FT.

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.

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VILLAGES AT THE QUARRY
PLEASANTON, CA

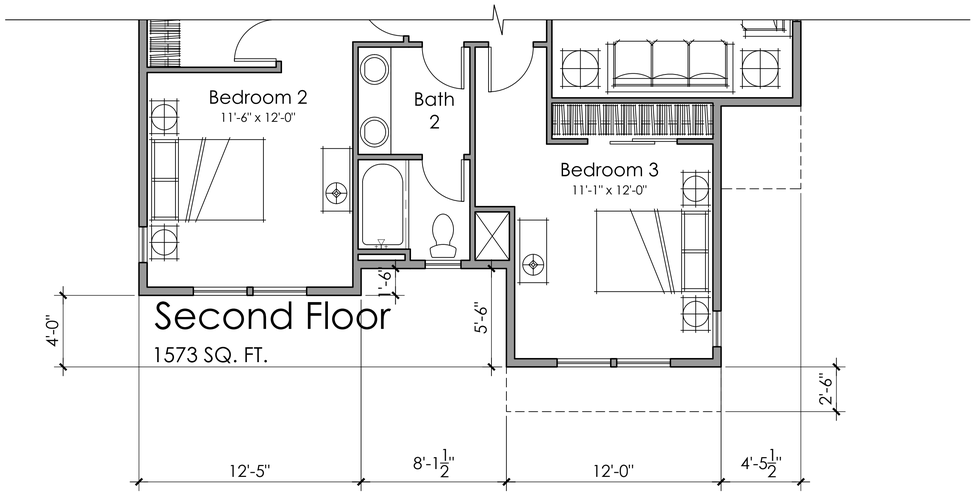
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

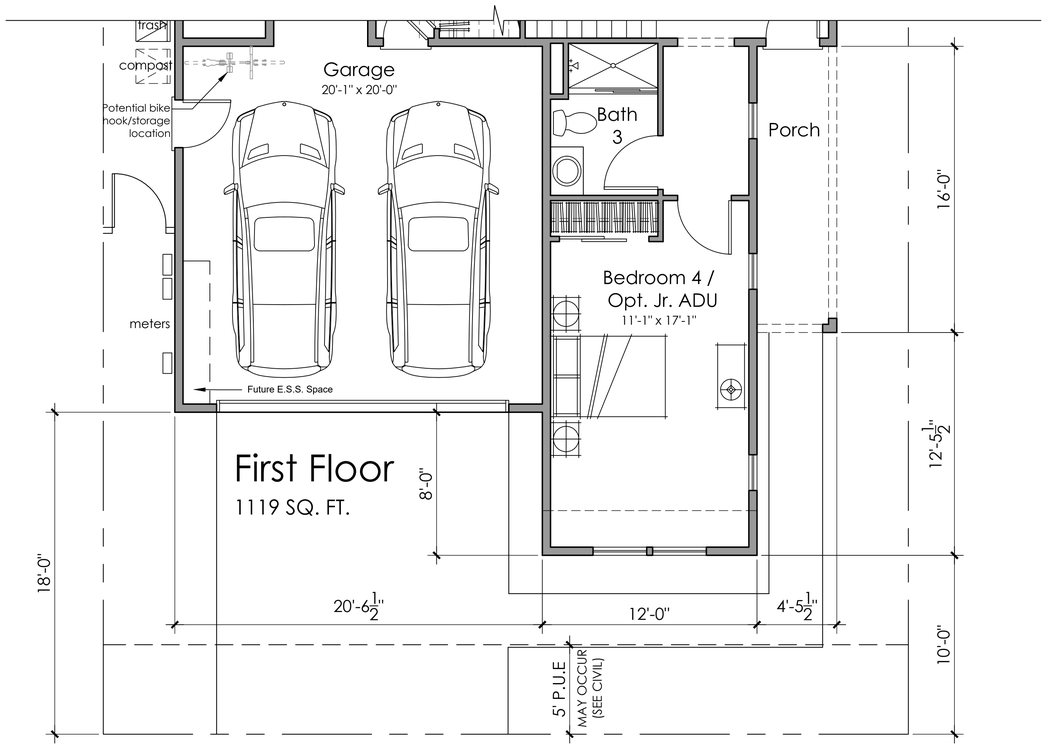
4 BEDROOMS
OPT. JR. ADU
& BED ROOM 5
3 BATHS
2,692 S.F.

PLAN 2 FLOOR PLAN
A STYLE

N2-A2.1.0



Plan 2B - Second Floor



Plan 2B - First Floor

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PLEASANTON, CA

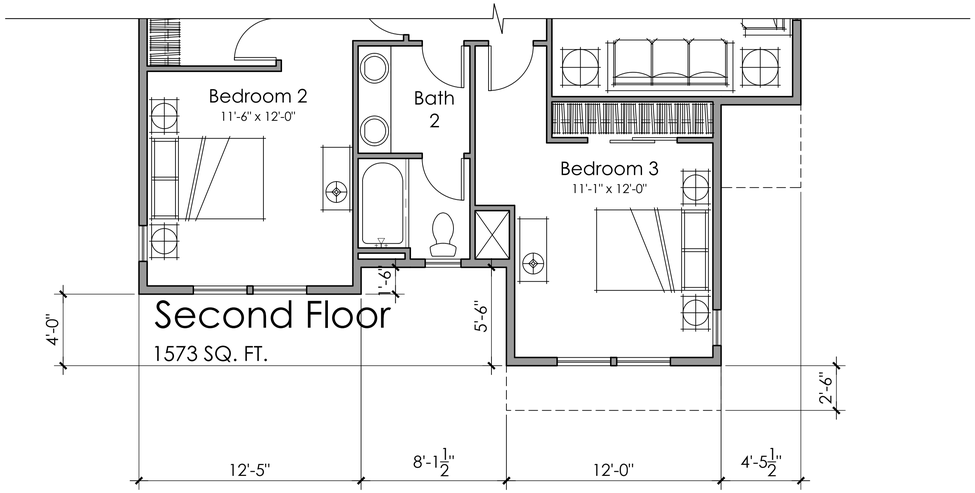
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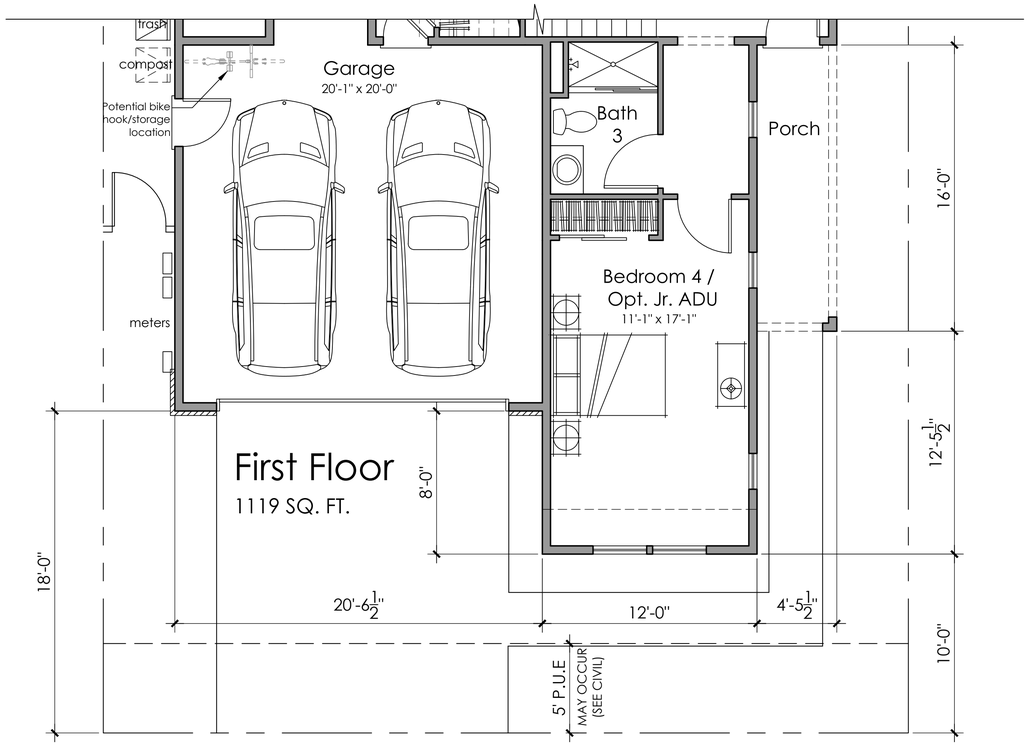
4 BEDROOMS
OPT. JR. ADU
& BED ROOM 5
3 BATHS
2,692 S.F.

PLAN 2 ADDENDA
B STYLE

N2-A2.1.1



Plan 2C - Second Floor



Plan 2C - First Floor

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VILLAGES AT THE QUARRY
PLEASANTON, CA

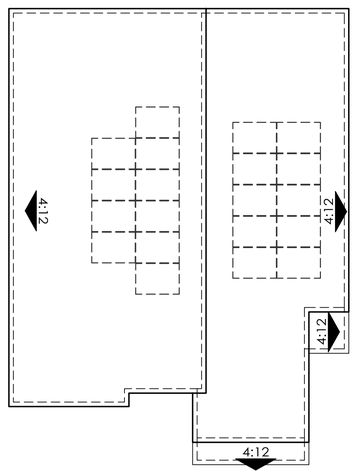
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
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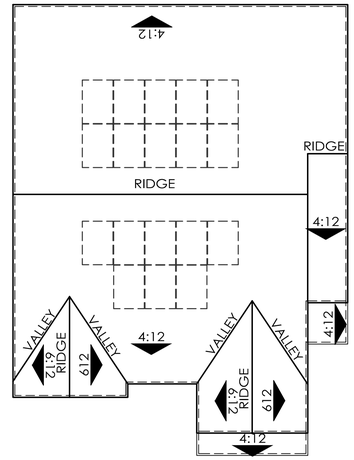
4 BEDROOMS
OPT. JR. ADU
& BED ROOM 5
3 BATHS
2,692 S.F.

PLAN 2 ADDENDA
C STYLES

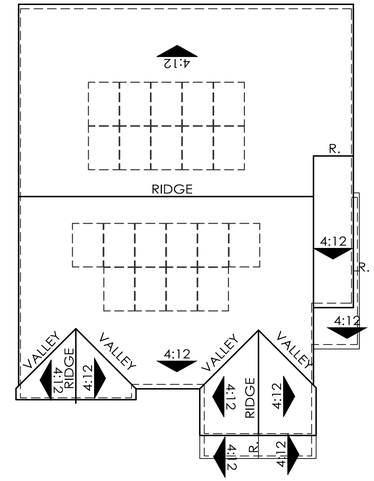
N2-A2.1.2



Plan 2C - ROOF PLAN



Plan 2B - ROOF PLAN



Plan 2A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

PLAN 2 ROOF PLANS

N2-A2.1.3

MATERIAL LEGEND

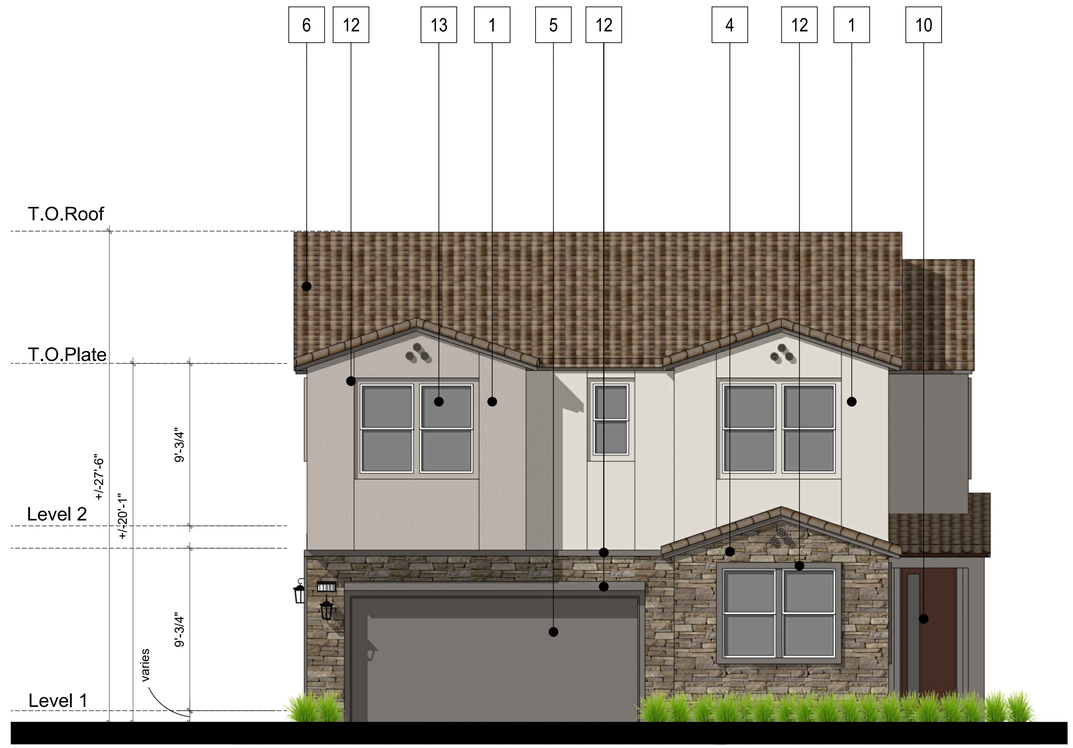
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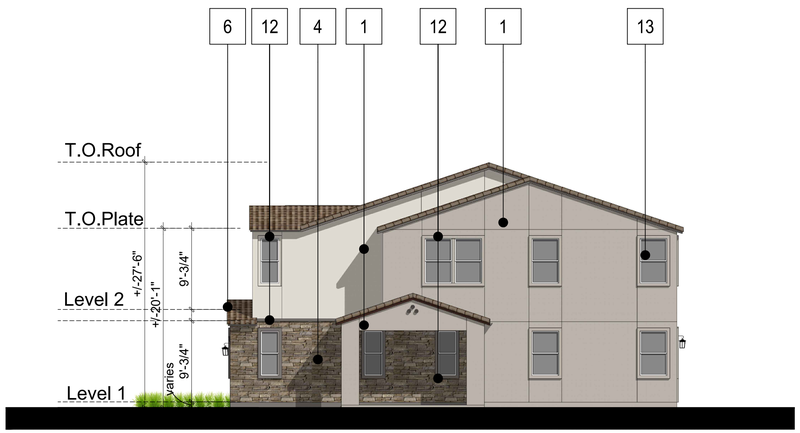
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3B

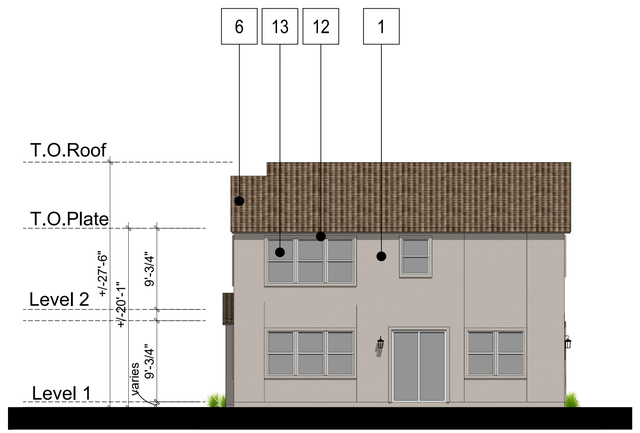
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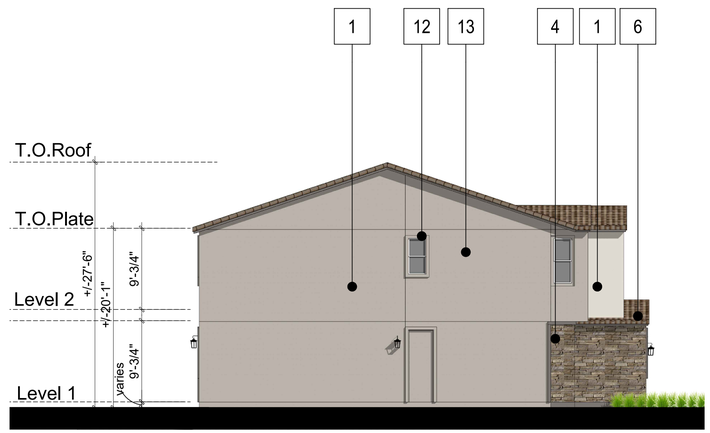
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VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
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2A EXTERIOR ELEVATIONS

N2-A2.2.0

MATERIAL LEGEND

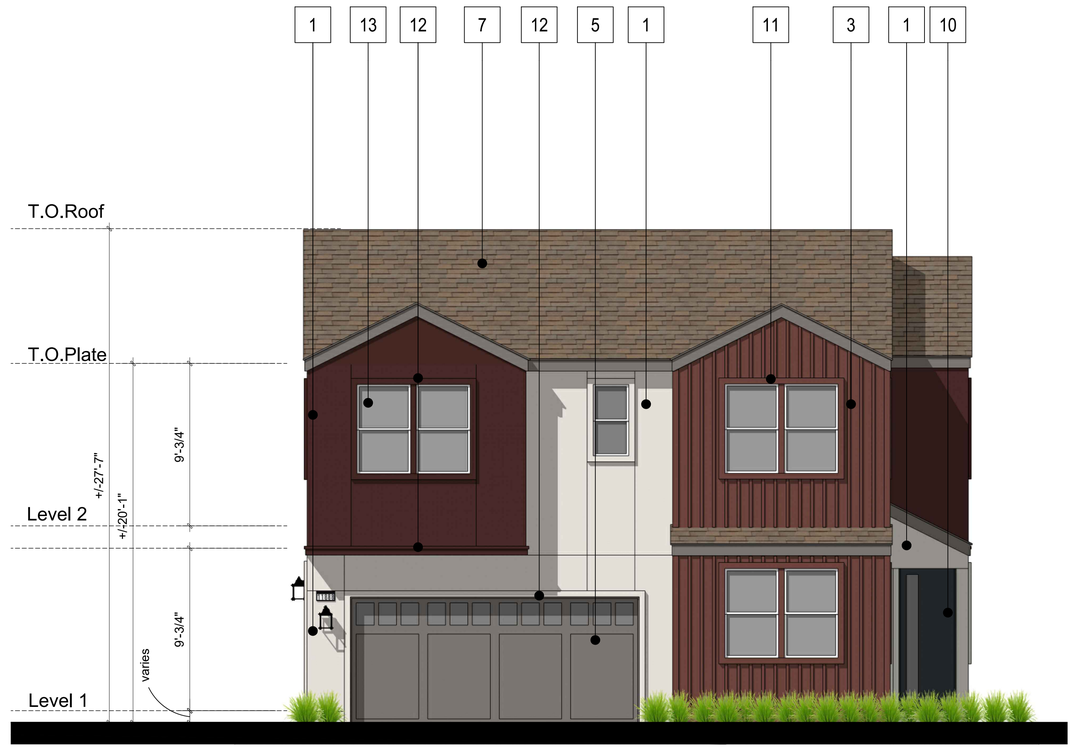
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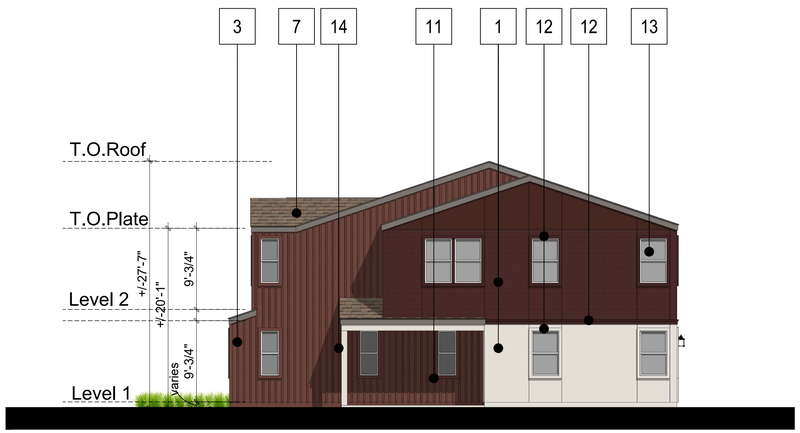
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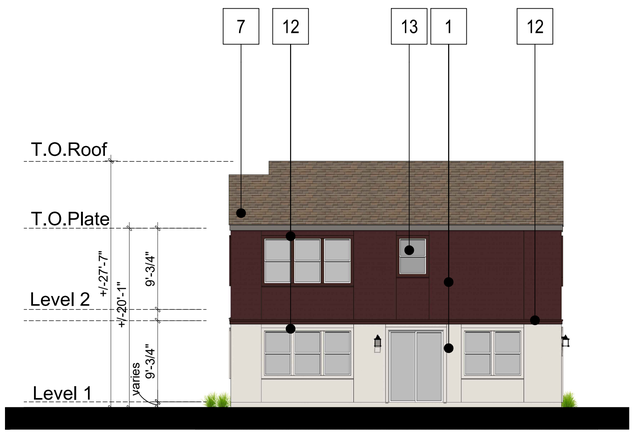
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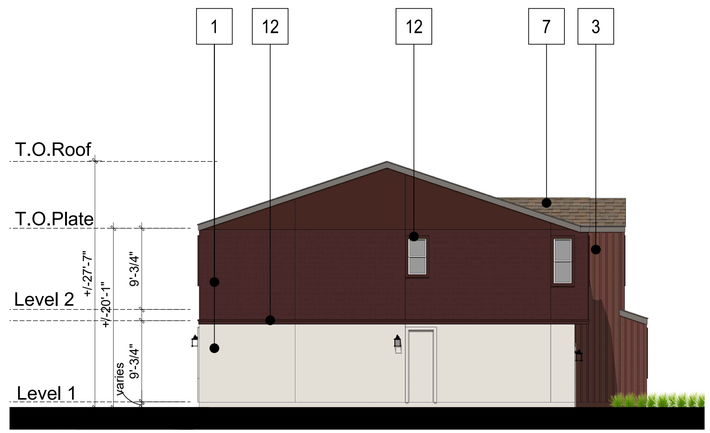
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VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

2B EXTERIOR ELEVATIONS

N2-A2.3.0

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3B

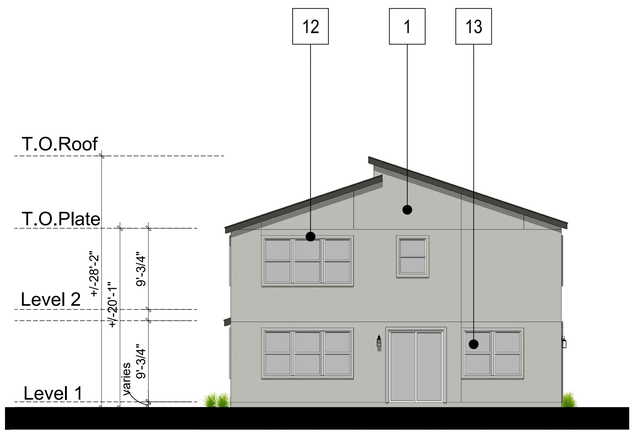
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



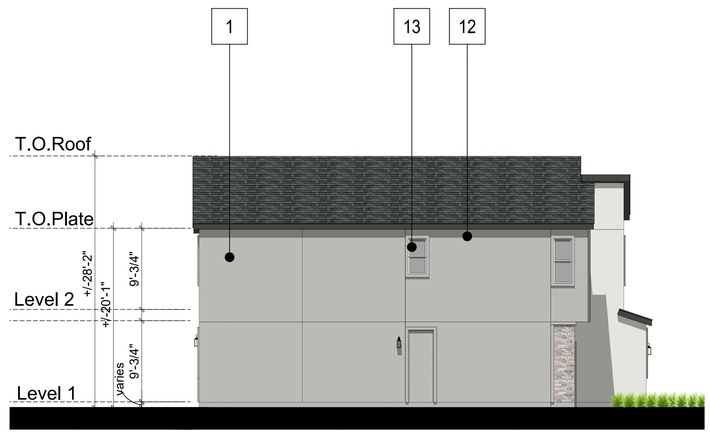
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

SEEFRIED INDUSTRIAL PROPERTIES
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

2C EXTERIOR ELEVATIONS

N2-A2.4.0



P3 ELEVATION - C STYLE

P3 ELEVATION - B STYLE

P3 ELEVATION - A STYLE

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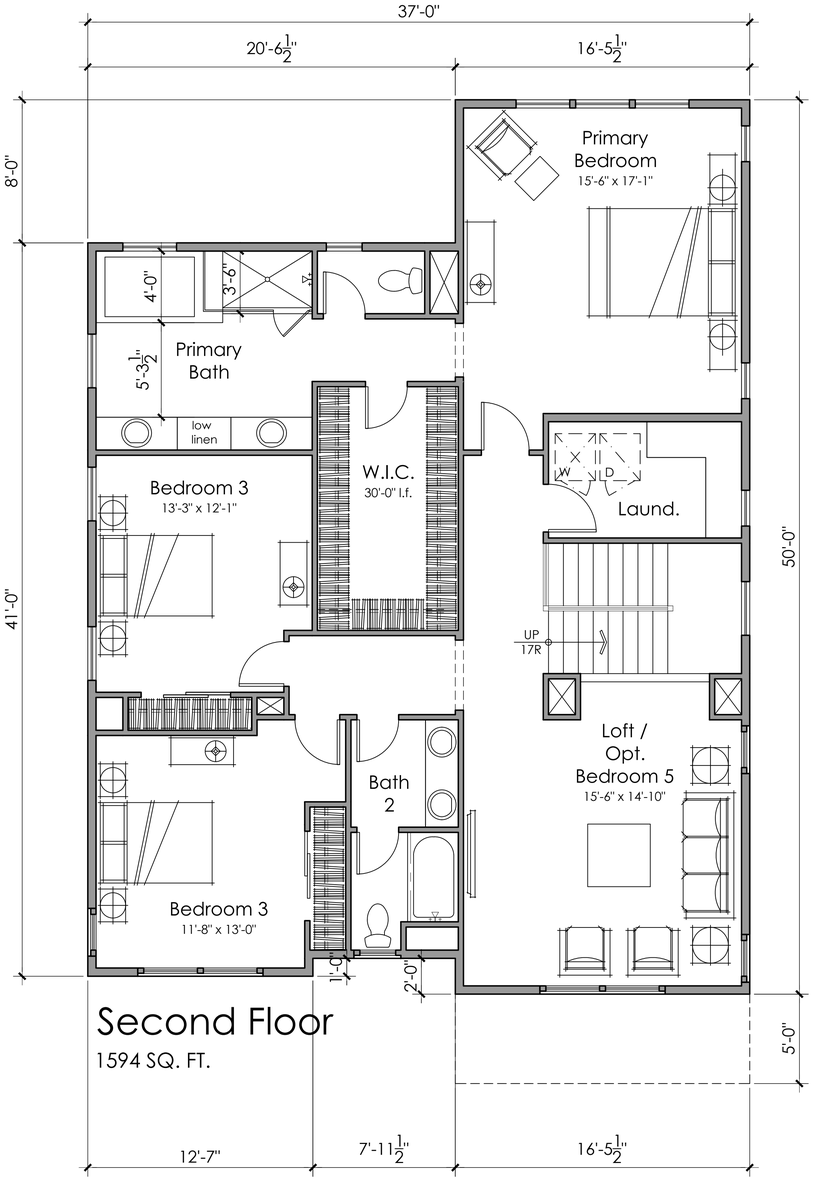
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

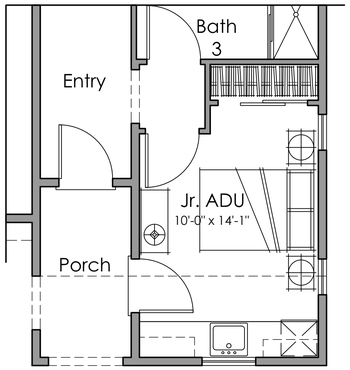
PLAN 3 COLORED FRONT ELEVATIONS

N2-A3.0.0

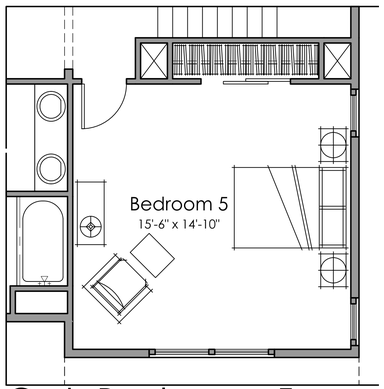


Second Floor

1594 SQ. FT.

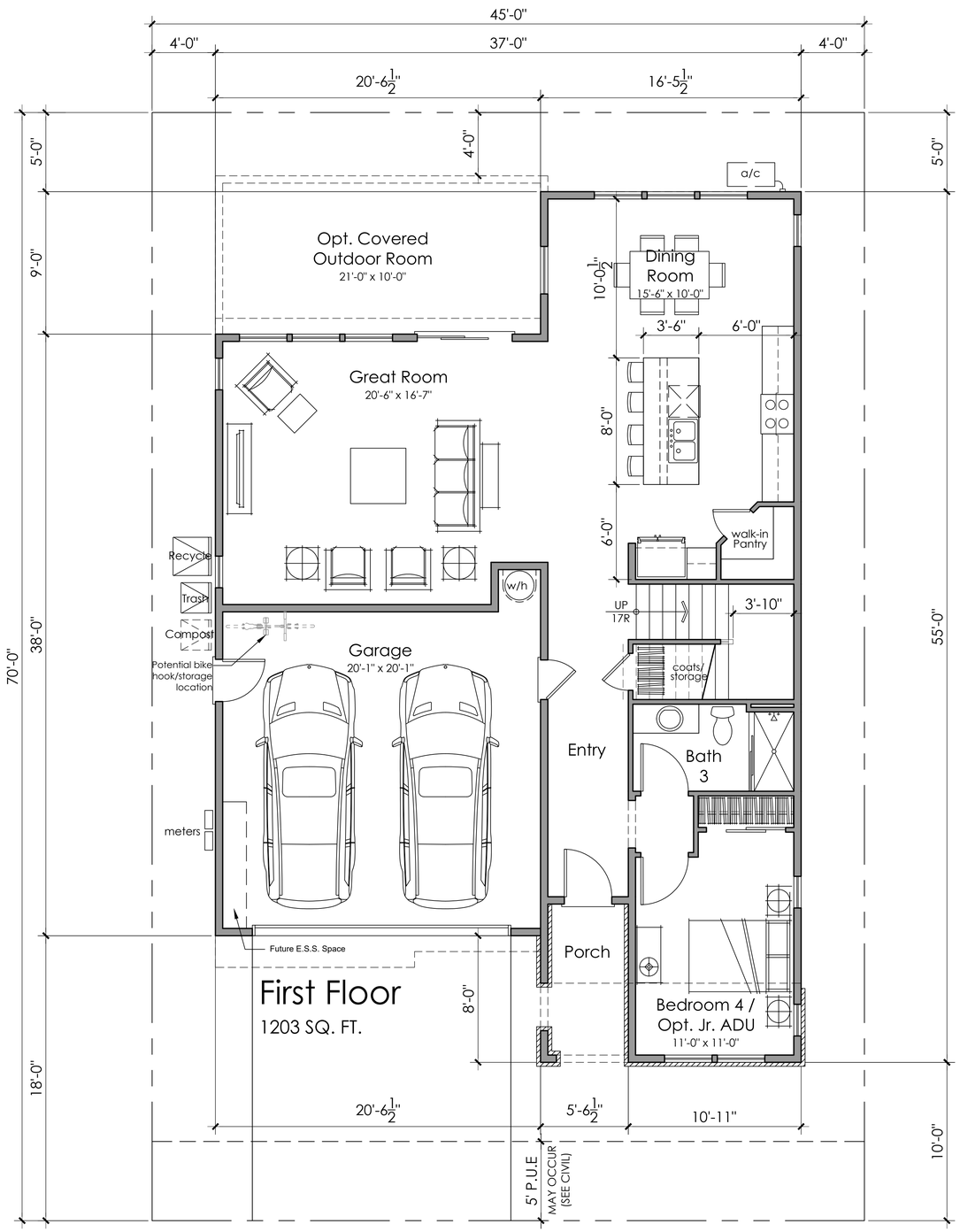


Opt. Jr. ADU



Opt. Bedroom 5

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



First Floor

1203 SQ. FT.

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VILLAGES AT THE QUARRY
PLEASANTON, CA

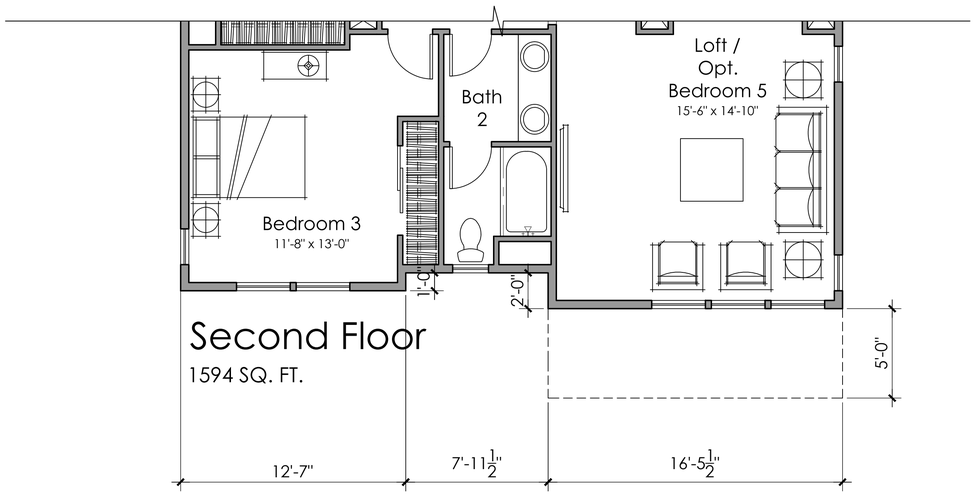
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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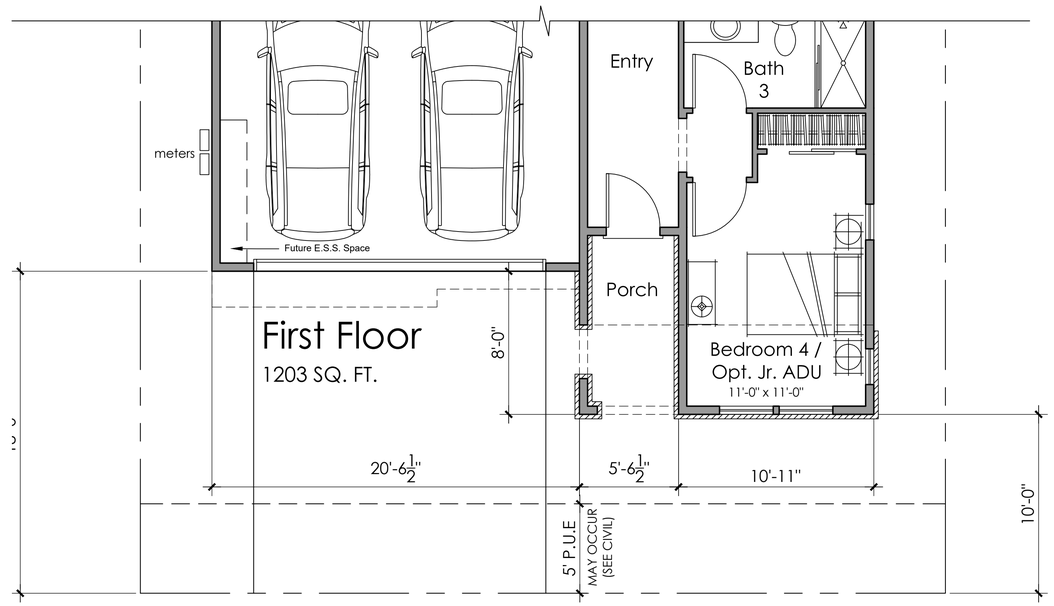
4 BEDROOMS
OPT. JR. ADU
& BEDROOM 5
3 BATHS
2,797 S.F.

PLAN 3 FLOOR PLAN
A STYLE

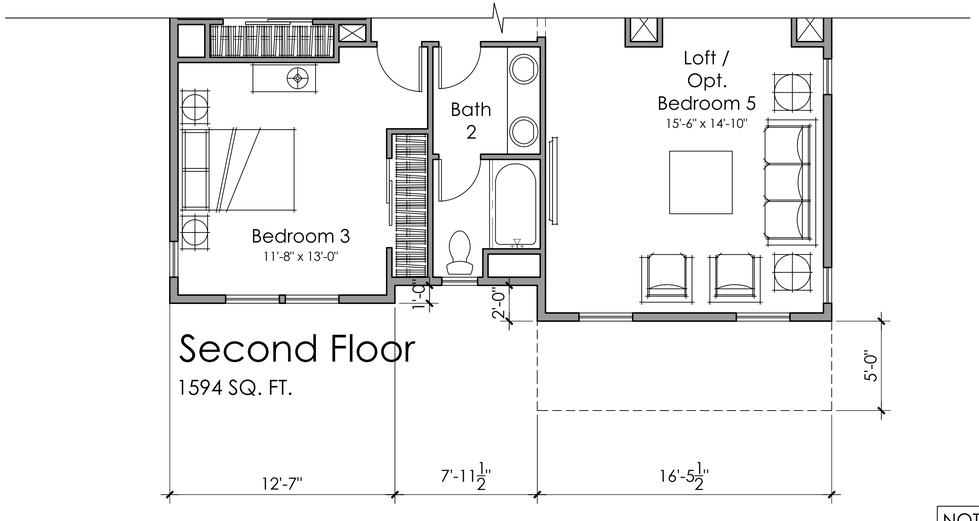
N2-A3.1.0



Plan 3C - Second Floor

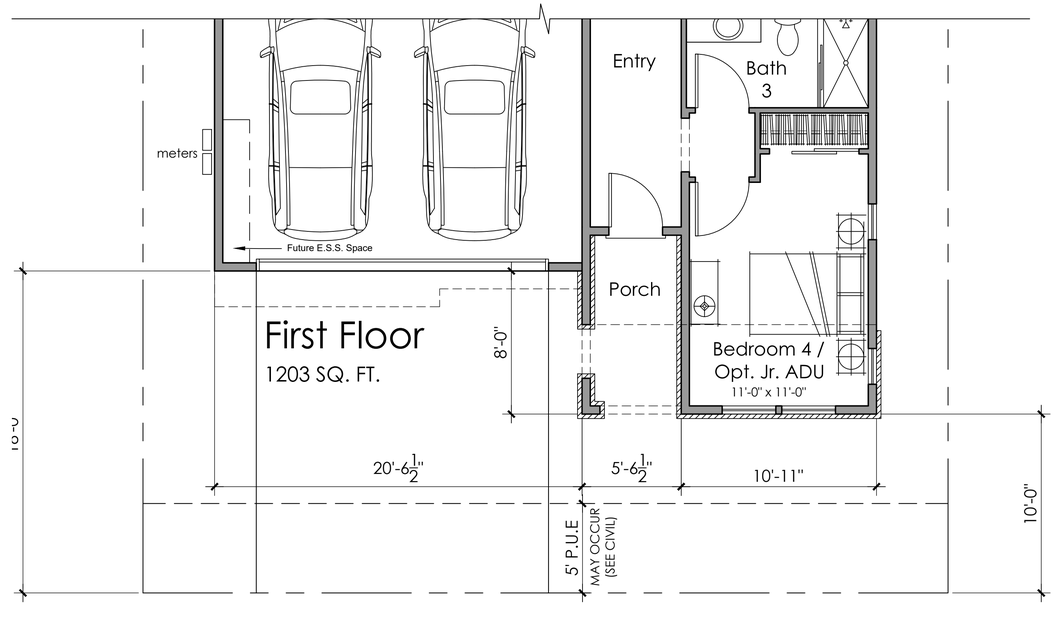


Plan 3C - First Floor



Plan 3B - Second Floor

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



Plan 3B - First Floor

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VILLAGES AT THE QUARRY
PLEASANTON, CA

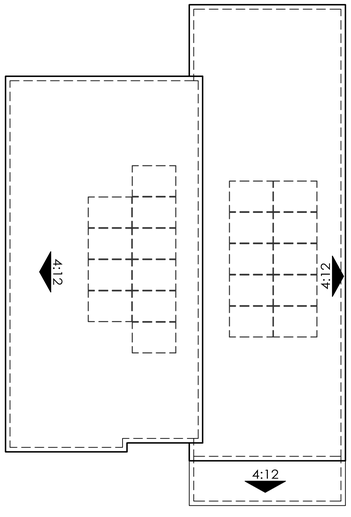
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
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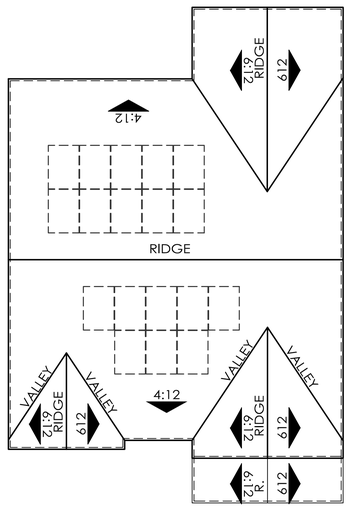
5 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,949 S.F.

PLAN 3 ADDENDA
B & C STYLES

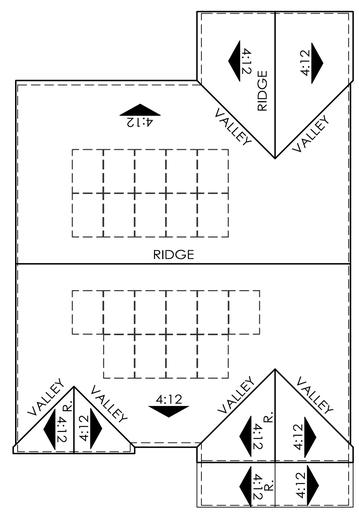
N2-A3.1.1



Plan 3C - ROOF PLAN



Plan 3B - ROOF PLAN



Plan 3A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
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Scale: 1/8" = 1'-0"
0 4 8 16

5 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,949 S.F.

PLAN 3 ROOF PLANS

N2-A3.1.2

MATERIAL LEGEND

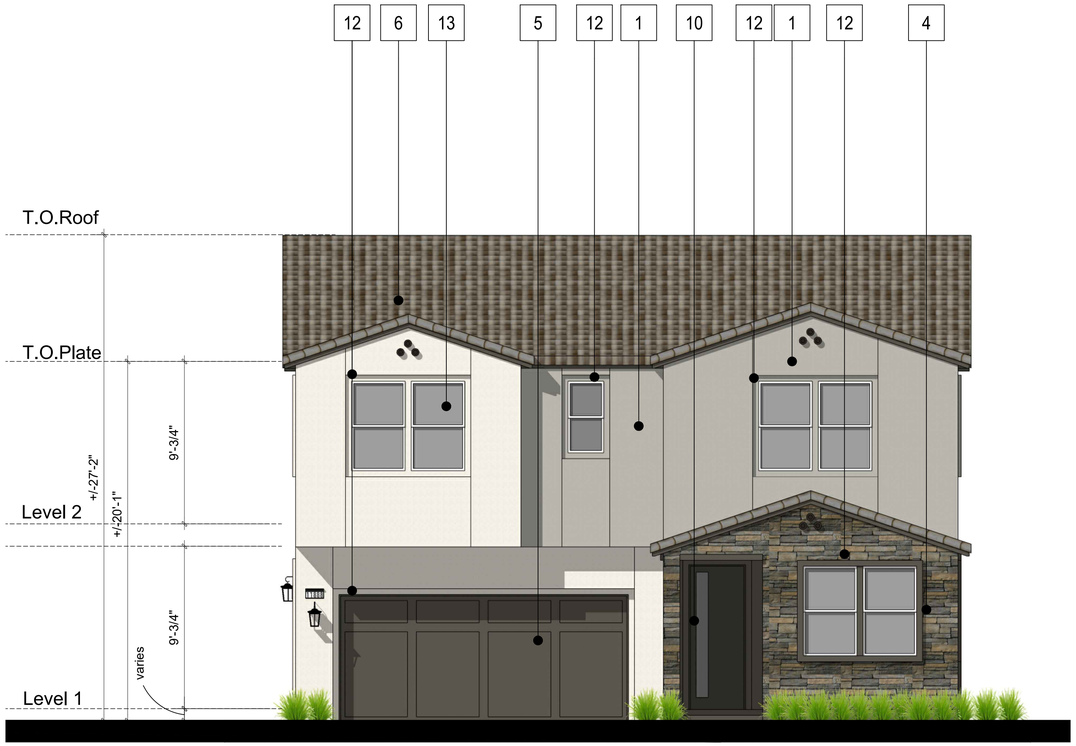
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1 Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

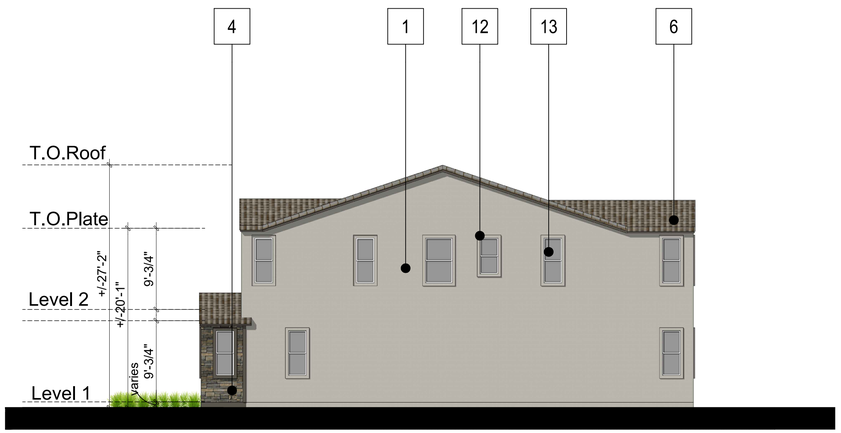
ELEVATION NOTES:
Stucco break and score lines shown on elevations are conceptual in nature only. Final locations to be determined in building submittal phase and construction documents.

VILLAGE 2
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C (Based on current site plan, this plan does not plot on corner lots)
2A, 2B, 2C
3B

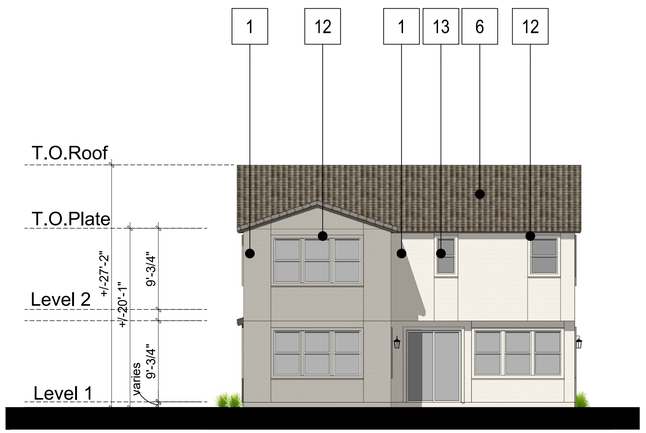
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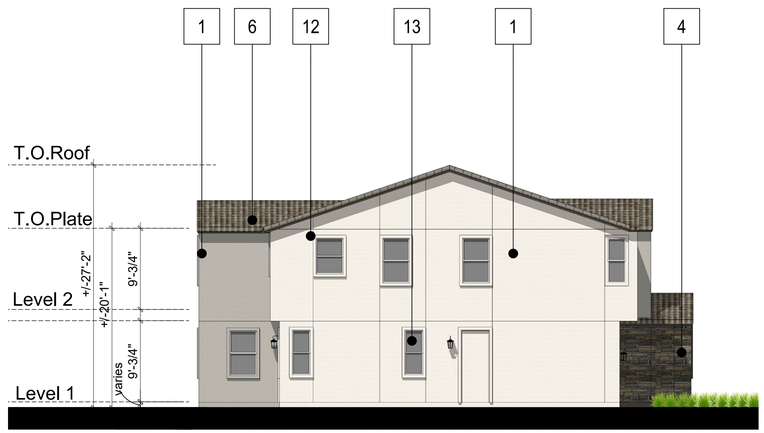
FRONT ELEVATION Scale: 1/4" = 1'-0"
0 2 4 8



RIGHT ELEVATION Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION Scale: 1/8" = 1'-0"
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0 4 8 16

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#2022-0229

VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

3A EXTERIOR ELEVATIONS

N2-A3.2.0

MATERIAL LEGEND

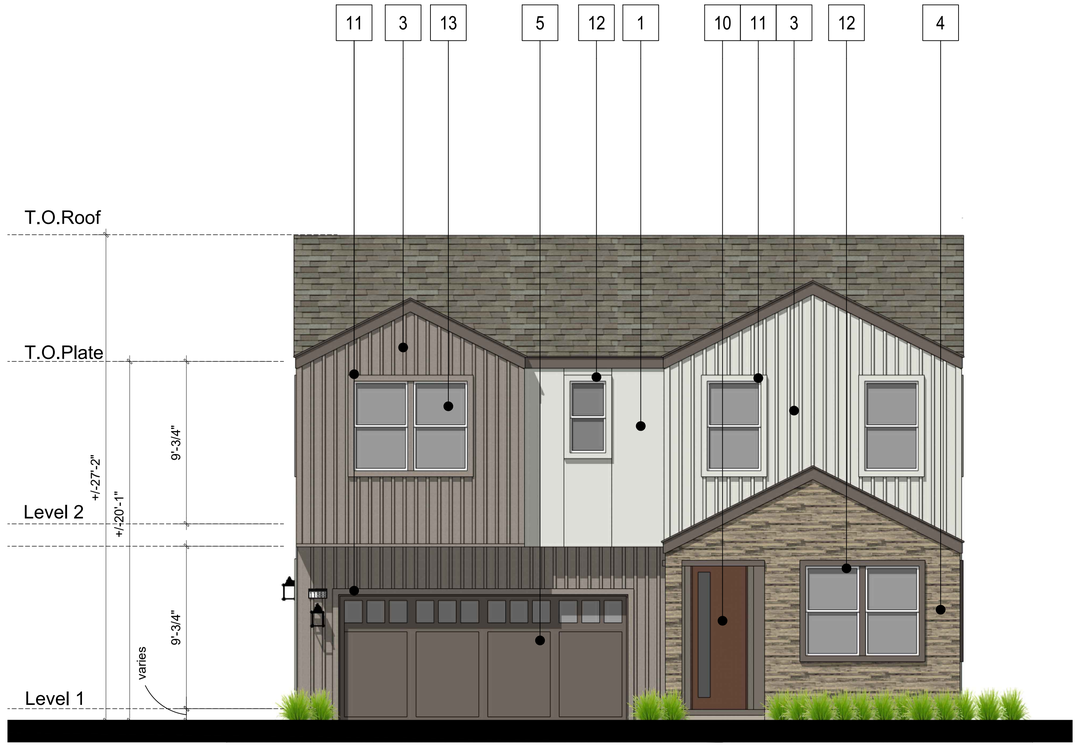
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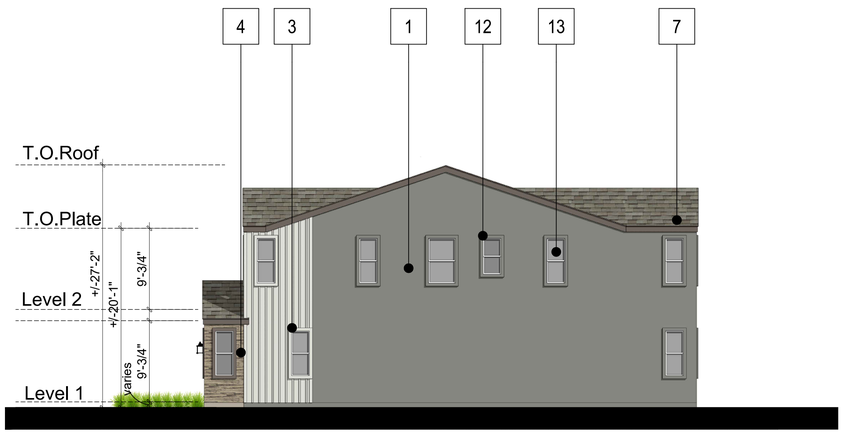
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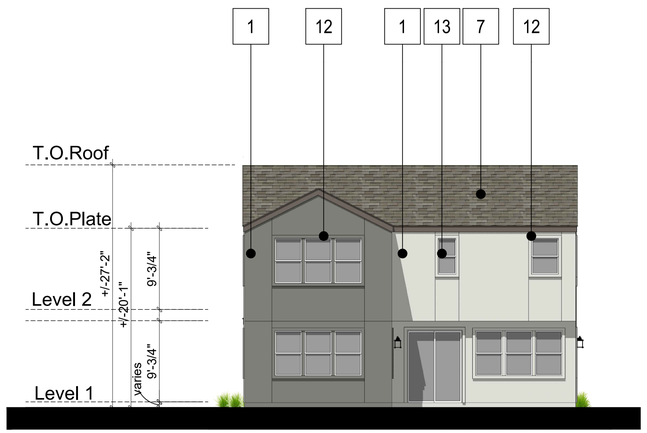
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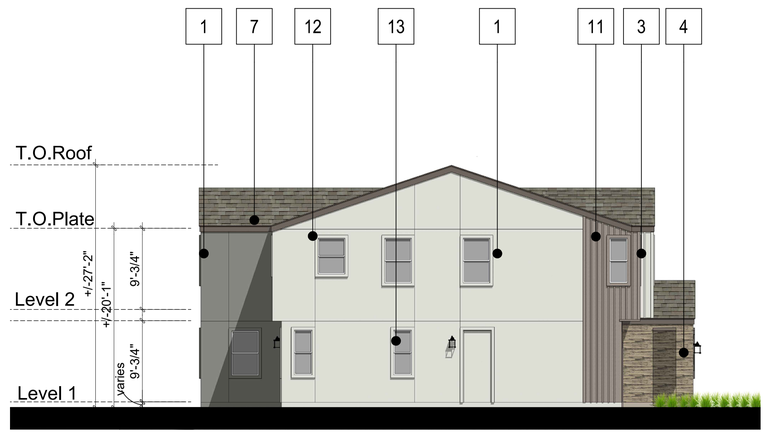
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

3B EXTERIOR ELEVATIONS

N2-A3.3.0

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
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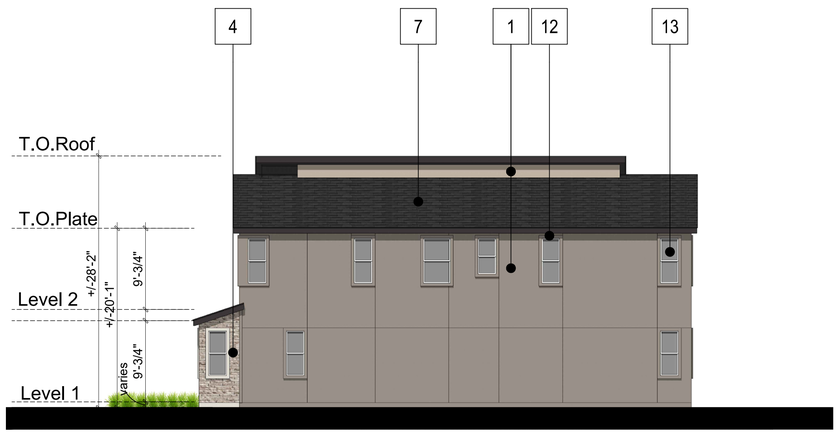
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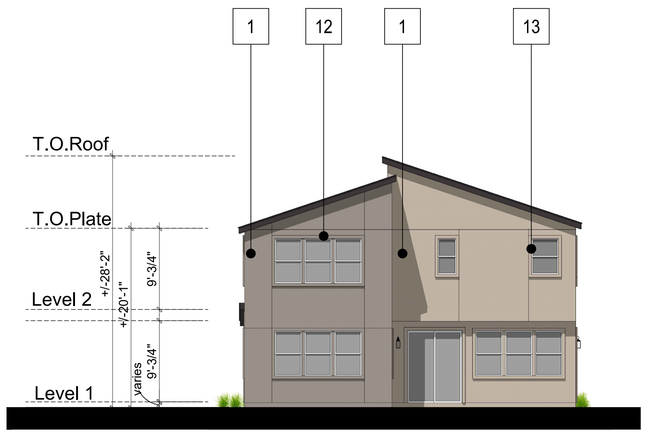
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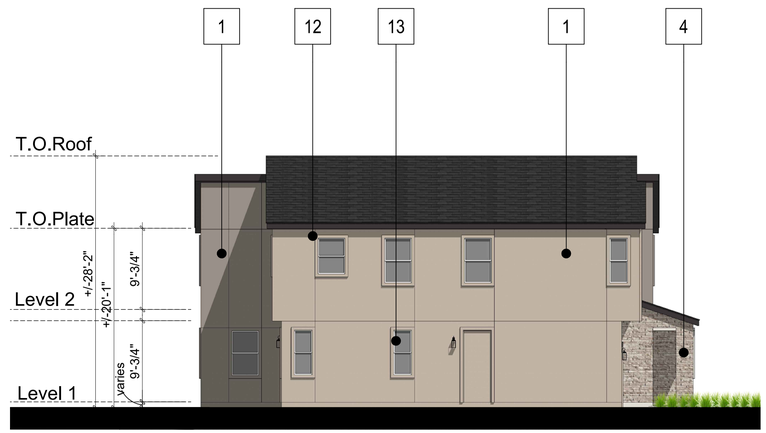
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

3C EXTERIOR ELEVATIONS

N2-A3.4.0

The Villages at Quarry - Kiewit Site - Pleasanton, CA

Village 2 - 45x70

Seefried Industrial Properties - KTGY Group, Inc. # 2022-0229

EXTERIOR COLOR SCHEMES

SEE COLOR APPLICATIONS FOR EXACT PLACEMENT OF COLOR

4.17.2023 Colors for Approval

PAINT: Sherwin Williams or Equal
CONCRETE ROOF: Eagle Roofing Materials or Equal
COMPOSITION ROOF: Certainteed Landmark or Equal
STONE VENEER: Westlake Stone Veneer (El Dorado & Cultured Stone) or equal

A' -CONTEMPORARY SPANISH ELEVATIONS

	1	2	3
ROOF MATERIAL: LOW 'S' - MALIBU - PROFILE	SCM-8823 PEBBLE BEACH BLEND	2804 ROCKLIN BLEND	2602 CONCORD BLEND
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7632 Modern Gray	SW 7023 Requisite Gray	SW 7566 Westhighland White
STUCCO BODY 2 / ADJACENT TRIM 2	SW 7025 Backdrop	SW 7570 Egret White	SW 6198 Sensible Hue
FASCIA / EAVES / GARAGE DR / TRIM 3 / DECO GABLE END PIPES	SW 7026 Griffin	SW 7019 Gauntlet Gray	SW 7645 Thunder Gray
ENTRY DOOR	SW 6187 Rosemary	SW 2837 Aurora Brown	SW 6174 Andiron
STONE VENEER - CULTURED STONE DRYSTACK TIGHTFIT INSTALLATION	COUNTRY LEDGESTONE: ECHO RIDGE	COUNTRY LEDGESTONE: HUDSON BAY	COUNTRY LEDGESTONE: SKYLINE

B' - CONTEMPORARY FARMHOUSE ELEVATIONS

	4	5	6
ROOF MATERIAL: COMPOSITION STYLE	MOIRE BLACK	HEATHER BLEND	WEATHERWOOD
STUCCO BODY 1 / SIDING BODY 1 / ADJACENT TRIM 1	SW 7024 Functional Gray	SW 7028 Incredible White	SW 6196 Frosty White
STUCCO BODY 2 / SIDING BODY 2 / (N/A ON ELEV 3B1)/ ADJACENT TRIM 2	SW 7019 Gauntlet Gray	SW 2838 Polished Mahogany	SW 7060 Attitude Gray
STUCCO BODY 3 / SIDING BODY 3 / ADJACENT TRIM 3	SW 7005 Pure White	SW 2837 Aurora Brown	SW 9127 At Ease Soldier
FASCIA / EAVES / GARAGE DOORS	SW 7069 Iron Ore	SW 7019 Gauntlet Gray	SW 7047 Porpoise
TRIM AT STONE VENEER	SW 7005 Pure White	SW 7019 Gauntlet Gray	SW 7047 Porpoise
ENTRY DOORS	SW 9118 Tarnished Treasure	SW 6992 Inkwell	SW 7705 Wheat Penny
STONE VENEER - EL DORADO STONE DRYSTACK TIGHTFIT INSTALLATION	RIVENWOOD SHORE BREEZE	RIVENWOOD TAWNY BROWN	RIVENWOOD SHELTER COVE

C' - CONTEMPORARY SHED ROOF ELEVATIONS

	7	8	9
ROOF MATERIAL: COMPOSITION STYLE	GEORGETOWN GRAY	THUNDERSTORM GRAY	MOIRE BLACK
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7551 Greek Villa	SW 7668 March Wind	SW 7037 Balanced Beige
STUCCO BODY 2 / ADJACENT TRIM 2	SW 2849 Westchester Gray	SW 6252 Ice Cube	SW 9168 Elephant Ear
STUCCO BODY 3 / ADJACENT TRIM 3	SW 7017 Dorian Gray	SW 7076 Cyberspace	SW 7035 Aesthetic White
SIDING BODY / ADJACENT TRIM 4 / FASCIA / EAVES / GARAGE DOOR	SW 7645 Thunder Gray	SW 7069 Iron Ore	SW 9175 Deep Forest Brown
TRIM AT STONE VENEER	SW 7017 Dorian Gray	SW 7668 March Wind	SW 7035 Aesthetic White
ENTRY DOORS	SW 6006 Black Bean	SW 7680 Lanyard	SW 7622 Homburg Gray
STONE VENEER - EL DORADO STONE DRYSTACK TIGHTFIT INSTALLATION	LEDGECUT 33 BEACH PEBBLE	LEDGECUT 33 WHITECAP	LEDGECUT 33 BIRCH

SEEFRIED INDUSTRIAL PROPERTIES

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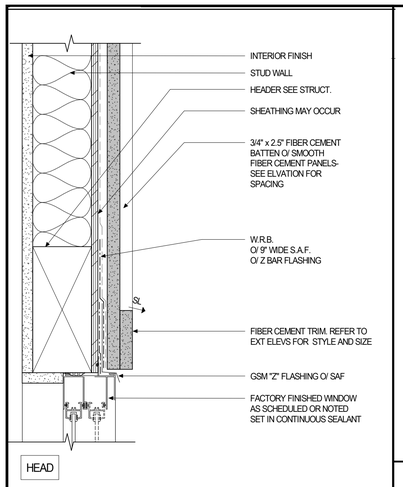
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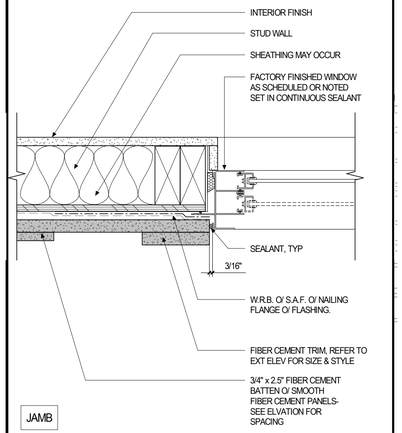
VILLAGES AT THE QUARRY
PLEASANTON, CA

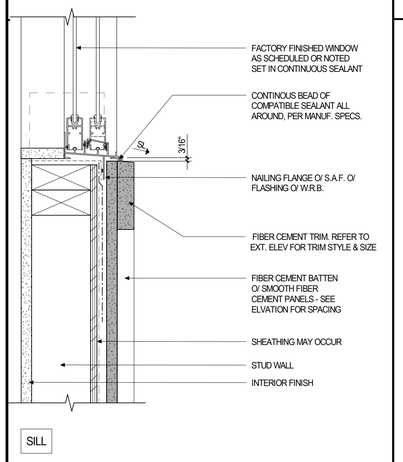
HOUSING SITE COMPLIANCE REVIEW
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COLOR / MATERIAL BOARD

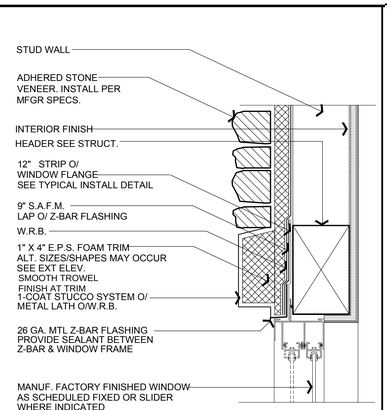
N2-A4.0.0



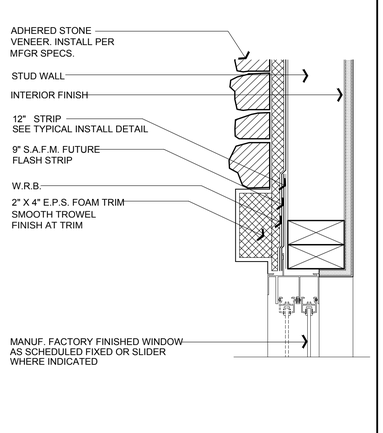




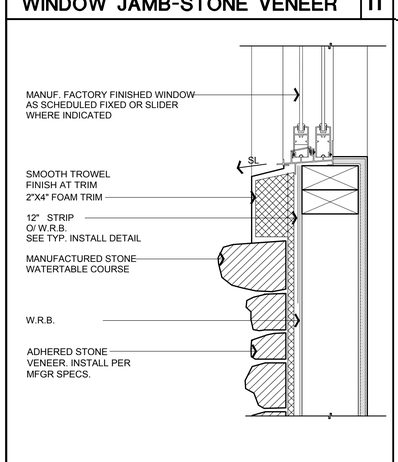
WINDOW BD. & BATT. - FLUSH 3" = 1'-0" **13**



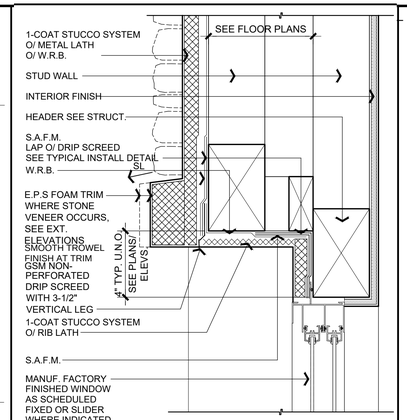
WINDOW HEAD-STONE VENEER **10**



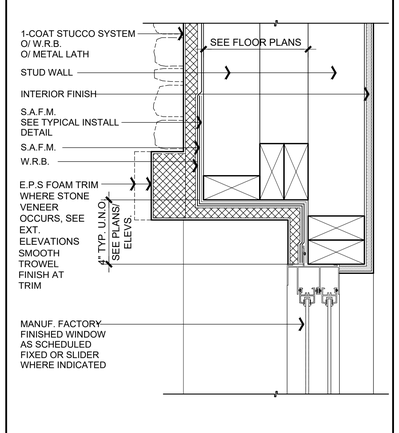
WINDOW JAMB-STONE VENEER **11**



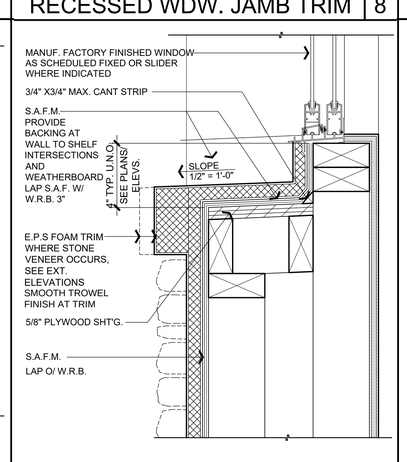
WINDOW SILL-STONE VENEER **12**



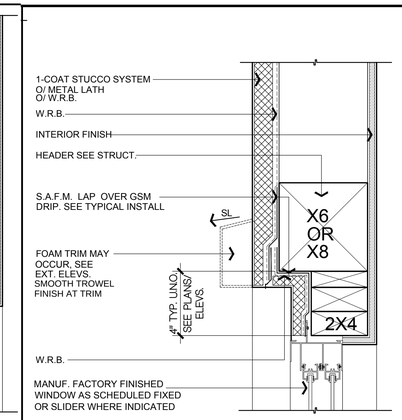
RECESSED WDW. HEAD TRIM **7**



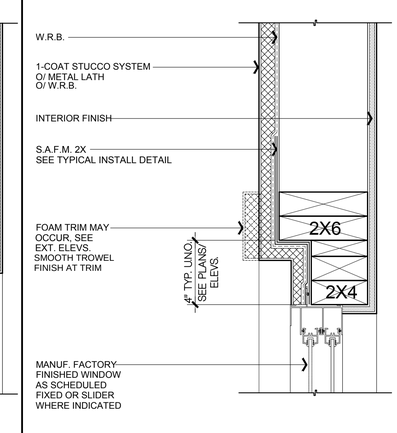
RECESSED WDW. JAMB TRIM **8**



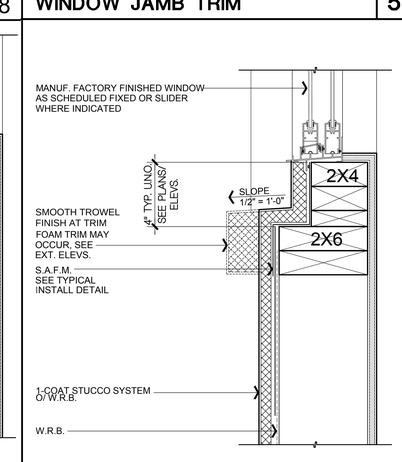
RECESSED WDW. SILL TRIM **9**



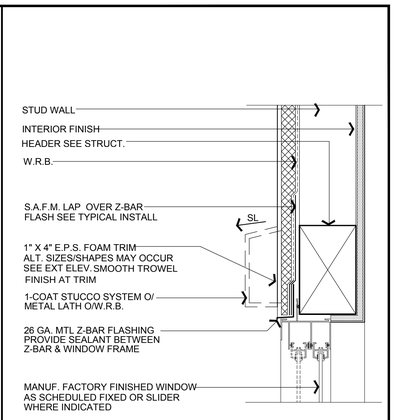
WINDOW HEAD TRIM **4**



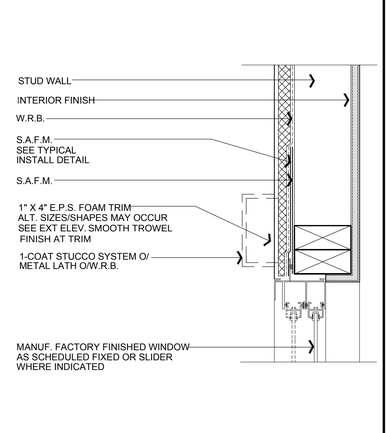
WINDOW JAMB TRIM **5**



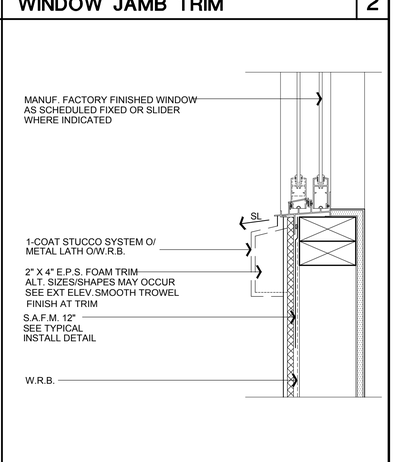
WINDOW SILL TRIM **6**



WINDOW JAMB TRIM **1**



WINDOW JAMB TRIM **2**



WINDOW SILL TRIM **3**

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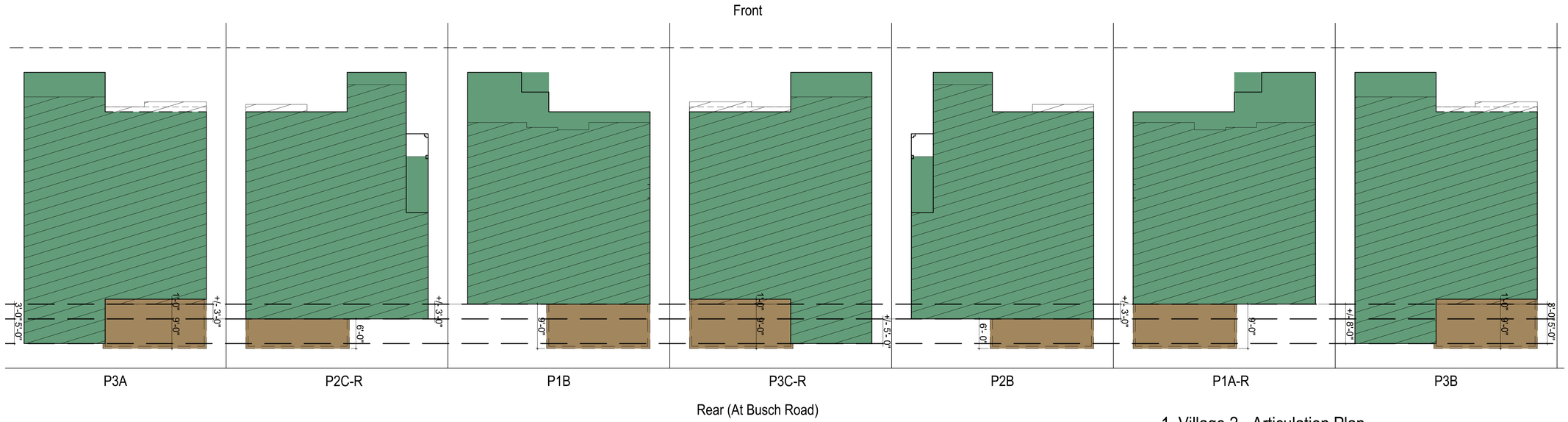
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N.T.S.

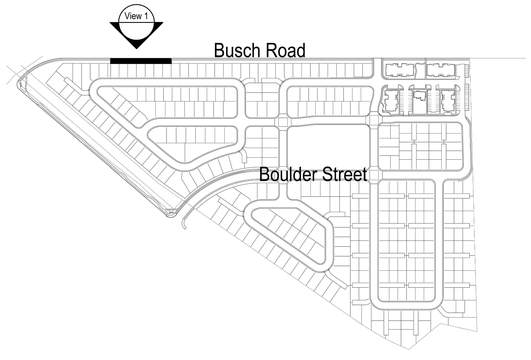
TYPICAL WINDOW DETAILS

AD1.0



1. Village 2 - Articulation Plan





1. Village 2 - Rear Elevations along Busch Road

Legend:

- First Floor
- Second Floor
- Opt. Covered Outdoor Room

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 3/32" = 1'-0"
0 8 16 24

REFERENCE ARTICULATION EXHIBIT

REF-01

VILLAGES AT THE QUARRY
VILLAGE 3

VILLAGE 3

N3-A0.0.0 COVER PAGE/SHEET INDEX

PLAN 1

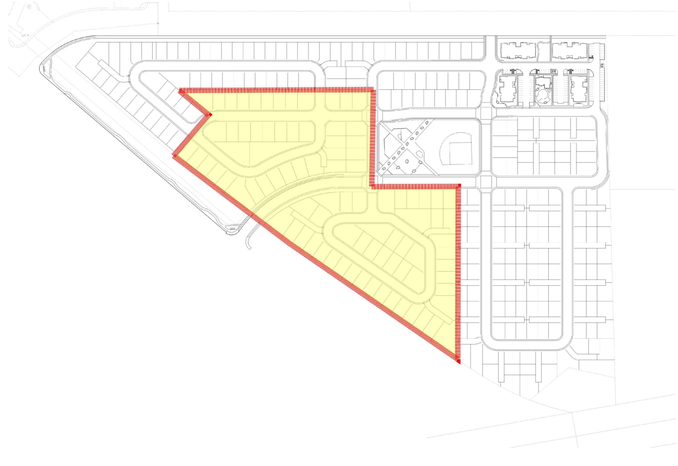
N3-A1.0.0 PLAN 1 COLORED FRONT ELEVATIONS
N3-A1.1.0 PLAN 1 FLOOR PLAN
N3-A1.1.1 PLAN 1 ADDENDA
N3-A1.1.2 PLAN 1 ROOF PLANS
N3-A1.2.0 PLAN 1A EXTERIOR ELEVATIONS
N3-A1.3.0 PLAN 1B EXTERIOR ELEVATIONS
N3-A1.4.0 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

N3-A2.0.0 PLAN 2 COLORED FRONT ELEVATIONS
N3-A2.1.0 PLAN 2 FLOOR PLAN
N3-A2.1.1 PLAN 2 ADDENDA
N3-A2.1.2 PLAN 2 ROOF PLANS
N3-A2.2.0 PLAN 2A EXTERIOR ELEVATIONS
N3-A2.3.0 PLAN 2B EXTERIOR ELEVATIONS
N3-A2.4.0 PLAN 2C EXTERIOR ELEVATIONS

PLAN 3

N3-A3.0.0 PLAN 3 COLORED FRONT ELEVATIONS
N3-A3.1.0 PLAN 3 FLOOR PLAN
N3-A3.1.1 PLAN 3 ADDENDA
N3-A3.1.2 PLAN 3 ROOF PLANS
N3-A3.2.0 PLAN 3A EXTERIOR ELEVATIONS
N3-A3.3.0 PLAN 3B EXTERIOR ELEVATIONS
N3-A3.4.0 PLAN 3C EXTERIOR ELEVATIONS
N3-A4.0.0 COLOR / MATERIAL BOARD
AD1.0- TYPICAL WINDOW DETAILS
REF-02 REFERENCE ARTICULATION EXHIBIT



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COVER SHEET

N3-A0.0.0



P1 ELEVATION - C STYLE

P1 ELEVATION - B STYLE

P1 ELEVATION - A STYLE

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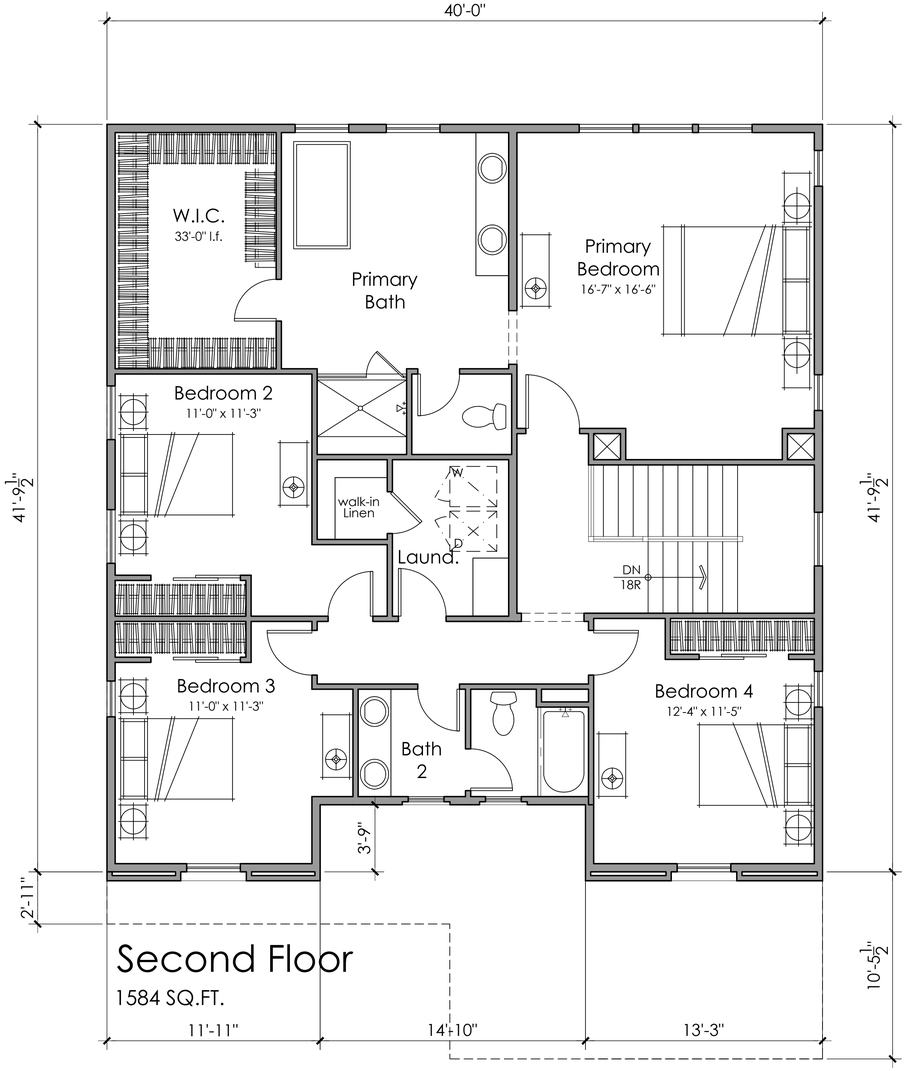
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

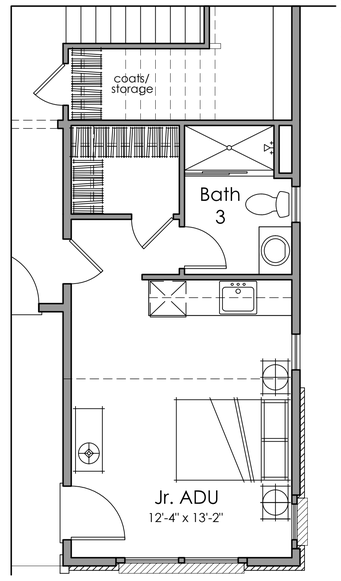
PLAN 1 COLORED FRONT ELEVATIONS

N3-A1.0.0



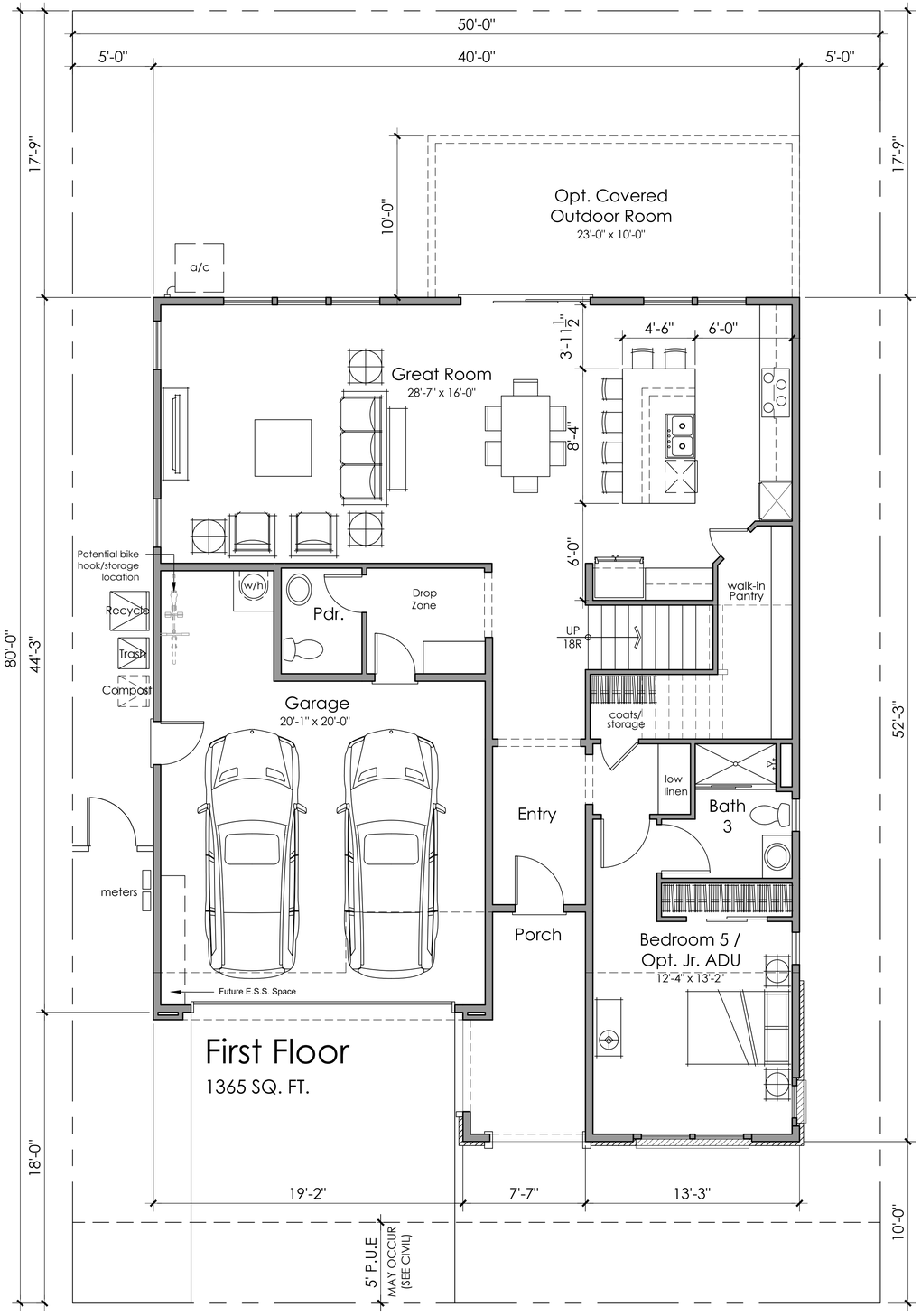
Second Floor

1584 SQ.FT.



Opt. Jr. ADU

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



First Floor

1365 SQ. FT.

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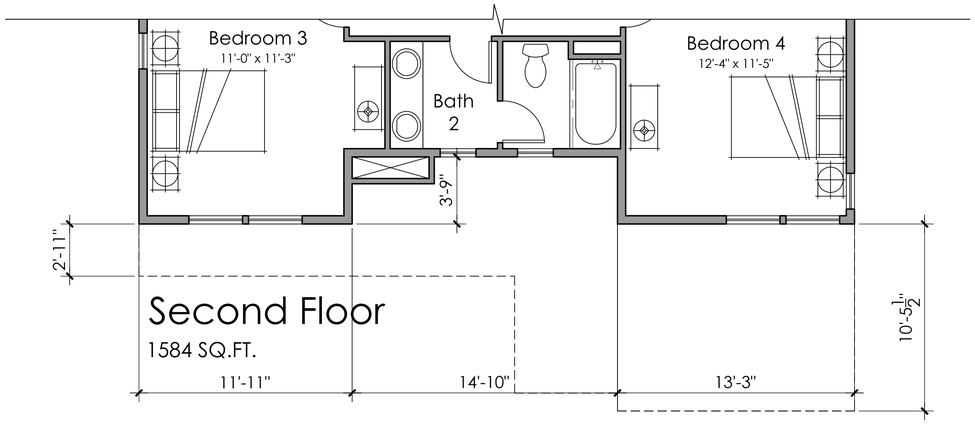
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

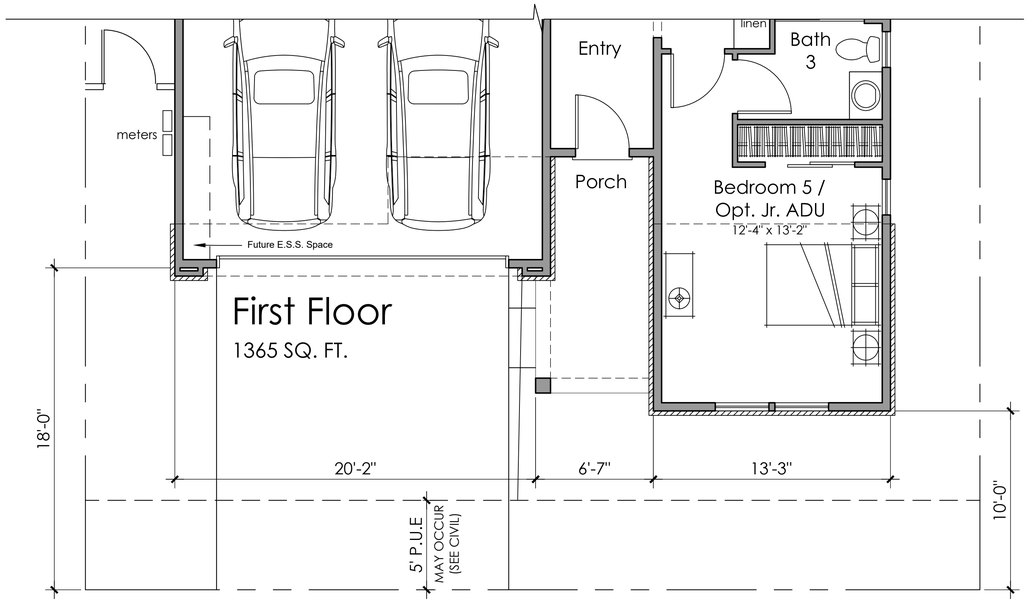
5 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,949 S.F.

PLAN 1 FLOOR PLAN
A STYLE

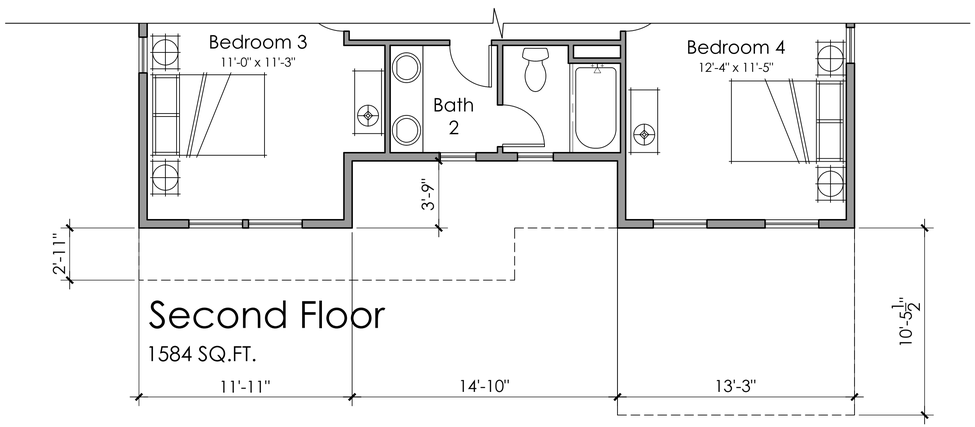
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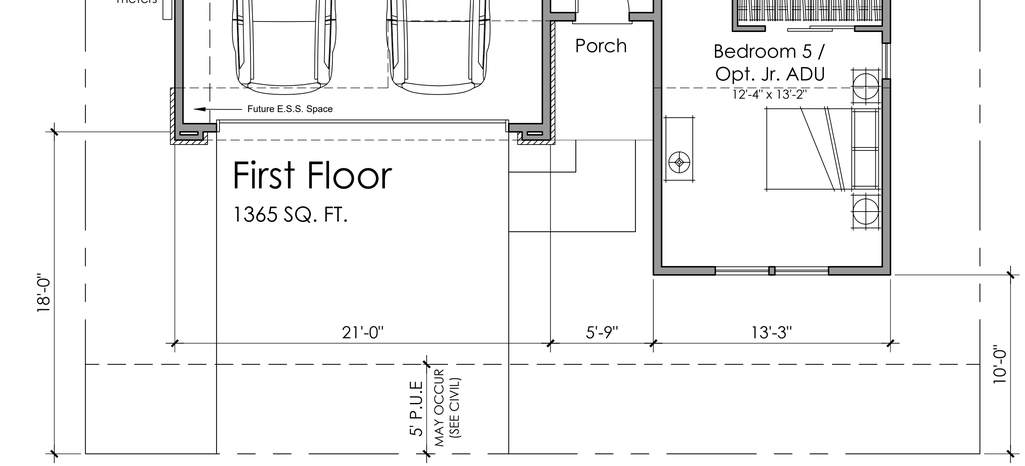
Plan 1C - Second Floor



Plan 1C - First Floor



Plan 1B - Second Floor



Plan 1B - First Floor

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.

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PLEASANTON, CA

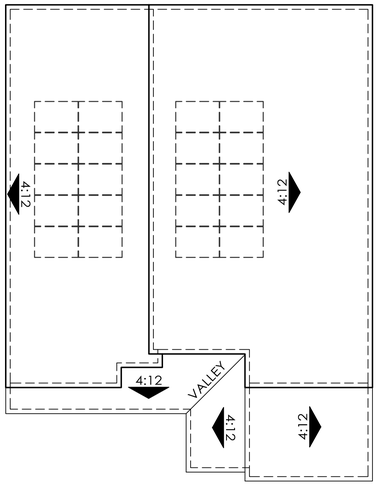
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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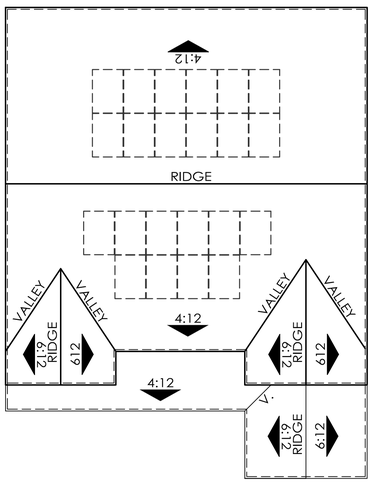
5 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,949 S.F.

PLAN 1 ADDENDA
B & C STYLES

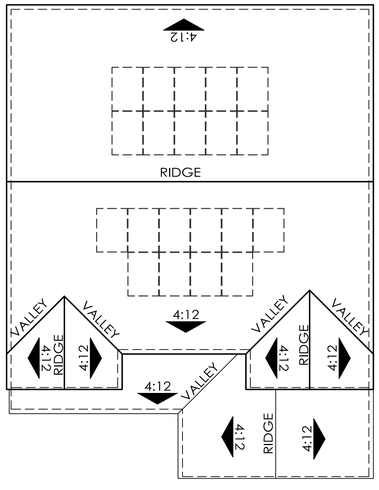
N3-A1.1.1



Plan 1C - ROOF PLAN



Plan 1B - ROOF PLAN



Plan 1A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

5 BEDROOMS
OPT. JR. ADU
3.5 BATHS
2,949 S.F.

PLAN 1 - ROOF PLANS

N3-A1.1.2

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1 Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

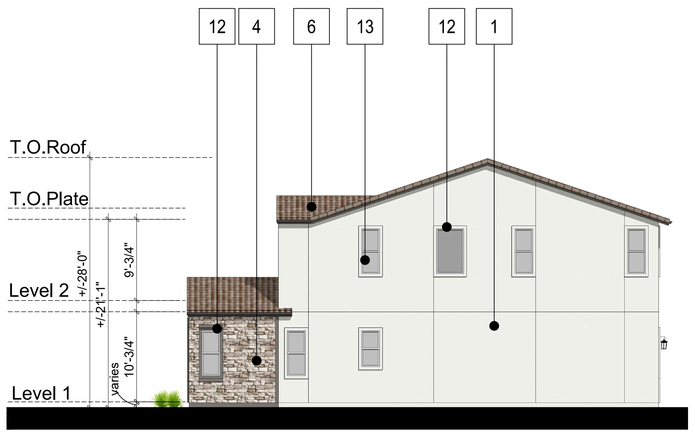
ELEVATION NOTES:
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VILLAGE 3
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

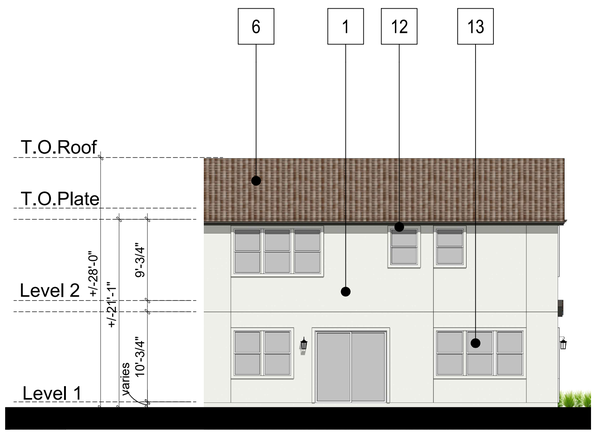
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



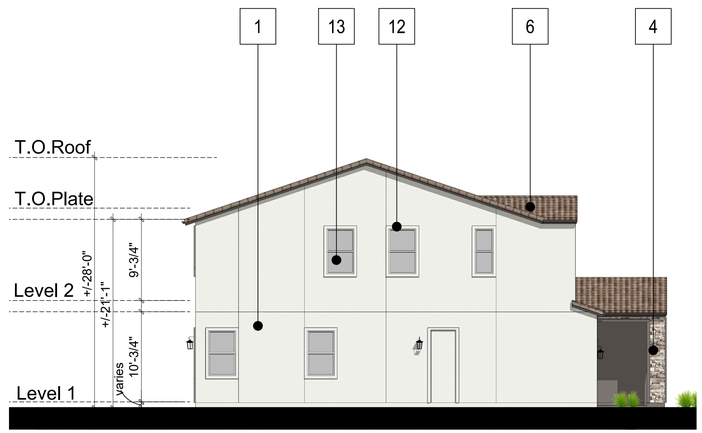
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1A EXTERIOR ELEVATIONS

N3-A1.2.0

MATERIAL LEGEND

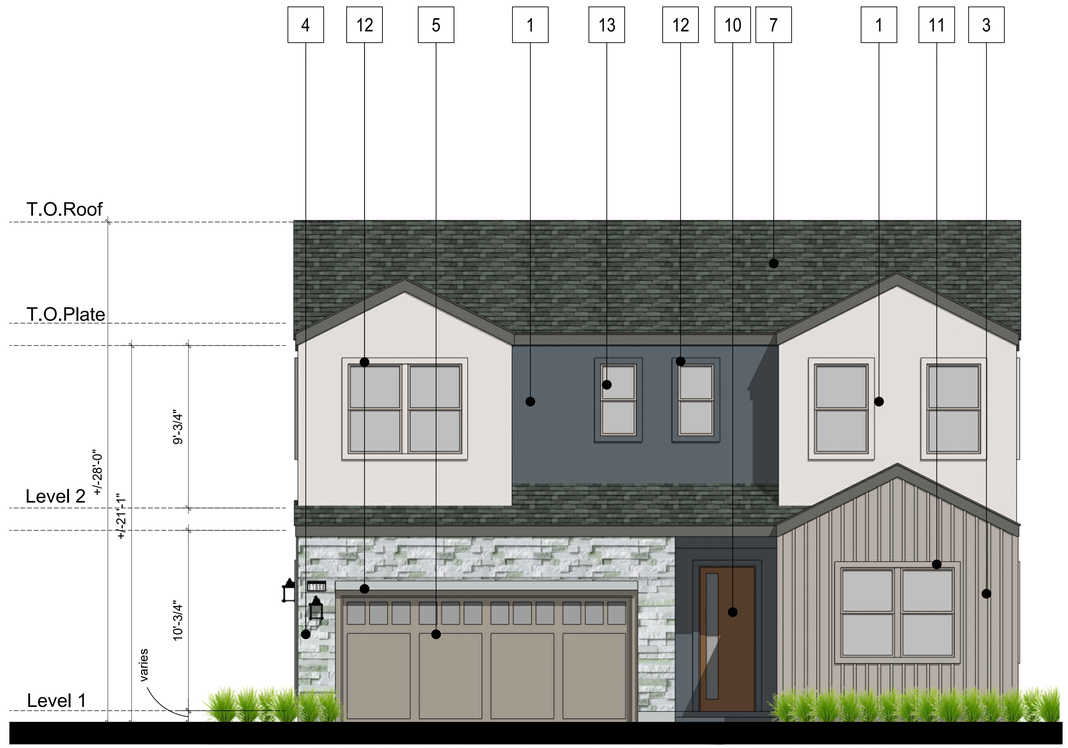
1. STUCCO
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3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
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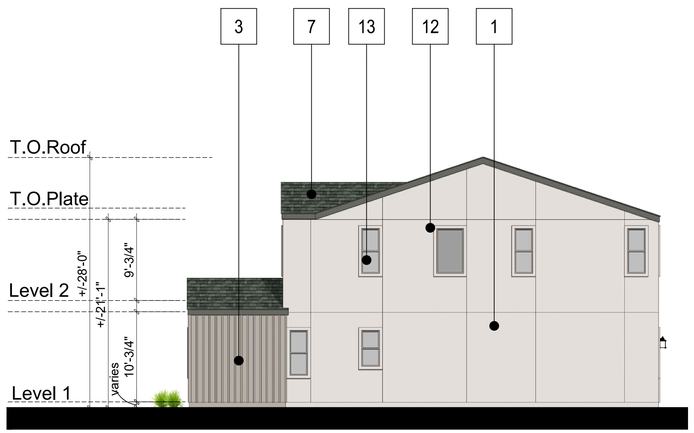
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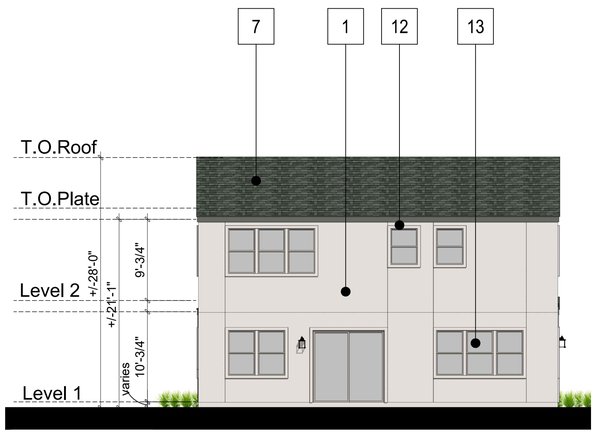
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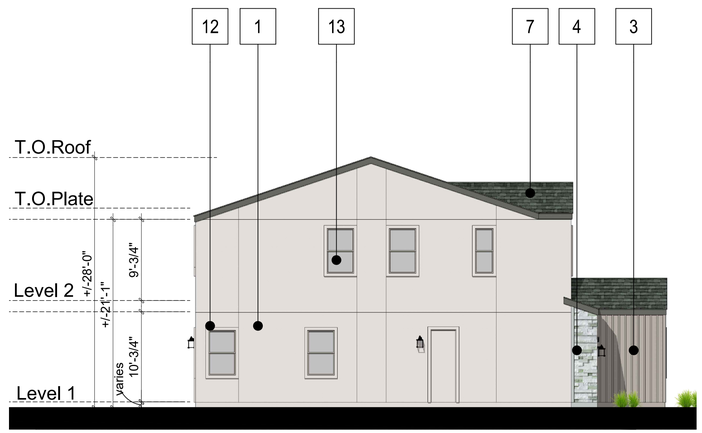
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REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

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VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1B EXTERIOR ELEVATIONS

N3-A1.3.0

MATERIAL LEGEND

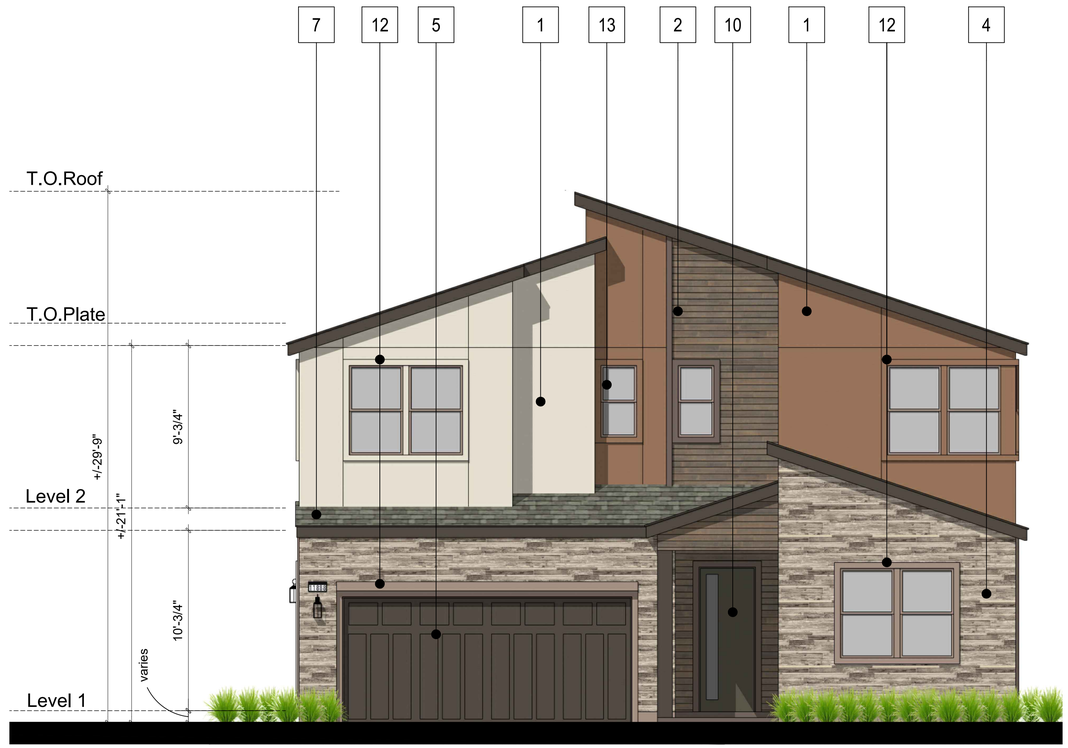
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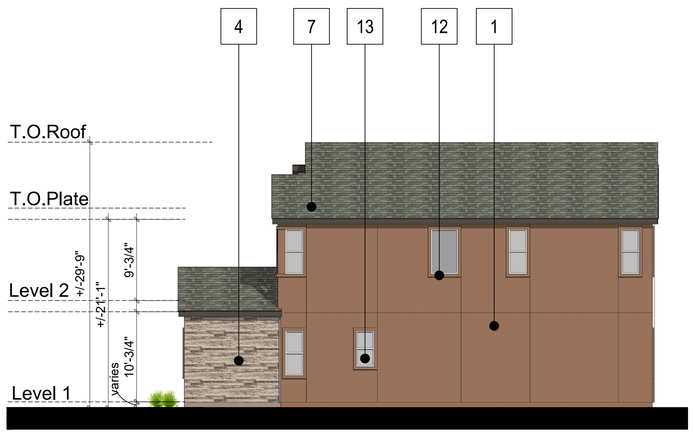
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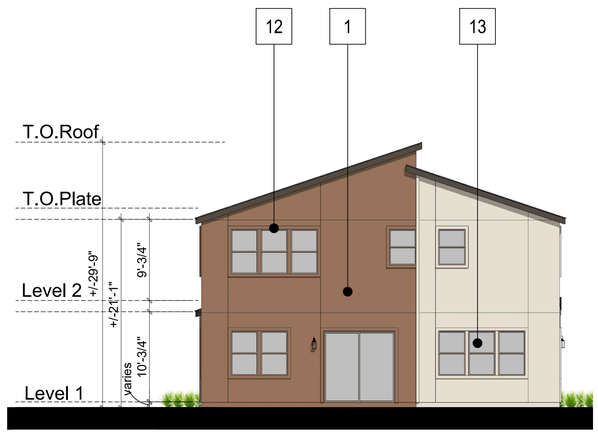
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



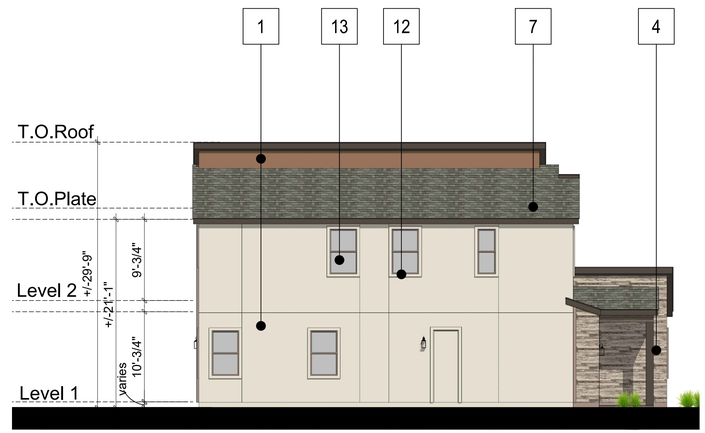
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

SEEFRIED INDUSTRIAL PROPERTIES

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ktgy.com
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

1C EXTERIOR ELEVATIONS

N3-A1.4.0



P2 ELEVATION - C STYLE

P2 ELEVATION - B STYLE

P2 ELEVATION - A STYLE

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ktgy.com
#2022-0229

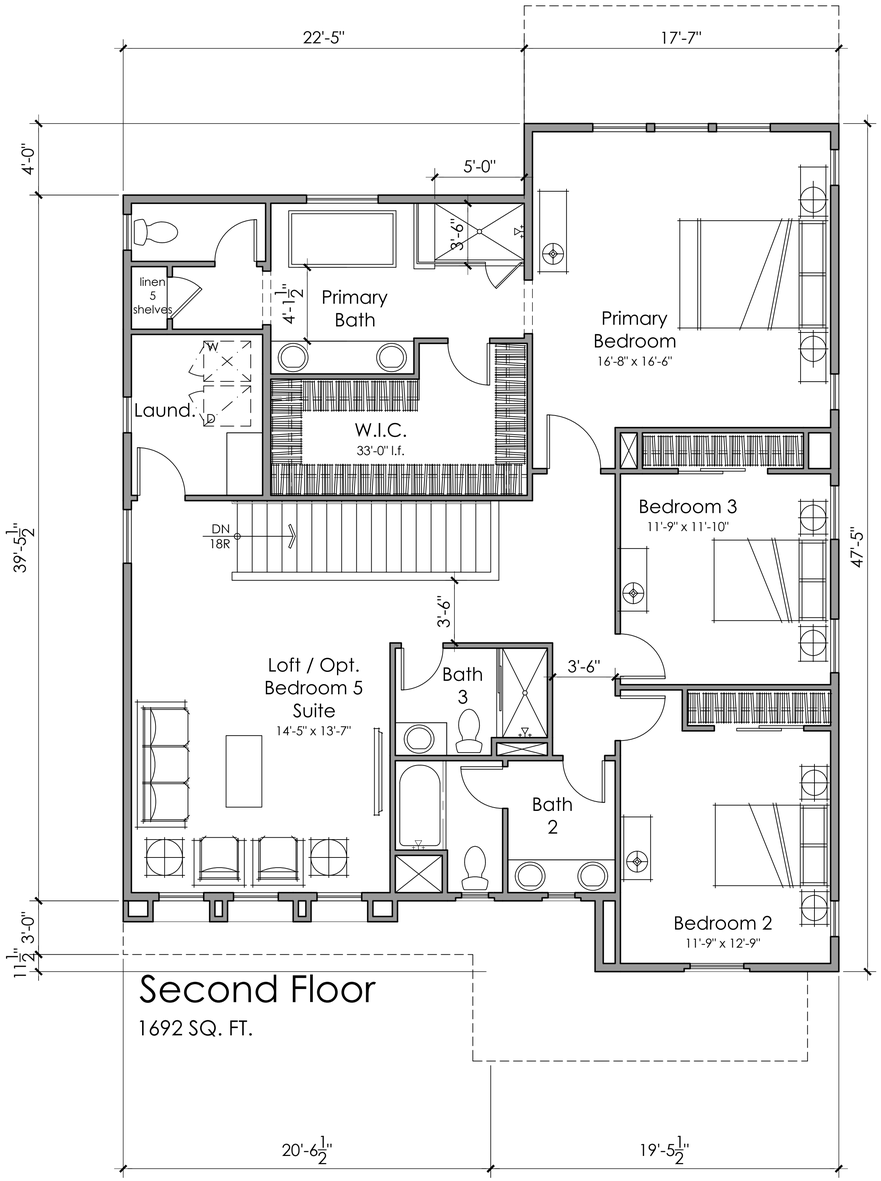
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

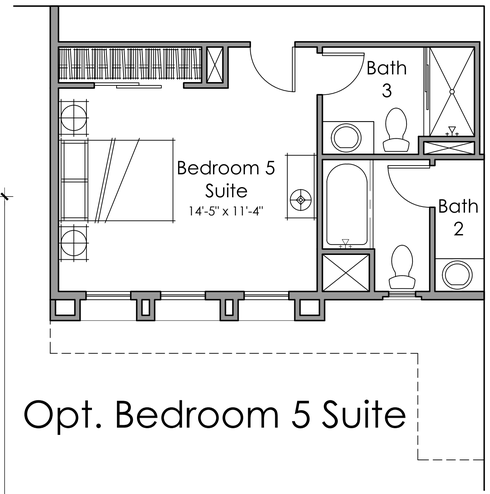
PLAN 2 COLORED FRONT ELEVATIONS

N3-A2.0.0

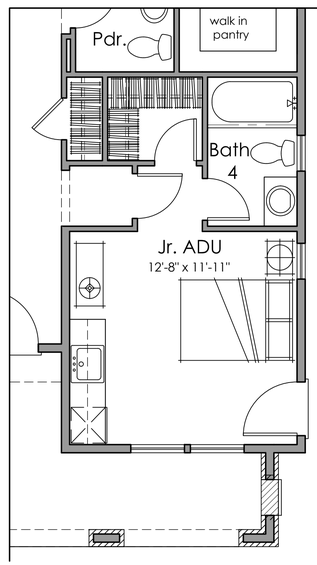


Second Floor

1692 SQ. FT.

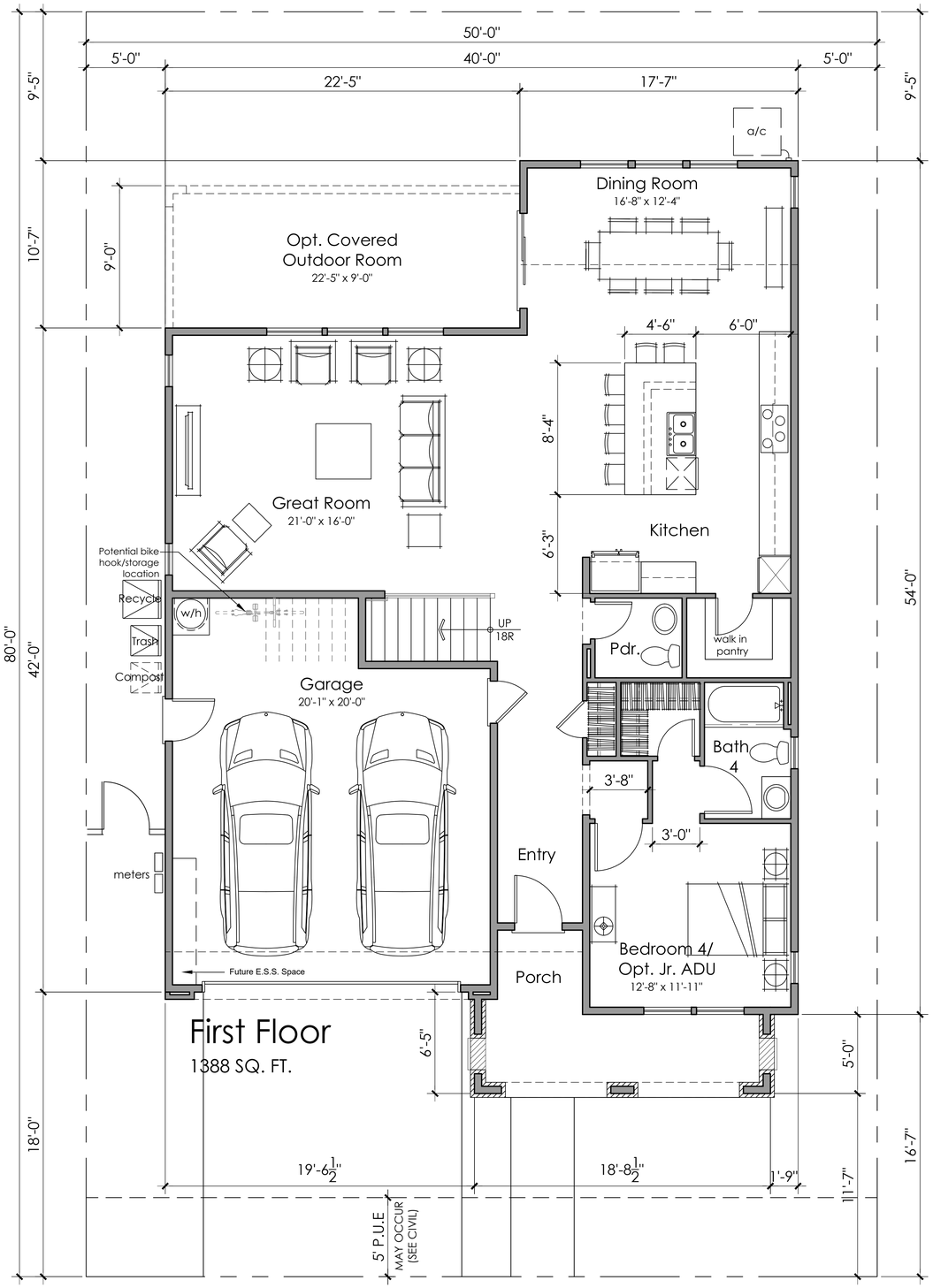


Opt. Bedroom 5 Suite



Opt. Jr. ADU

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



First Floor

1388 SQ. FT.

SEEFRIED INDUSTRIAL PROPERTIES

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#2022-0229

VILLAGES AT THE QUARRY
PLEASANTON, CA

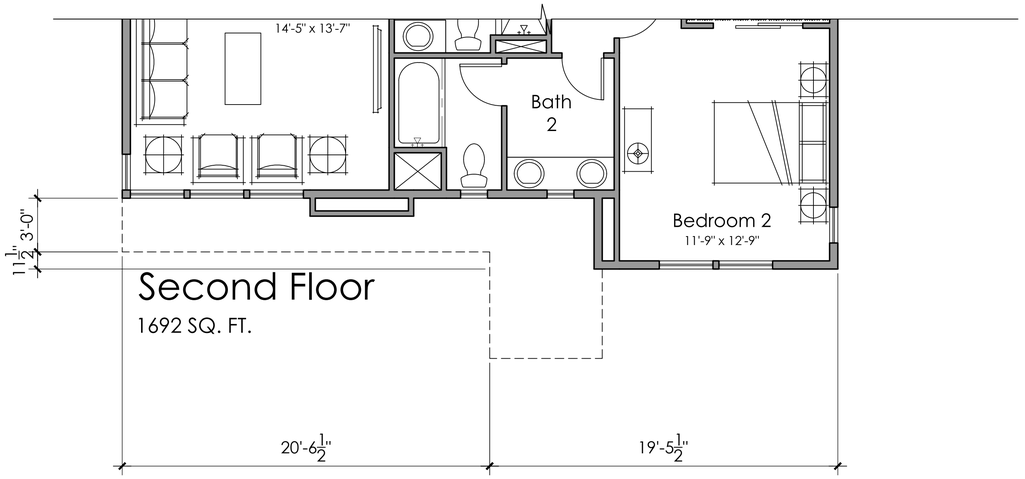
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

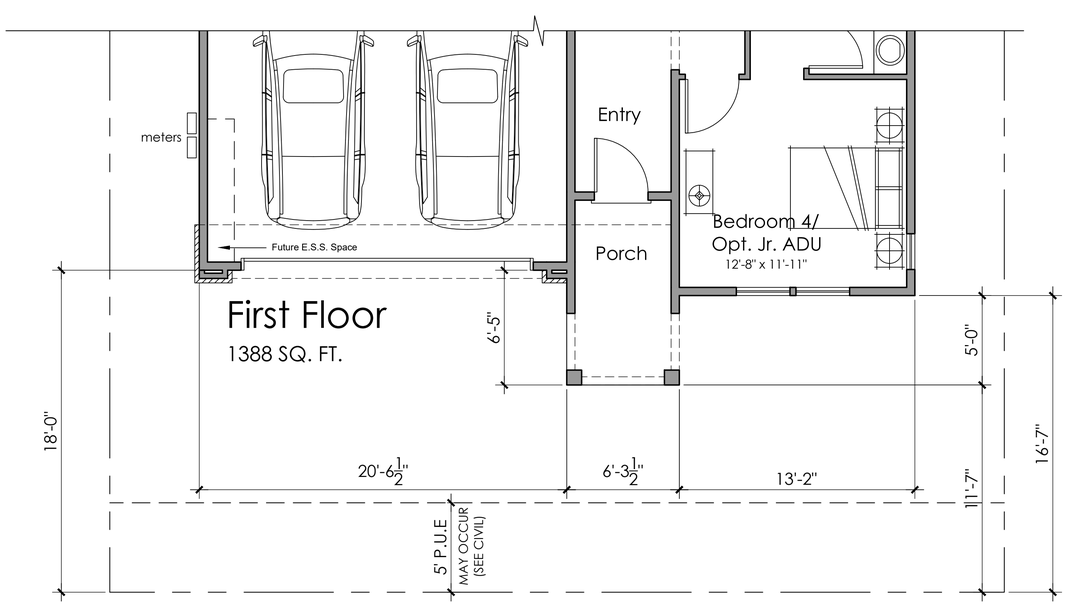
4 BEDROOMS + LOFT
OPT. JR. ADU
OPT. BEDROOM 5
4.5 BATHS
3,080 S.F.

PLAN 2 FLOOR PLAN
A STYLE

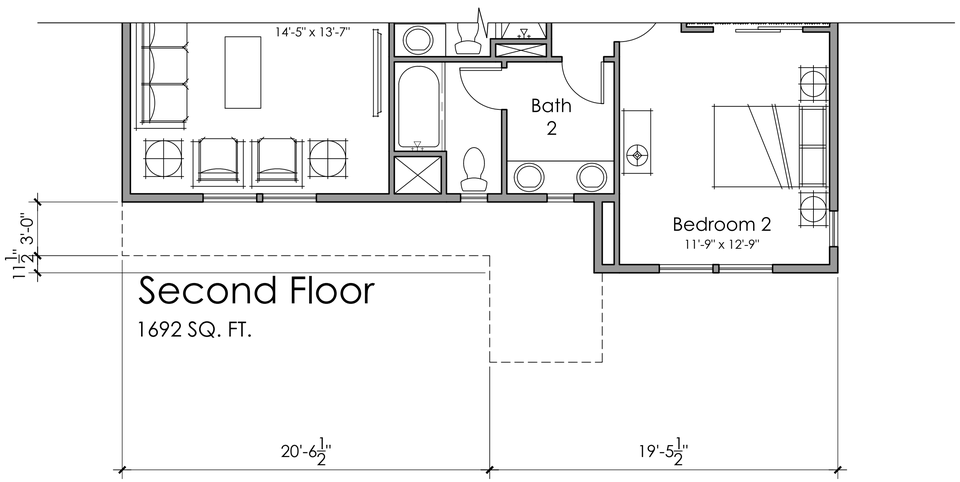
N3-A2.1.0



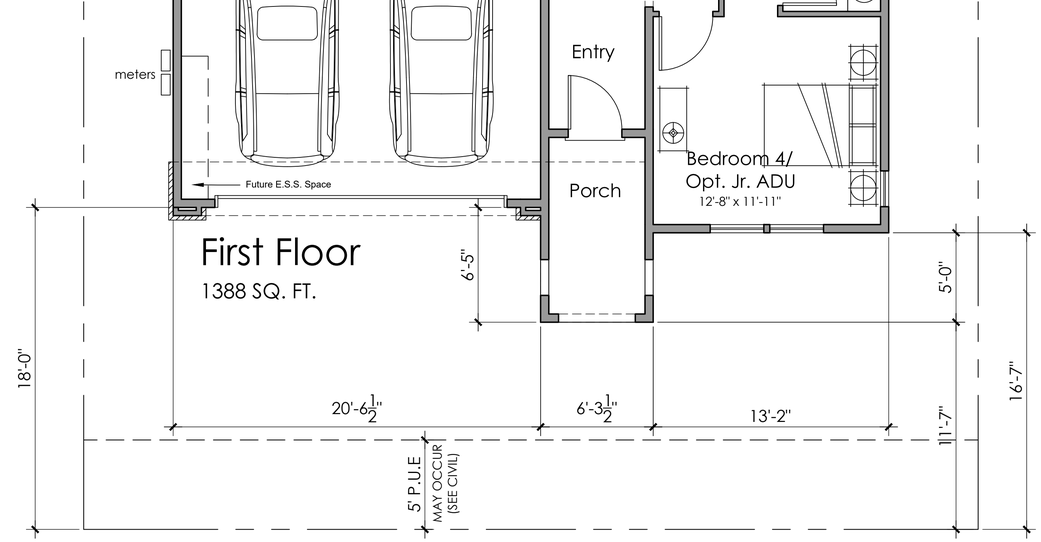
Plan 2C - Second Floor



Plan 2C - First Floor



Plan 2B - Second Floor



Plan 2B - First Floor

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.

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VILLAGES AT THE QUARRY
PLEASANTON, CA

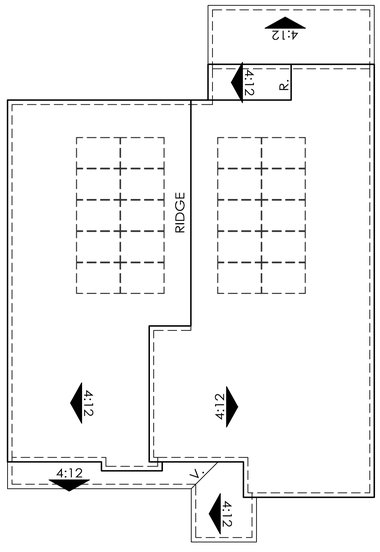
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
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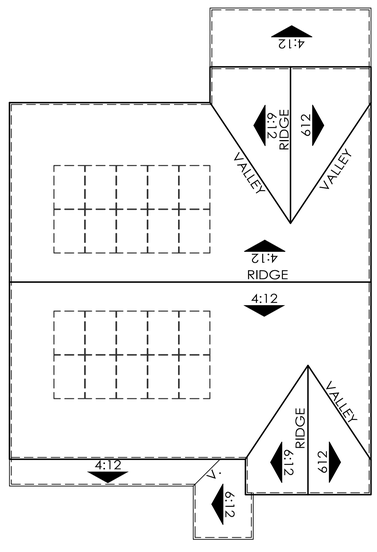
4 BEDROOMS + LOFT
OPT. JR. ADU
OPT. BEDROOM 5
4.5 BATHS
3,080 S.F.

PLAN 2 ADDENDA
B & C STYLES

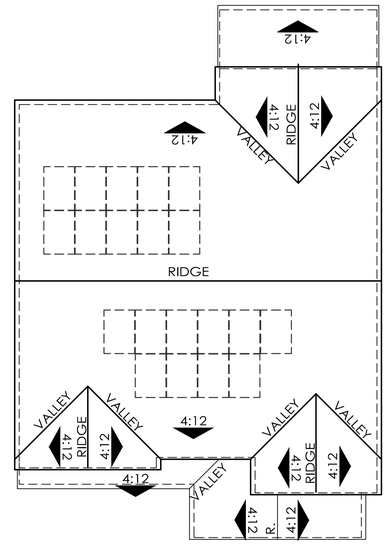
N3-A2.1.1



Plan 2C - ROOF PLAN



Plan 2B - ROOF PLAN



Plan 2A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/8" = 1'-0"
0 4 8 16

4 BEDROOMS + LOFT
OPT. JR. ADU
OPT. BEDROOM 5
4.5 BATHS
3,080 S.F.

PLAN 2 ROOF PLANS

N3-A2.1.2

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

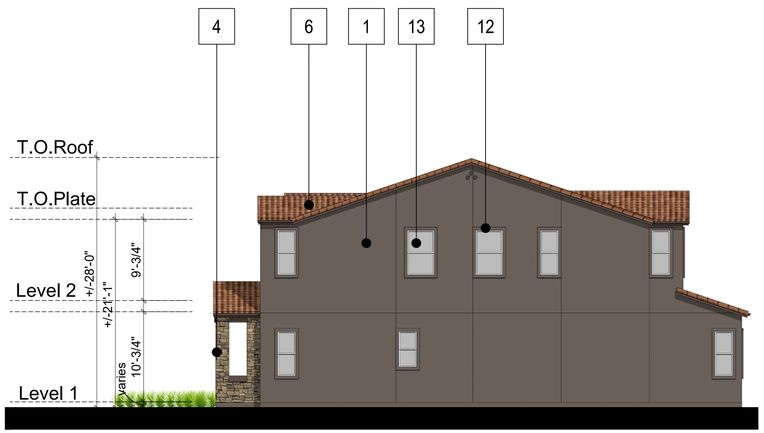
NOTE: Per Objective Design Standards for Housing Sites:
B3.1 Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

ELEVATION NOTES:
Stucco break and score lines shown on elevations are conceptual in nature only. Final locations to be determined in building submittal phase and construction documents.

VILLAGE 3
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

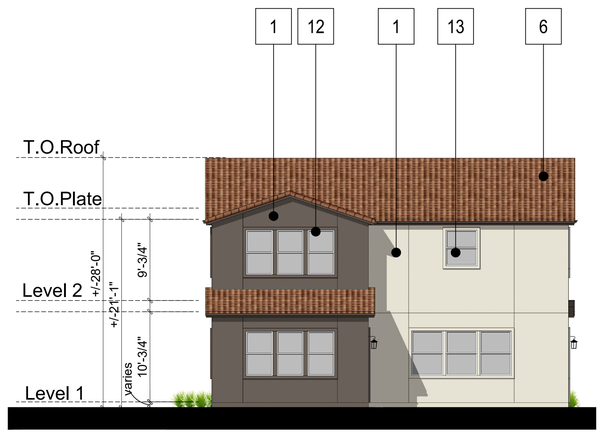
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.





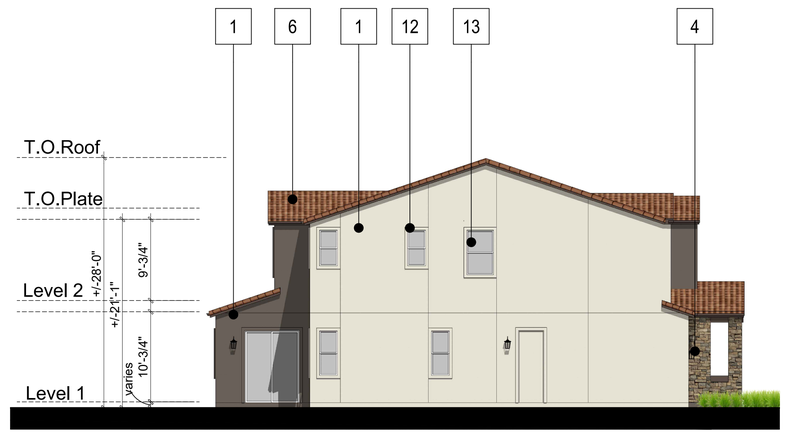
RIGHT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

2A EXTERIOR ELEVATIONS

N3-A2.2.0

MATERIAL LEGEND

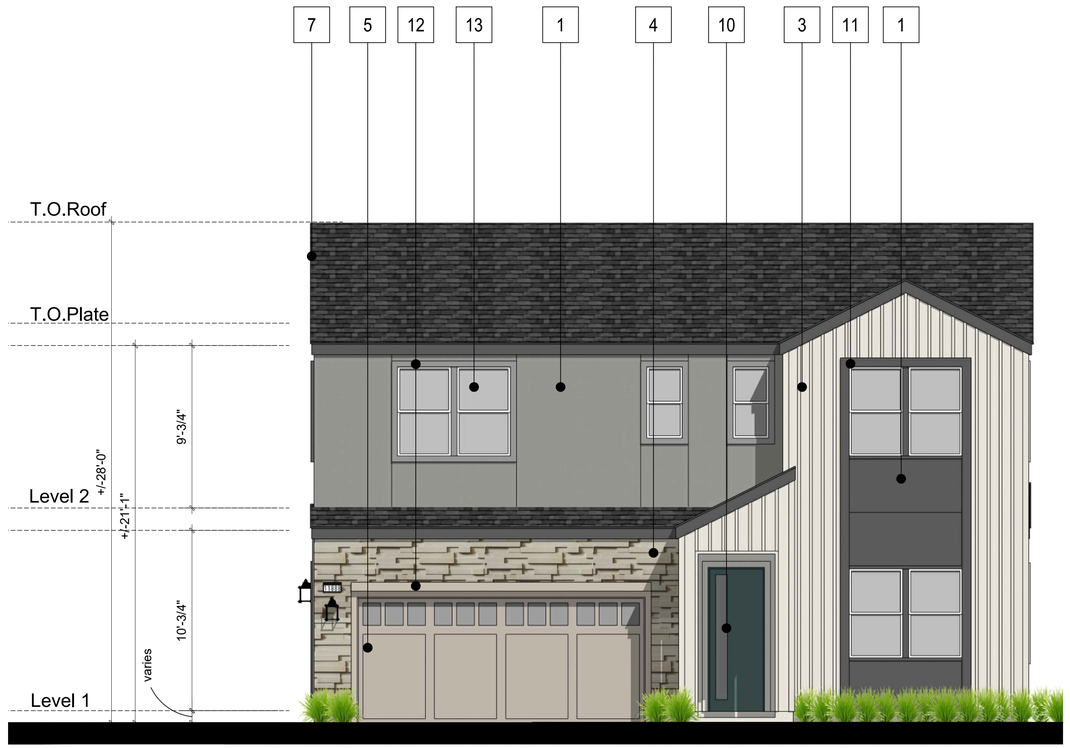
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

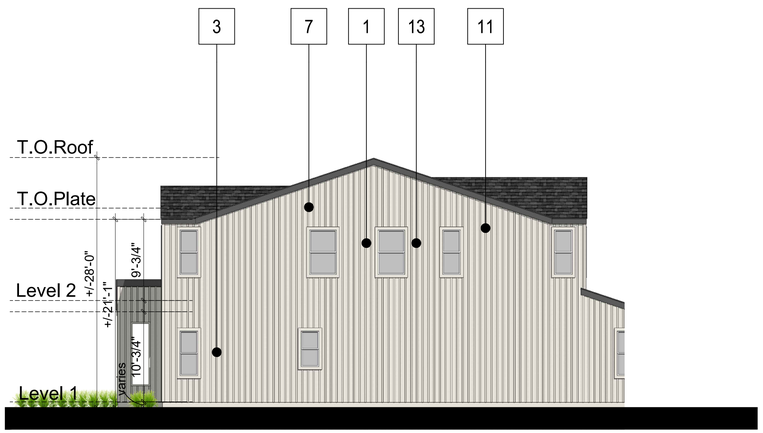
NOTE: Per Objective Design Standards for Housing Sites:
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VILLAGE 3
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.

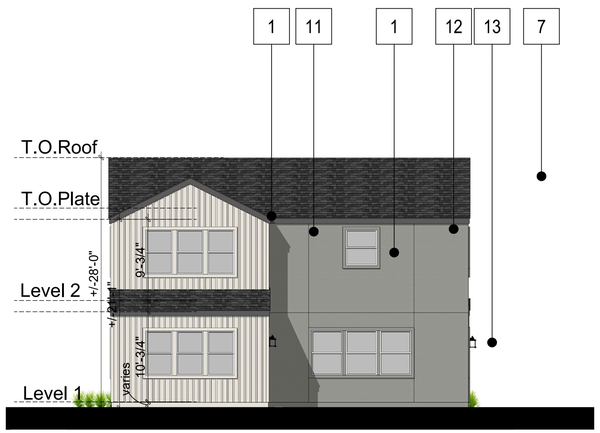




RIGHT ELEVATION

Scale: 1/8" = 1'-0"

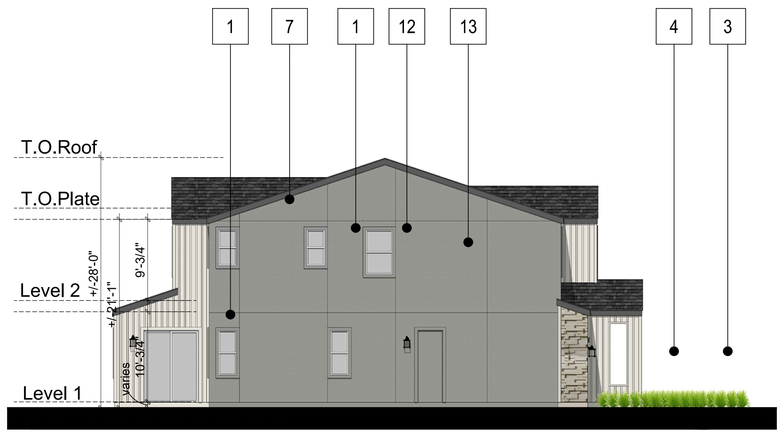
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"

0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"

0 4 8 16

SEEFRIED INDUSTRIAL PROPERTIES

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

2B EXTERIOR ELEVATIONS

N3-A2.3.0

MATERIAL LEGEND

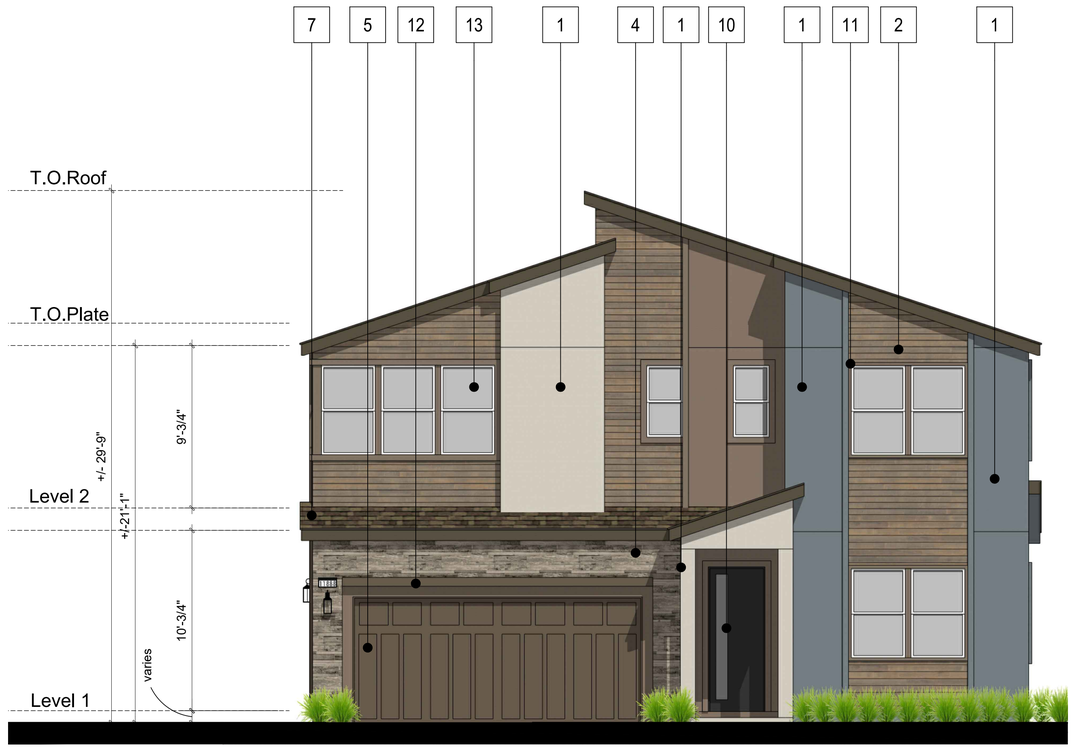
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

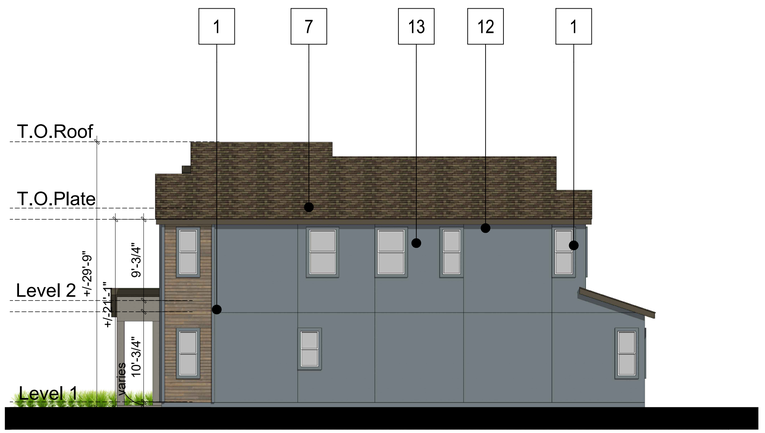
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VILLAGE 3
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

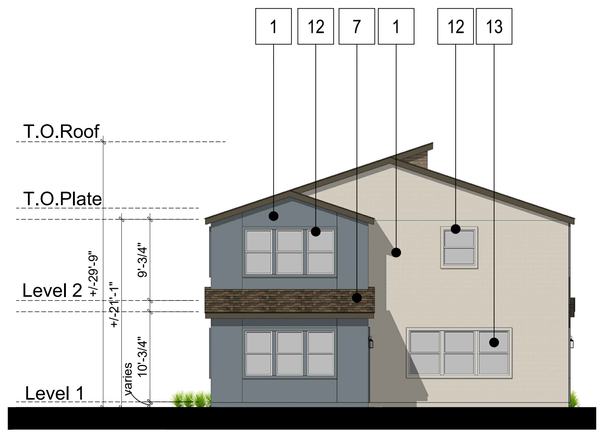
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.





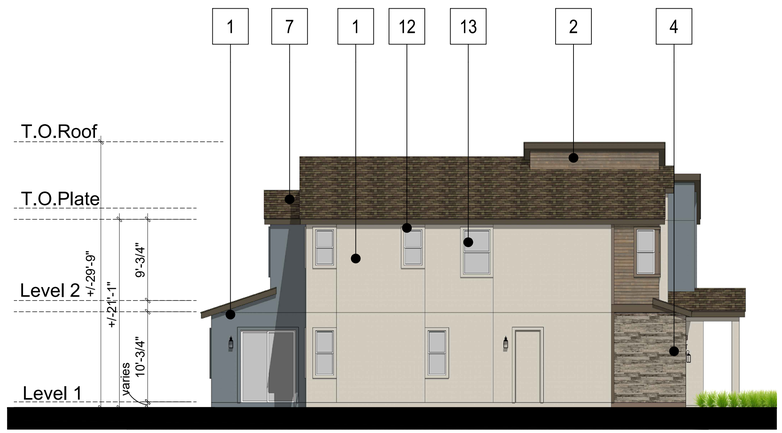
RIGHT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



REAR ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16



LEFT ELEVATION

Scale: 1/8" = 1'-0"
0 4 8 16

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

2C EXTERIOR ELEVATIONS

N3-A2.4.0



P3 ELEVATION - C STYLE

P3 ELEVATION - B STYLE

P3 ELEVATION - A STYLE

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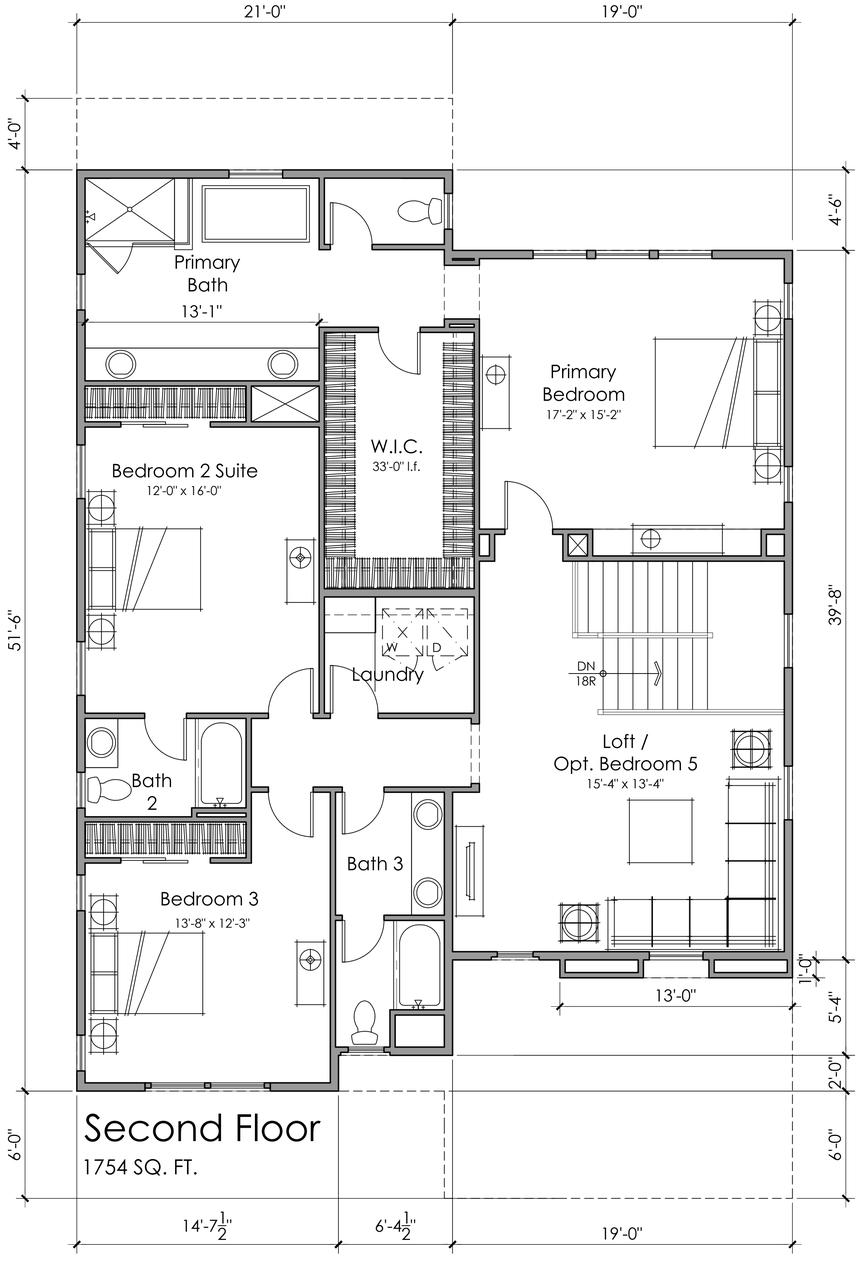
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 12

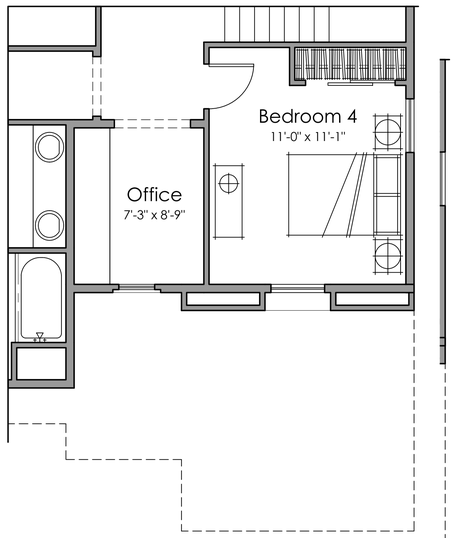
PLAN 3 COLORED FRONT ELEVATIONS

N3-A3.0.0

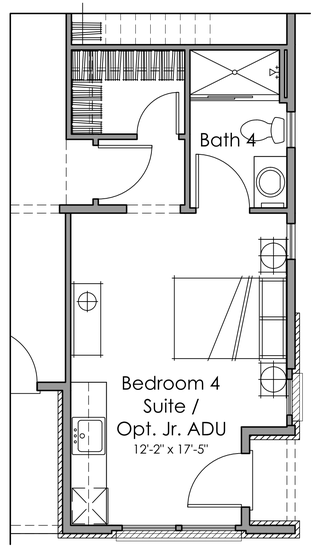


Second Floor

1754 SQ. FT.

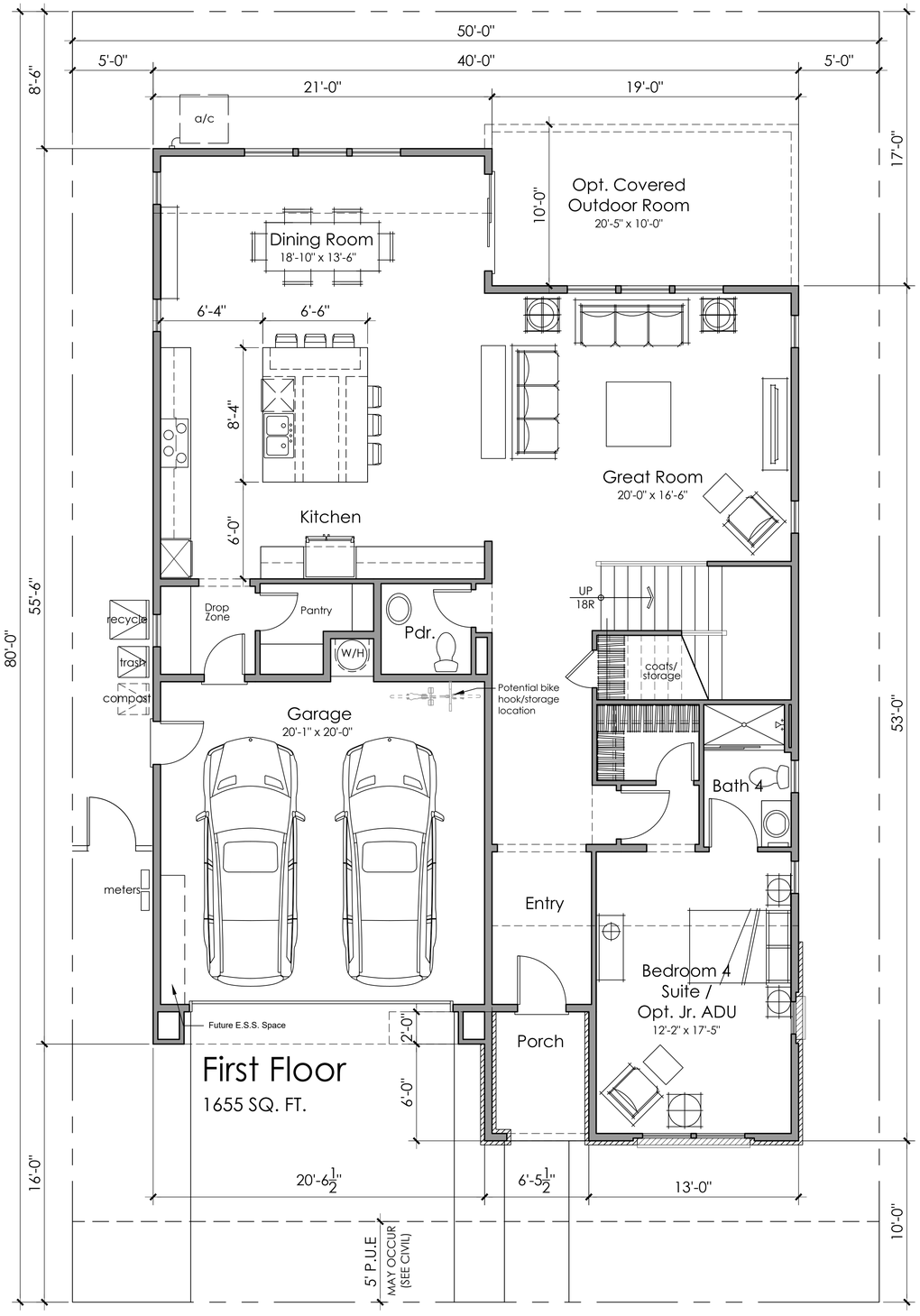


Opt. Bedroom 5



Opt. Jr. ADU

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



First Floor

1655 SQ. FT.

SEEFRIED INDUSTRIAL PROPERTIES

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VILLAGES AT THE QUARRY
PLEASANTON, CA

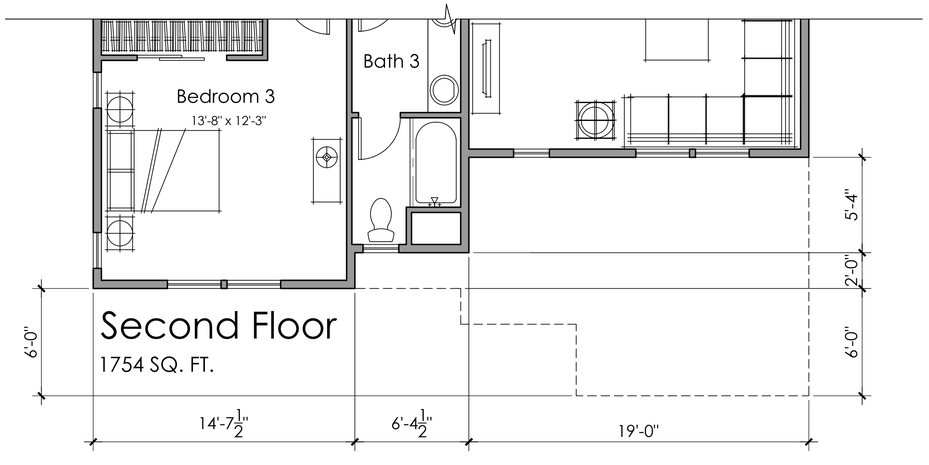
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

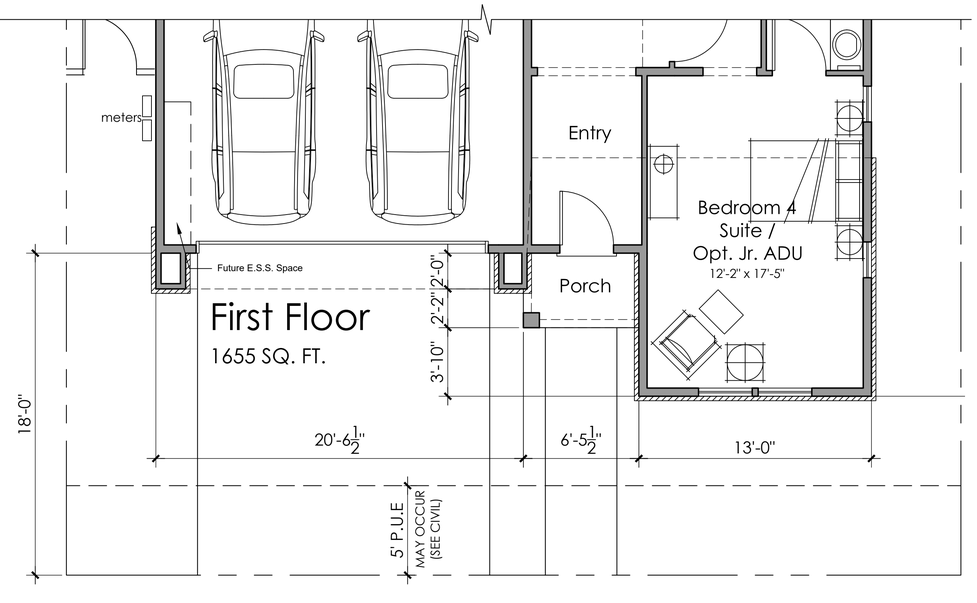
3 BEDROOMS + LOFT
OPT. BEDROOM 5
OPT. JR. ADU
4.5 BATHS
3,423 S.F.

PLAN 3 FLOOR PLAN

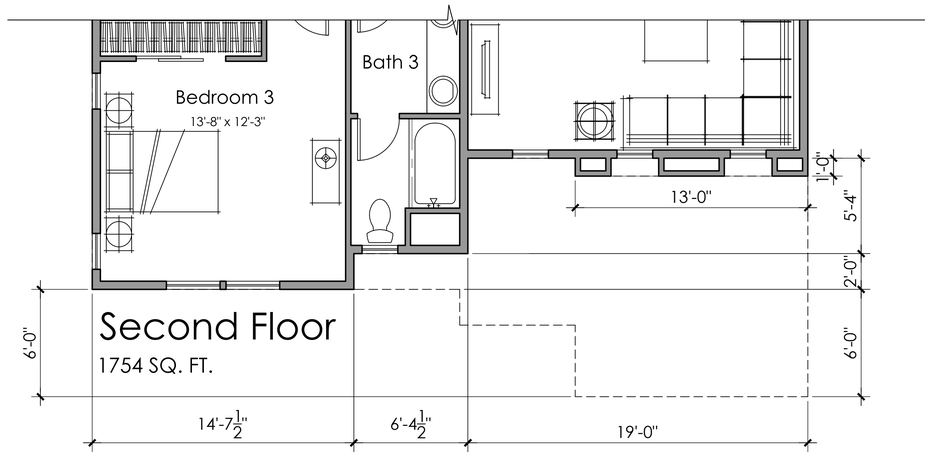
N3-A3.1.0



Plan 3C - Second Floor

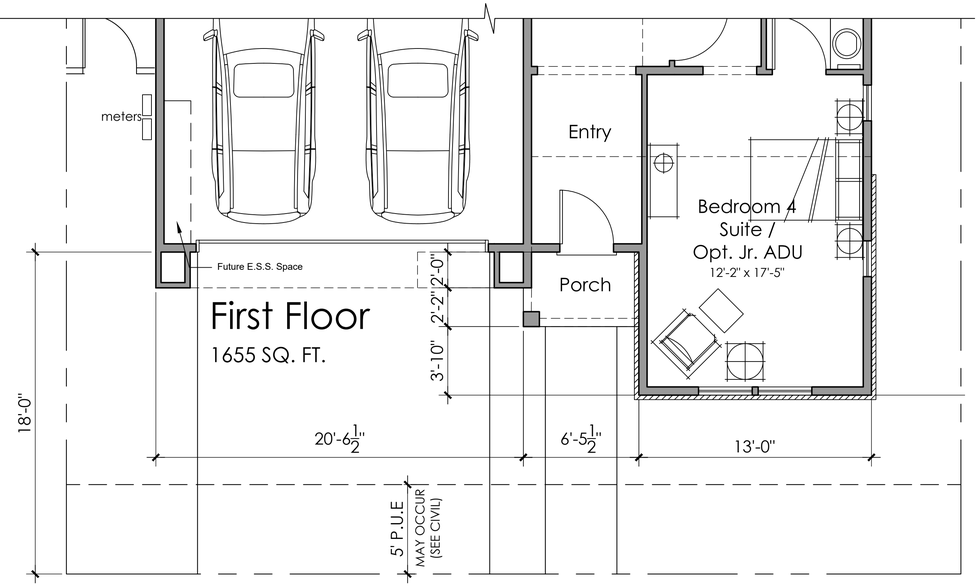


Plan 3C - First Floor



Plan 3B - Second Floor

NOTE: SOLAR PROVIDED. ENERGY STORAGE SYSTEMS (E.G. BATTERY STORAGE / ESS) PROVIDED PER PLEASANTON MUNICIPAL CODE (PMC) GREEN BUILDING CHAPTER 20.26.



Plan 3B - First Floor

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VILLAGES AT THE QUARRY
PLEASANTON, CA

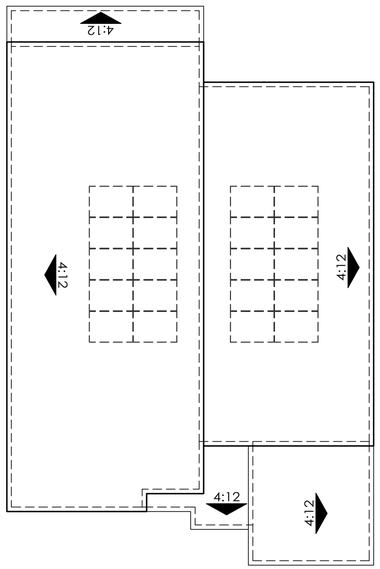
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

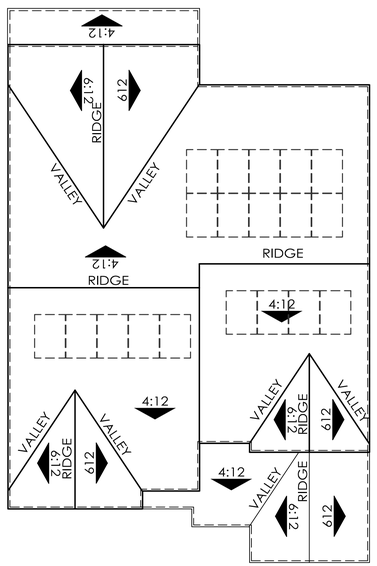
3 BEDROOMS + LOFT
OPT. BEDROOM 5
OPT. JR. ADU
4.5 BATHS
3,423 S.F.

PLAN 3 ADDENDA

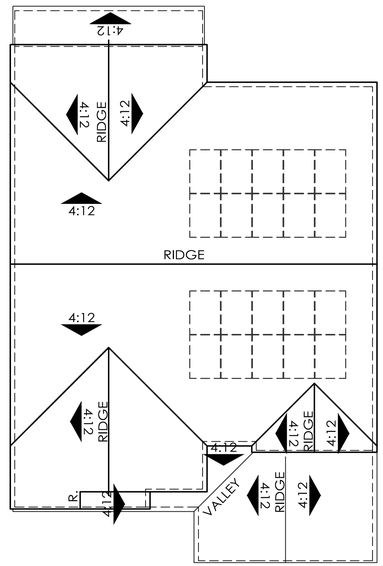
N3-A3.1.1



Plan 3C - ROOF PLAN



Plan 3B - ROOF PLAN



Plan 3A - ROOF PLAN

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 1/4" = 1'-0"
0 2 4 8

3 BEDROOMS + LOFT
OPT. BEDROOM 5
OPT. JR. ADU
4.5 BATHS
3,423 S.F.

PLAN 3 ROOF PLANS

N3-A3.1.2

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

NOTE: Per Objective Design Standards for Housing Sites:
B3.1 Each window shall either be recessed (“punched”) a minimum of two inches from the plane of the exterior building wall or shall provide durable trims that project at least two inches from the face of the building. See typical details sheet for reference.

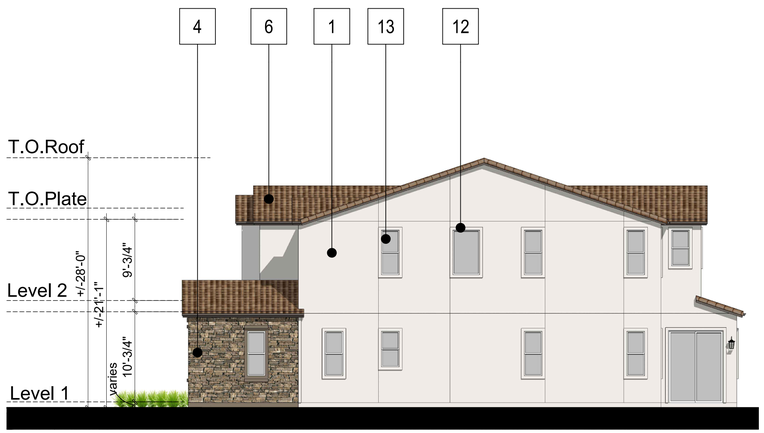
ELEVATION NOTES:
Stucco break and score lines shown on elevations are conceptual in nature only. Final locations to be determined in building submittal phase and construction documents.

VILLAGE 3
ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

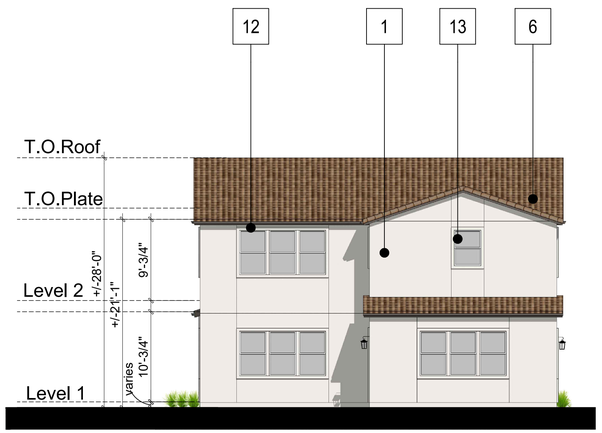
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



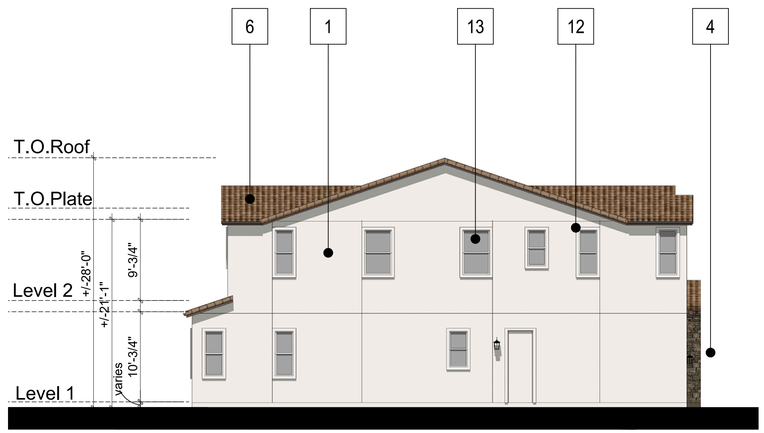
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

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VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

3A EXTERIOR ELEVATIONS

N3-A3.2.0

MATERIAL LEGEND

1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
6. CONCRETE S PROFILE ROOF TILE
7. COMPOSITION SHINGLE ROOF
8. LIGHT FIXTURE
9. UNIT ADDRESS
10. ENTRY DOOR
11. FIBER CEMENT TRIM
12. HIGH DENSITY FOAM TRIM
13. VINYL WINDOW
14. WOOD POST
15. FIBER CEMENT PANEL

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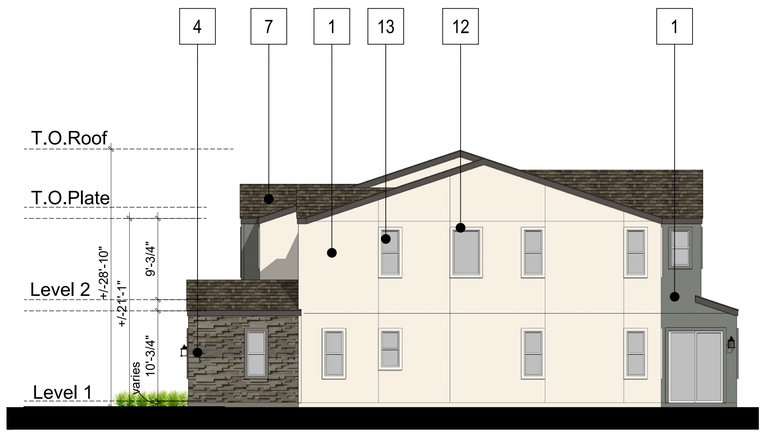
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ELEVATIONS FOR CORNER LOTS*:
PLAN 1A, 1B, 1C
2B, 2C
3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

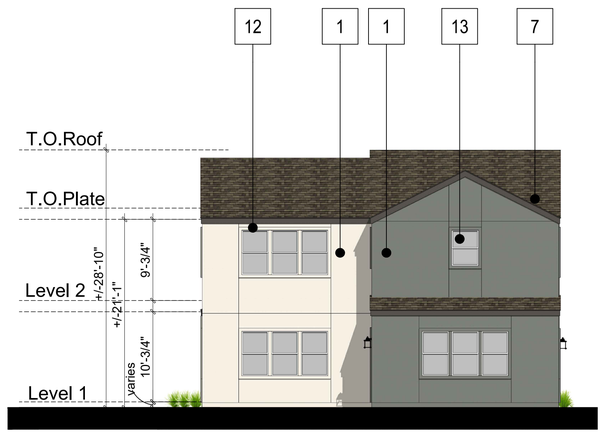
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



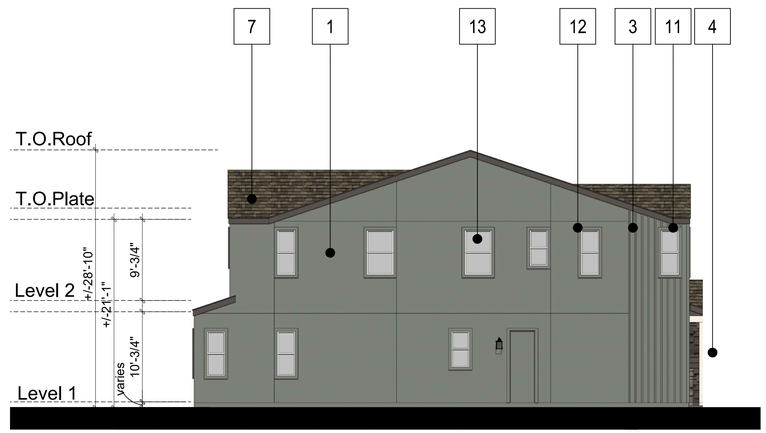
FRONT ELEVATION Scale: 1/4" = 1'-0" (0 2 4 8)



RIGHT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



REAR ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)



LEFT ELEVATION Scale: 1/8" = 1'-0" (0 4 8 16)

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VILLAGES AT THE QUARRY
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HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

3B EXTERIOR ELEVATIONS

N3-A3.3.0

MATERIAL LEGEND

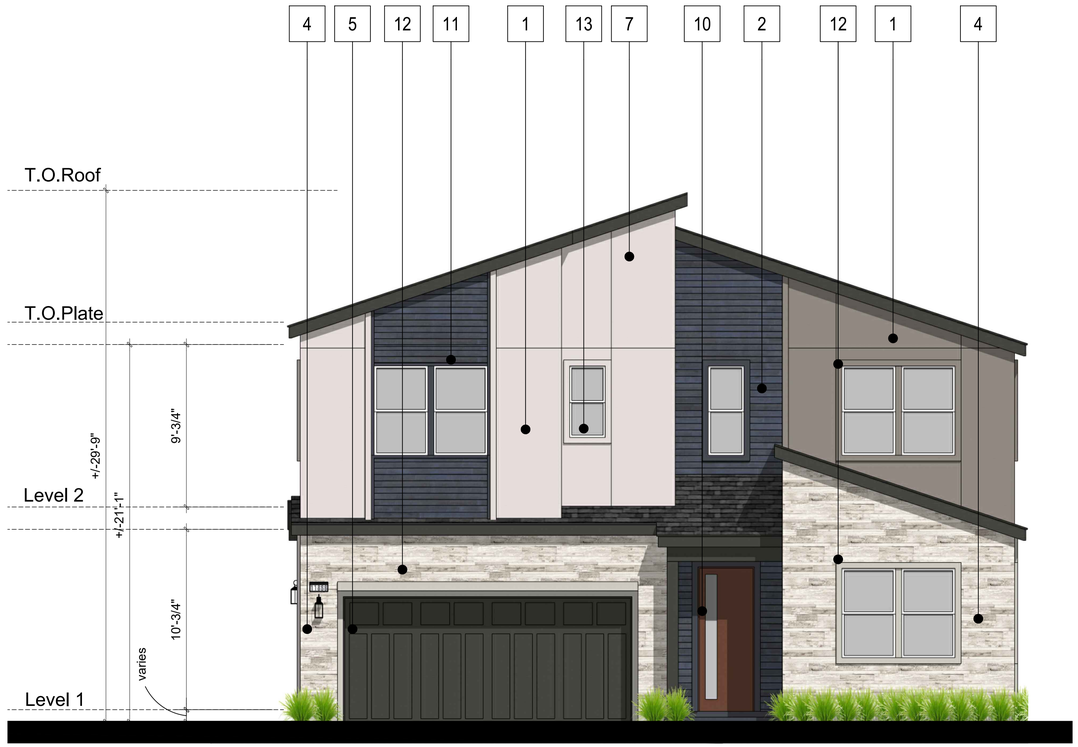
1. STUCCO
2. FIBER CEMENT LAP SIDING
3. FIBER CEMENT BOARD AND BATTEN SIDING
4. STONE VENEER
5. METAL SECTIONAL GARAGE DOOR- CLOPAY COACHMAN OR EQUAL
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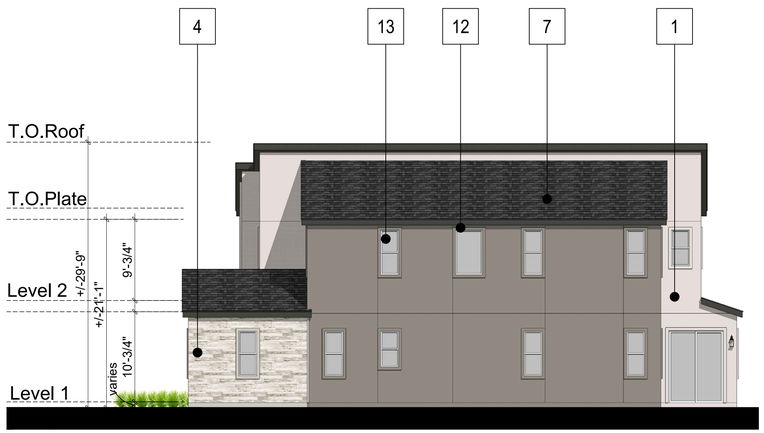
ELEVATION NOTES:
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VILLAGE 3
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3A, 3B, 3C (Based on current site plan, this plan does not plot on corner lots)

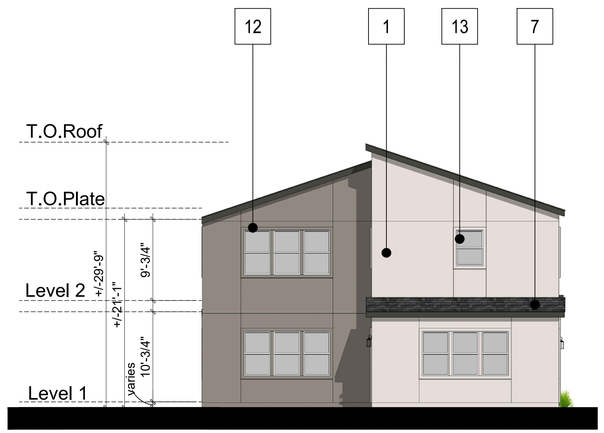
*SEE CIVIL SITE PLAN FOR FINAL PLOTTING.



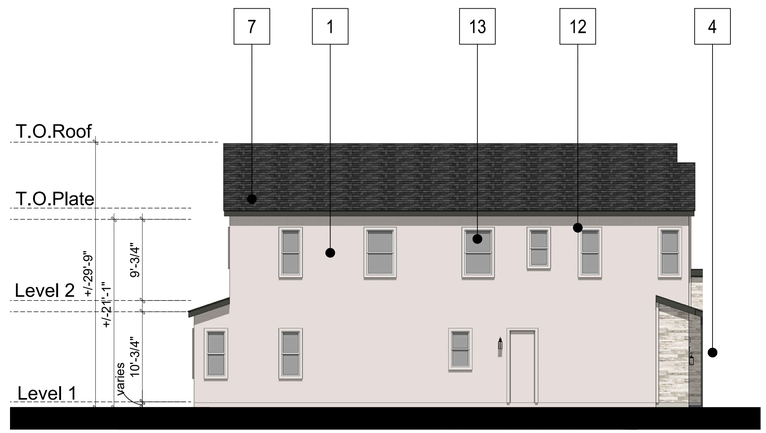
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VILLAGES AT THE QUARRY
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DATE: 11-01-2024

3C EXTERIOR ELEVATIONS

N3-A3.4.0

The Villages at Quarry - Kiewit Site - Pleasanton, CA

Seefried Industrial Properties - KTGY Group, Inc. # 2022-0229

EXTERIOR COLOR SCHEMES

Village 3 - 50x80

SEE COLOR APPLICATIONS FOR EXACT PLACEMENT OF COLOR

4.17.2023 Colors for Approval

PAINT: Sherwin Williams or Equal
CONCRETE ROOF: Eagle Roofing Materials or Equal
COMPOSITION ROOF: Certainteed Landmark or Equal
STONE VENEER: Westlake Stone Veneer (El Dorado & Cultured Stone) or equal

A' -CONTEMPORARY SPANISH ELEVATIONS

	1	2	3
ROOF MATERIAL: LOW 'S' - MALIBU - PROFILE	2804 ROCKLIN BLEND	2636 PIEDMONT BLEND	SCM 8823 PEBBLE BEACH BLEND
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7006 Extra White	SW 7010 White Duck	SW 7004 Snowbound
STUCCO BODY 2 / ADJACENT TRIM 2	SW 7643 Pussywillow	SW 7501 Threshold Taupe	SW 7027 Well-Bred Brown
STUCCO BODY 3 / ADJACENT TRIM 3	SW 7019 Gauntlet Gray	SW 7505 Manor House	SW 7514 Foothills
FASCIA / EAVES / GARAGE DR / TRIM 4 / DECO GABLE END PIPES	SW 7048 Urbane Bronze	SW 7510 Chateau Brown	SW 7047 Porpoise
ENTRY DOOR	SW 2809 Rookwood Shutter Green	SW 2802 Rookwood Red	SW 6230 Rainstorm
STONE VENEER - EL DORADO STONE DRYSTACK TIGHTFIT INSTALLATION	CLIFFSTONE: WHITEBARK	CLIFFSTONE: LANTANA	CLIFFSTONE: MONTECITO

B' - CONTEMPORARY FARMHOUSE ELEVATIONS

	4	5	6
ROOF MATERIAL: COMPOSITION STYLE	THUNDERSTORM GRAY	MOIRE BLACK	HEATHER BLEND
STUCCO BODY 1 / ADJACENT TRIM 1	SW 6000 Snowfall	SW 7669 Summit Gray	SW 7103 Whitetail
STUCCO BODY 2 / ADJACENT TRIM 2	SW 6251 Outerspace	SW 7674 Peppercorn	SW 6202 Cast Iron
STUCCO BODY 3 / SIDING BODY / ADJACENT TRIM 3	SW 7643 Pussywillow	SW 7636 Origami White	SW 6207 Retreat
FASCIA / EAVES	SW 7068 Grizzle Gray	SW 7674 Peppercorn	SW 7048 Urbane Bronze
GARAGE DOOR	SW 7642 Pavestone	SW 7044 Amazing Gray	SW 7046 Anonymous
ENTRY DOORS	SW 6096 Jute Brown	SW 2810 Rookwood Sash Green	SW 9142 Moscow Midnight
STONE VENEER - CULTURED STONE TIGHTFIT INSTALLATION	PROFIT TERRAIN LEDGESTONE: ETHOS	PROFIT MODERA LEDGESTONE: VELLUM	PROFIT MODERA LEDGESTONE: INTAGLIO

C' - CONTEMPORARY SHED ROOF ELEVATIONS

	7	8	9
ROOF MATERIAL: COMPOSITION STYLE	WEATHERWOOD	HEATHER BLEND	MOIRE BLACK
STUCCO BODY 1 / ADJACENT TRIM 1	SW 7011 Natural Choice	SW 7029 Agreeable Gray	SW 7014 Eider White
STUCCO BODY 2 / ADJACENT TRIM 2	SW 6095 Toasty	SW 6235 Foggy Day	SW 7018 Dovetail
STUCCO BODY 3 / SIDING BODY / ADJACENT TRIM 3	SW 7026 Griffin	SW 0038 Library Pewter	SW 7076 Cyberspace
FASCIA / EAVES / GARAGE DOOR	SW 7020 Black Fox	SW 7055 Enduring Bronze	SW 7069 Iron Ore
SIDING BODY / ADJACENT TRIM/ TRIM AT STONE VENEER	SW 9174 Moth Wing	SW 7054 Oak Leaf Brown	SW 7015 Repose Gray
ENTRY DOORS	SW 2846 Roycroft Bronze Green	SW 6990 Caviar	SW 6062 Rugged Brown
STONE VENEER - EL DORADO STONE DRYSTACK TIGHTFIT INSTALLATION	VINTAGE RANCH: FOXWOOD	VINTAGE RANCH: PARCHWOOD	VINTAGE RANCH: DAWNWOOD

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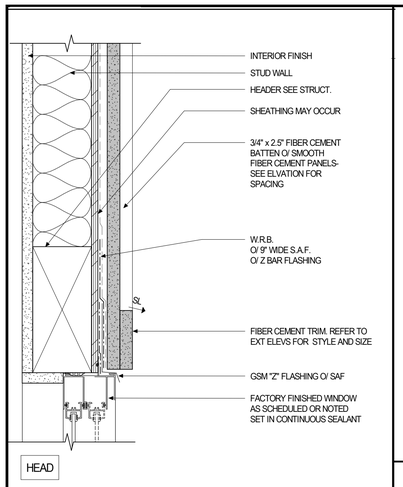
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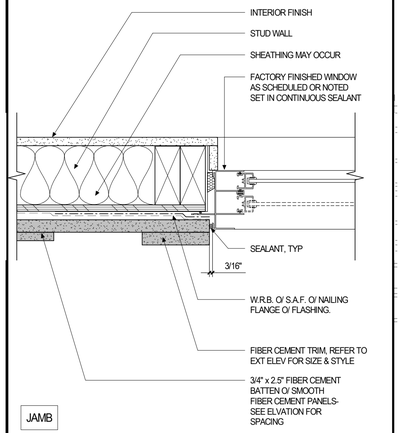
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PLEASANTON, CA

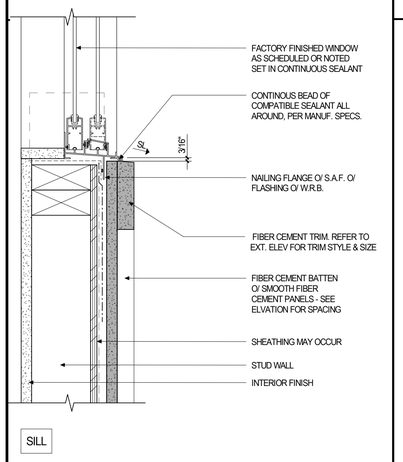
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

COLOR / MATERIAL BOARD

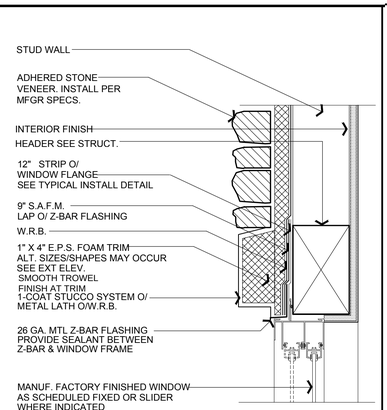
N3-A4.0.0



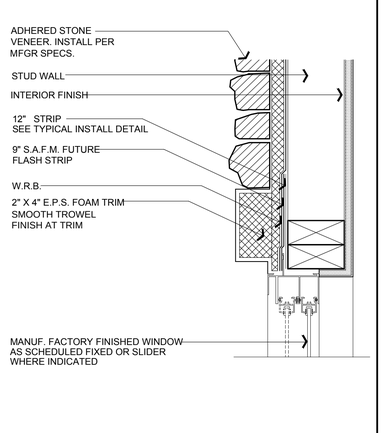




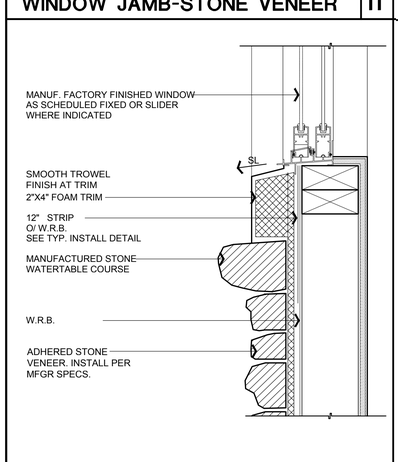
WINDOW BD. & BATT. - FLUSH 3" = 1'-0" **13**



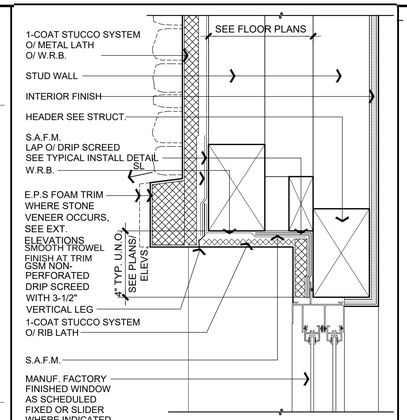
WINDOW HEAD-STONE VENEER **10**



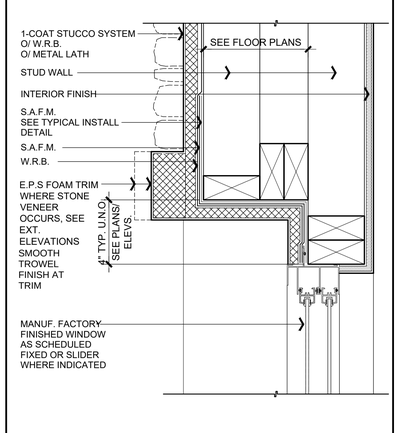
WINDOW JAMB-STONE VENEER **11**



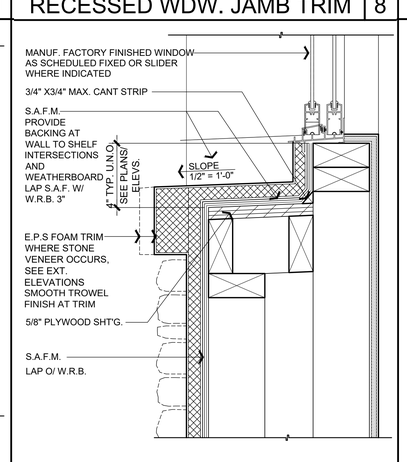
WINDOW SILL-STONE VENEER **12**



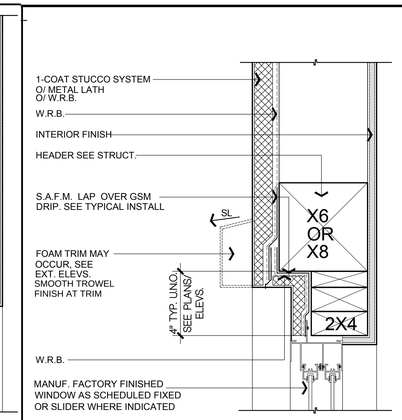
RECEESSED WDW. HEAD TRIM **7**



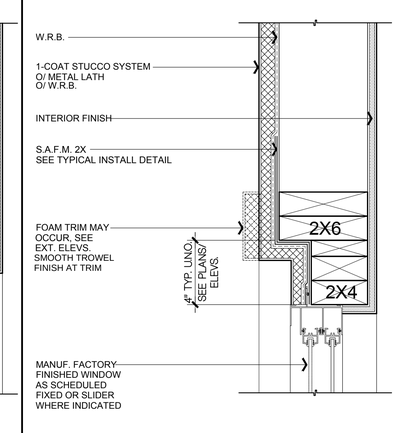
RECESSED WDW. JAMB TRIM **8**



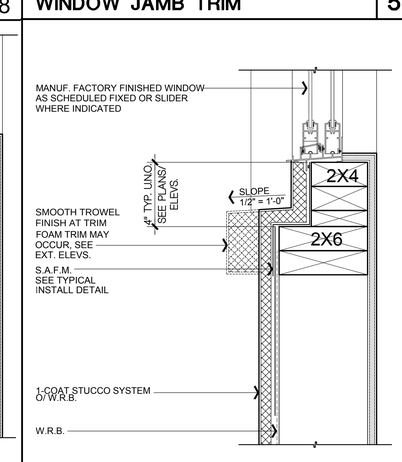
RECESSED WDW. SILL TRIM **9**



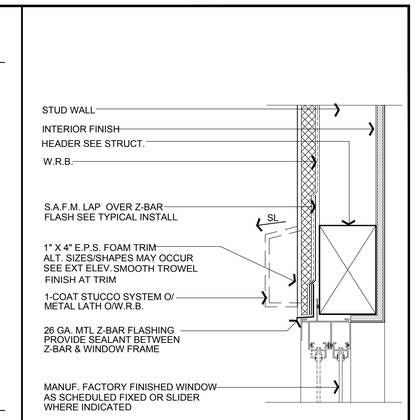
WINDOW HEAD TRIM **4**



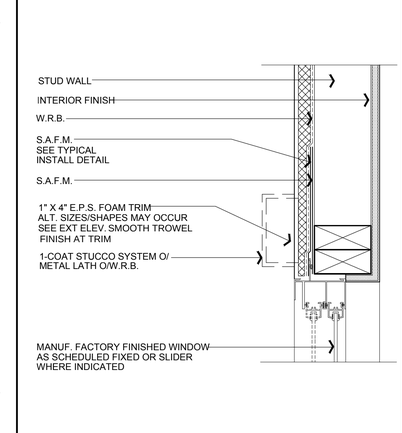
WINDOW JAMB TRIM **5**



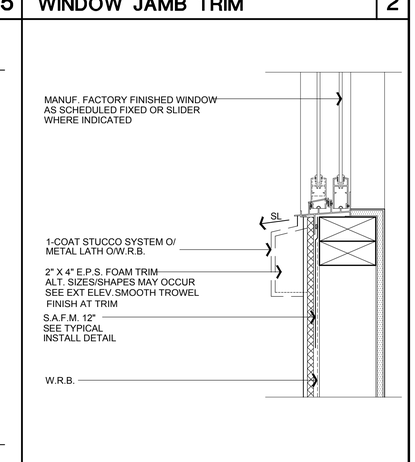
WINDOW SILL TRIM **6**



WINDOW HEAD TRIM **1**



WINDOW JAMB TRIM **2**



WINDOW SILL TRIM **3**

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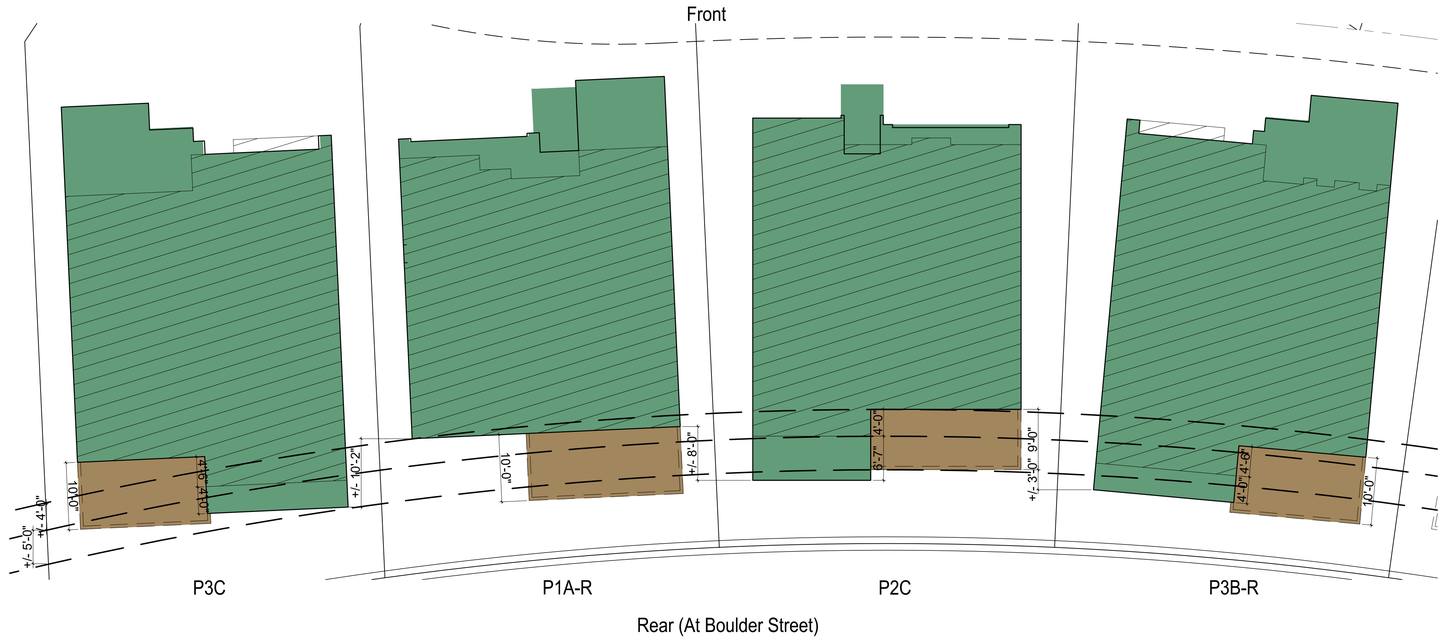
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

N.T.S.

TYPICAL WINDOW DETAILS

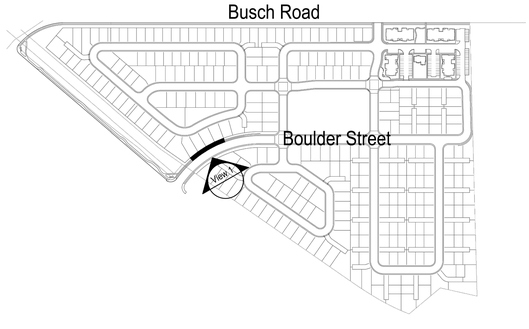
AD1.0



2. Village 3 - Articulation Plan



1. Village 3 - Rear Elevations along Boulder



Legend:

- First Floor
- Second Floor
- Opt. Covered Outdoor Room

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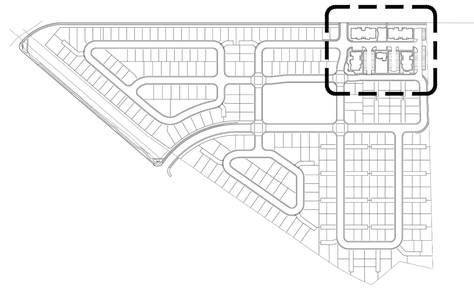
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

Scale: 3/32" = 1'-0"
0 8 16 24

REFERENCE ARTICULATION EXHIBIT

REF-02





KEY MAP: SITE LOCATION

VILLAGE 4

N4-A0.0	COVER AND INDEX
N4-A0.1	PROJECT DATA
N4-A0.2	SITE PLAN
N4-A0.3	FIRE ACCESS DIAGRAM
N4-A1.0	BUILDING PLANS TYPE A
N4-A1.1	BUILDING PLANS TYPE A
N4-A1.2	BUILDING PLANS TYPE B
N4-A1.3	BUILDING PLANS TYPE B
N4-A1.4	BUILDING PLANS TYPE C
N4-A1.5	BUILDING PLANS TYPE C
N4-A2.0	BUILDING ELEVATIONS TYPE A: COLOR
N4-A2.0.A	BUILDING ELEVATIONS TYPE A: B&W
N4-A2.1	BUILDING ELEVATIONS TYPE A: COLOR
N4-A2.1.A	BUILDING ELEVATIONS TYPE A: B&W
N4-A2.2	BUILDING ELEVATIONS TYPE B: COLOR
N4-A2.2.A	BUILDING ELEVATIONS TYPE B: B&W
N4-A2.3	BUILDING ELEVATIONS TYPE B: COLOR
N4-A2.3.A	BUILDING ELEVATIONS TYPE B: B&W
N4-A2.4	BUILDING ELEVATIONS TYPE C: COLOR
N4-A2.4.A	BUILDING ELEVATIONS TYPE C: B&W
N4-A2.5	BUILDING ELEVATIONS TYPE C: COLOR
N4-A2.5.A	BUILDING ELEVATIONS TYPE C: B&W
N4-A3.0	CONCEPTUAL PERSPECTIVE
N4-A3.1	CONCEPTUAL PERSPECTIVE
N4-A3.2	CONCEPTUAL PERSPECTIVE
N4-A3.3	CONCEPTUAL PERSPECTIVE
N4-A4.0	BUILDING SECTIONS
N4-A5.0	UNIT PLANS
N4-A5.1	UNIT PLANS
N4-A5.2	UNIT PLANS
N4-A6.0	BUILDING MATERIALS TYPE A
N4-A6.1	BUILDING MATERIALS TYPE B
N4-A6.2	BUILDING MATERIALS AMENITY
N4-A6.3	DETAILS
N4-A6.4	TRASH ENCLOSURE
N4-A6.5	TYPICAL WINDOW DETAILS

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

COVER AND INDEX

N4-A0.0

KIEWIT SITE - PLEASANTON, CA

PROJECT SUMMARY

2.7	Site Area (acres)	1-Bedroom	44.1%
102	Total Units	2-Bedroom	25.5%
37.8	Project Density (du/ac)	3-Bedroom	30.4%
134	Total Parking Proposed		

BUILDING A (3-Story Type VA Residential)

Unit Description			Units per Level			Total	Unit Mix	Total *NRSF
Unit	Description	Unit Area (+/- nrsf)	Level 1	Level 2	Level 3			
P1-0	1Bd / 1Ba	620	2	2	2	6	56%	3,720
P1-2 (JR. 1 Bd)	1Bd / 1Ba	510	3	3	3	9		4,590
P2-0	2Bd / 1Ba	800	0	0	0	0	4%	0
P2-1	2Bd / 2Ba	885	1	0	0	1		885
P3-0	3Bd / 2Ba	1060	0	0	0	0	41%	0
P3-1	3Bd / 2Ba	1025	3	4	4	11		11,275
Total			**9**	**9**	**9**	**27**	**100%**	**20,470**

*NRSF = Net rentable square feet. Calculated to outside face of stud + 1". Does not include balconies. **758 Avg. Unit Size (SF)**

BUILDING B (3-Story Type VA Residential)

Unit Description			Units per Level			Total	Unit Mix	Total *NRSF
Unit	Description	Unit Area (+/- nrsf)	Level 1	Level 2	Level 3			
P1-0	1Bd / 1Ba	620	2	2	2	6	33%	3,720
P2-1	2Bd / 2Ba	885	1	1	1	3	50%	2,655
P2-2	2Bd / 2Ba	960	2	2	2	6		5,760
P3-0	3Bd / 2Ba	1060	1	1	1	3	17%	3,180
Total			**6**	**6**	**6**	**18**	**100%**	**15,315**

*NRSF = Net rentable square feet. Calculated to outside face of stud + 1". Does not include balconies. **851 Avg. Unit Size (SF)**

BUILDING C (2+3-Story Type VA Residential & Amenity)

Unit Description			Units per Level			Total	Unit Mix	Total *NRSF
Unit	Description	Unit Area (+/- nrsf)	Level 1	Level 2	Level 3			
P1-0	1Bd / 1Ba	620	1	1	1	3	25%	1,860
P2-1	2Bd / 2Ba	885	1	1	1	3	50%	2,655
P2-2	2Bd / 2Ba	960	1	1	1	3		2,880
P3-0	3Bd / 2Ba	1060	1	1	1	3	25%	3,180
Total			**4**	**4**	**4**	**12**	**100%**	**10,575**

*NRSF = Net rentable square feet. Calculated to outside face of stud + 1". Does not include balconies. **881 Avg. Unit Size (SF)**

TOTAL UNIT SUMMARY

	Building Quantity	Units per Building	Total Units per Building
Building A	2	27	54
Building B	2	18	36
Building C	1	12	12
Total	**5**		**102**

TOTAL UNIT SUMMARY

Unit Breakdown	Total	Mix
1-Bedroom	45	44.1%
2-Bedroom	26	25.5%
3-Bedroom	31	30.4%
Total	**102**	**100%**

AREA SUMMARY

Building	*Net Rentable Area (SF)	**Gross Area (SF)
Building A-1 (27-plex)	20,470	24,072
Building A-2 (27-plex)	20,470	24,072
Building B-1 (18-plex)	15,315	17,754
Building B-2 (18-plex)	15,315	17,754
Building C-1 (12-plex)	10,575	11,925
Amenity***		2,344
Total Areas	**82,145**	**95,577**

Building Efficiency = 86%

*NRSF = Net rentable square feet. Calculated to outside face of stud + 1". Does not include balconies.

**Gross Area (GSD) = Entire building area. Includes units, hallway and stairs. Does not include balconies.

***Amenity not included in Building Efficiency Calculation or total area

OPEN SPACE SUMMARY*

USABLE OPEN SPACE REQUIRED	
Required Usable Open Space*	24,480 SF
USABLE OPEN SPACE PROVIDED	
Provided Common Space	19,204 SF
Provided Private Open Space	5,276 SF
Total	**24,480 SF**

*Requirments per ODS Part 2 D.1.b

*definition of usable open space per PMC 18.84.170

*open space includes playspace, entry plaza, C3, and benches

BICYCLE PARKING

CLASS 1 (LONG TERM)	0.8 SPACES / UNIT
Required	82 SPACES
Provided	**0 SPACES**
CLASS 2 (SHORT-TERM)	2 SPACES / 50 UNIT
Required	5 SPACES
Provided	**5 SPACES**

*Requirments per ODS Part 3 A7.9 + A7.10. Waiver requested.

PARKING MAXIMUM required per Density Bonus

1 Bedroom	1	45
2 Bedroom	1.5	39
3 Bedroom	1.5	47
Total		**131** Spaces

PARKING PROPOSED*

	Standard	Accessible	Total	Parking Ratio
Residential Parking	127	7	**134**	**1.3**

*All parking spaces proposed are standard stall size

**Per PMC Section 18.88

Required EV Charging:* Municipal Code

PMC 18.88.035.A.2.A	%	Per unit	Quantity
EV Ready (EVR) - LV2	85	102	87 SPACES
EV Charging stations (EVCS) - LV2	15	102	15 SPACES
TOTAL Required			**102** SPACES

*Per PMC Section 18.88.035.A.2. EV Ready spaces proposed (infrastructure only)

*Waiver requested for Municipal code requirements. CalGreen requirements will be met below

Required EV Charging:* Cal Green

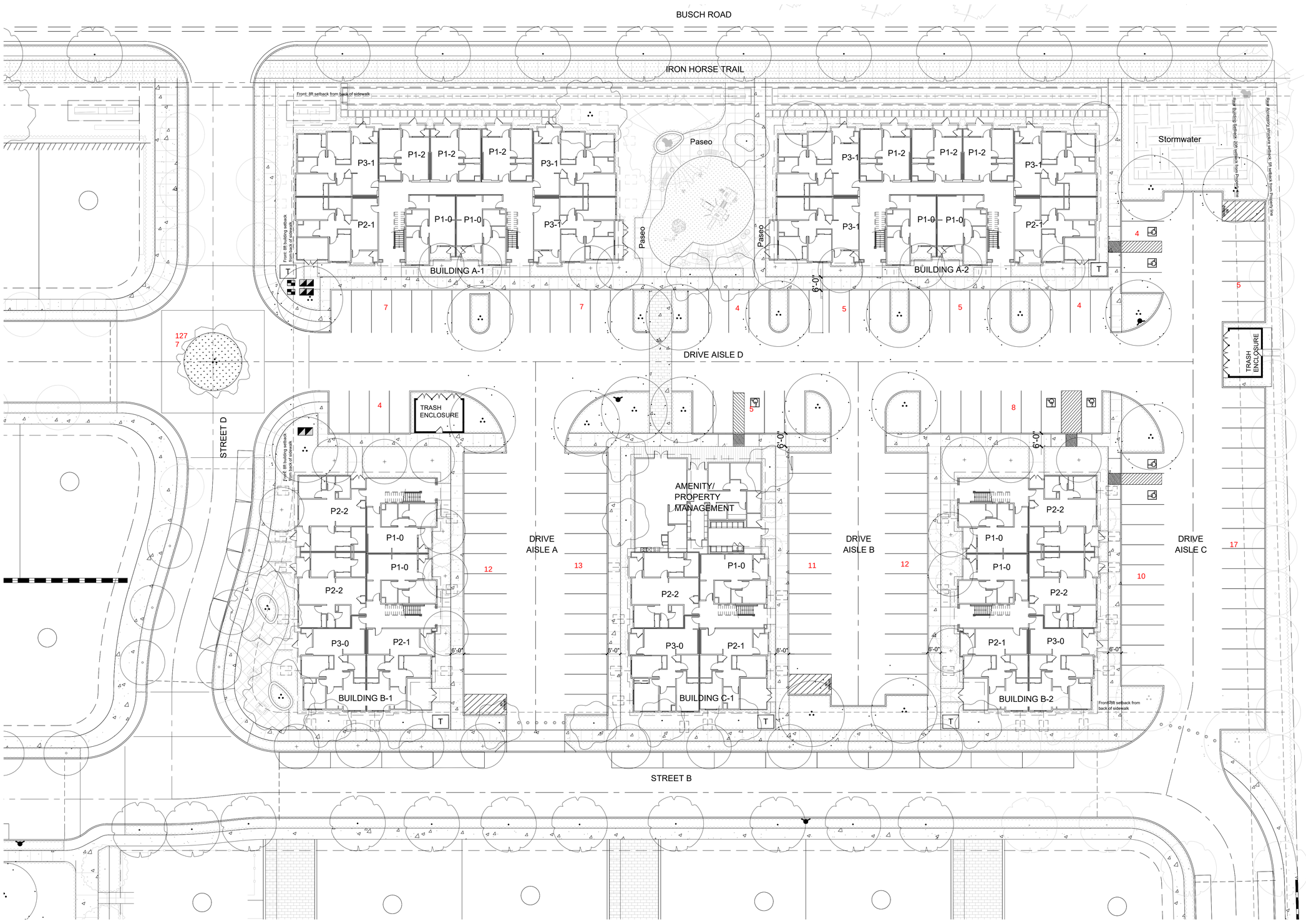
CalGreen 4.106.4.2.2	% of parking spaces	Total stalls	Quantity
Low power Level 2 EV charging receptacle	40	134	54 SPACES
Level 2 EV chargers. 50% with J172 connectors	10	134	14 SPACES
TOTAL PROVIDED			68 SPACES

*Per CalGreen 4.106.4.2.2 update effective 7/1/2024

STORAGE*

STORAGE REQUIREMENT	168 CU FT / UNIT
Required	17136 CU FT
Provided	**0 CU FT**

*Requirements per ODS Part 2 D.1.g. Waiver requested from requirement.



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VILLAGES AT THE QUARRY

PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW

DATE: 11-01-2024

0 10 20 40

SITE PLAN

N4-A0.2

BUSCH ROAD

IRON HORSE TRAIL

Front: 8ft setback from back of sidewalk

Road Building Setback: 20ft setback from Property line

Road Accessory structure setback: 5ft setback from Property line

BUILDING A-1

BUILDING A-2

BUILDING B-1

BUILDING B-2

BUILDING C-1

P1-0 P1-2 P2-1 P2-2 P3-0 P3-1

18'-9" TO FACE OF BUILDING

33'-5" TO FACE OF BUILDING

30'-0" TO EAVE

26'-0"

DRIVE AISLE D

AERIAL APPARATUS ACCESS ROAD

TRASH ENCLOSURE

STREET D

DRIVE AISLE A

DRIVE AISLE B

DRIVE AISLE C

29'-6" TO EAVE

28'-2" TO EAVE

28'-6" TO EAVE

24'-4" TO EAVE

AERIAL APPARATUS ACCESS ROAD

STREET B

EVA ROAD

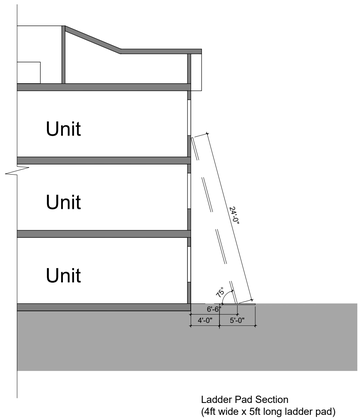
22'-0"

Project Summary

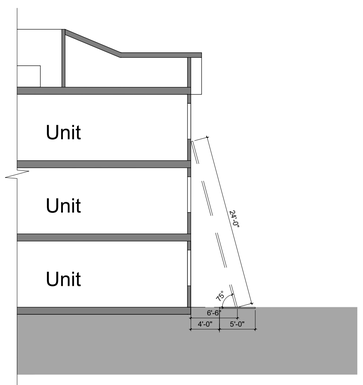
Proposed Use	Multifamily Residential
Construction Type	Type V
Building Height	3 Stories 38'-3"
Fire Sprinklers	NFPA 13

Legend

- 26' aerial apparatus access road (Ground level access and minimum of 15' and a max. of 30' to roof along Street C)
- 150' minimum hose pull radius and travel distance as noted
- Stair
- Proposed Fire Hydrant
- EVA (Emergency Vehicle Access)



Ladder Pad Section
(4ft wide x 5ft long ladder pad)



Ladder Pad Section
(4ft wide x 5ft long ladder pad)

0 5 10 20

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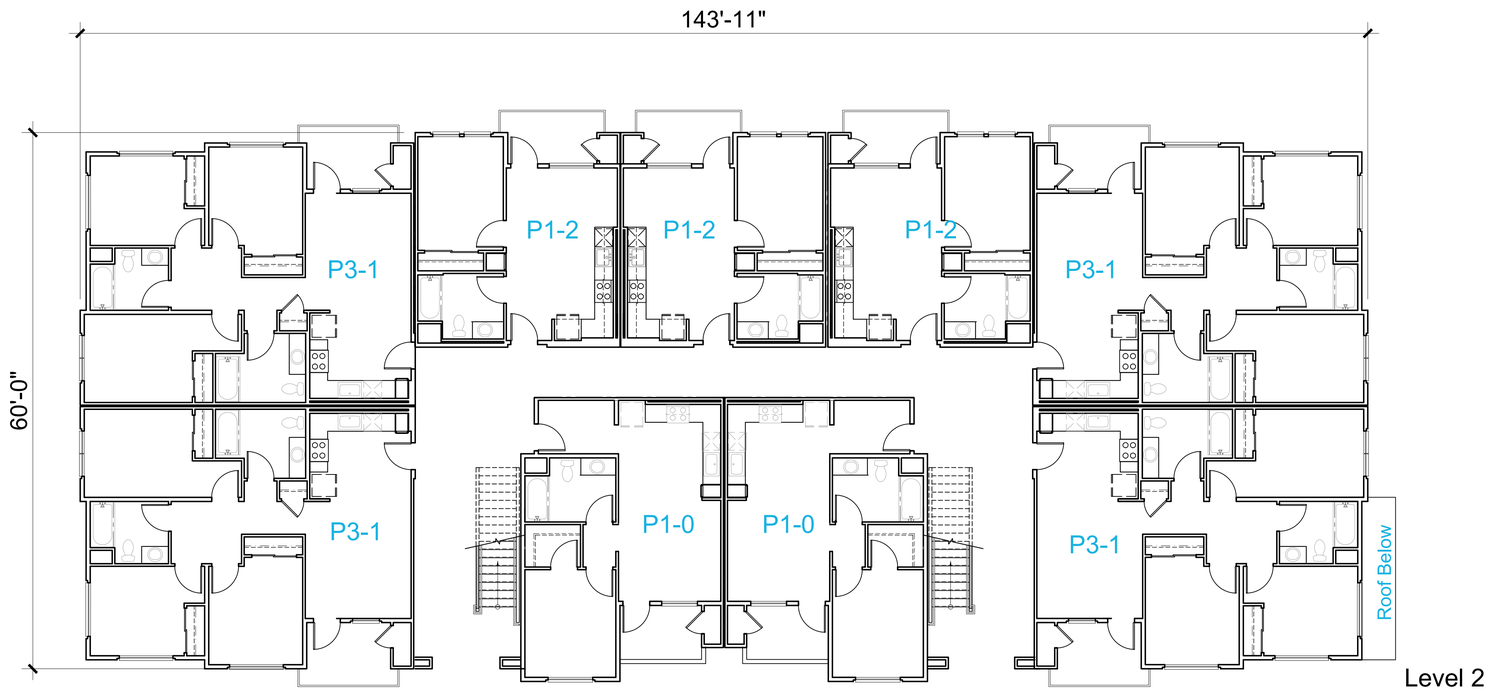
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PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

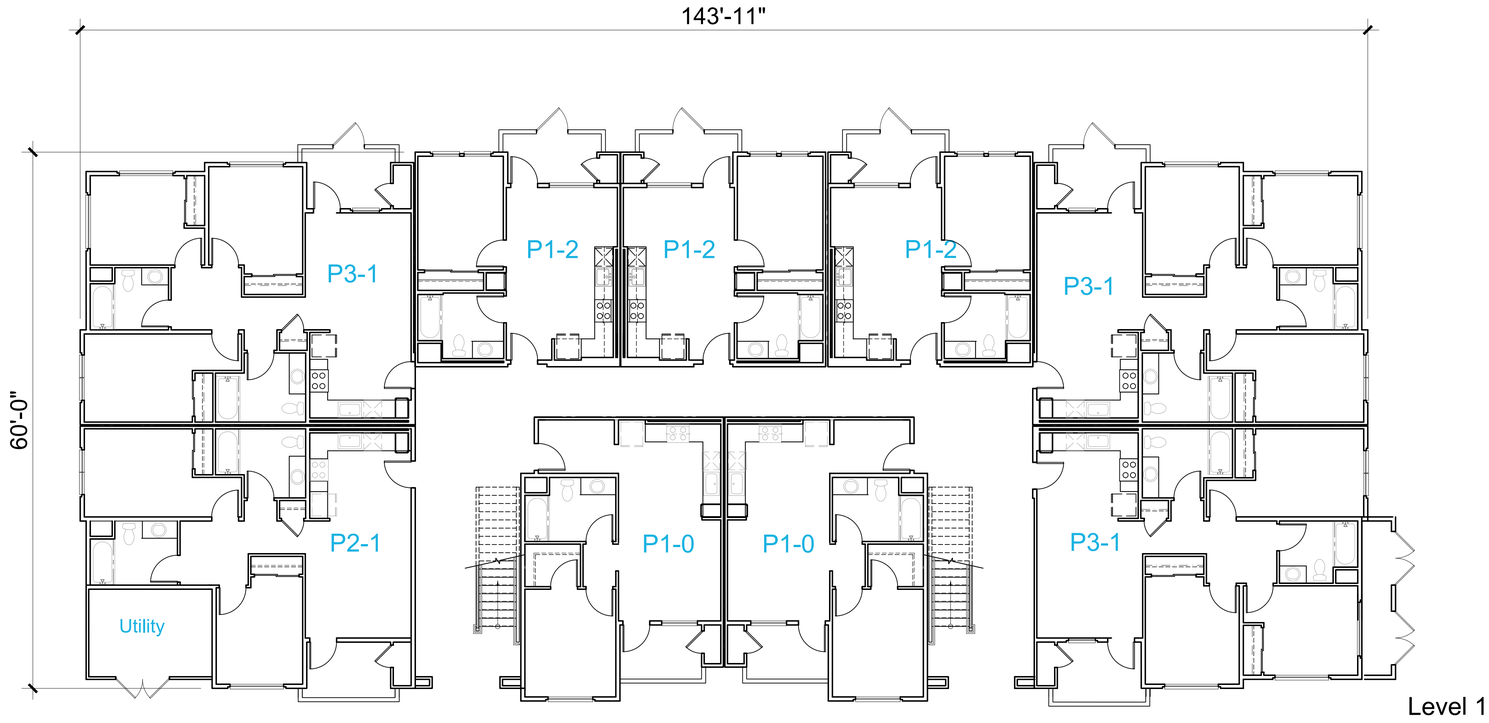
0 10 20 40

FIRE ACCESS DIAGRAM

N4-A0.3



Level 2



Level 1

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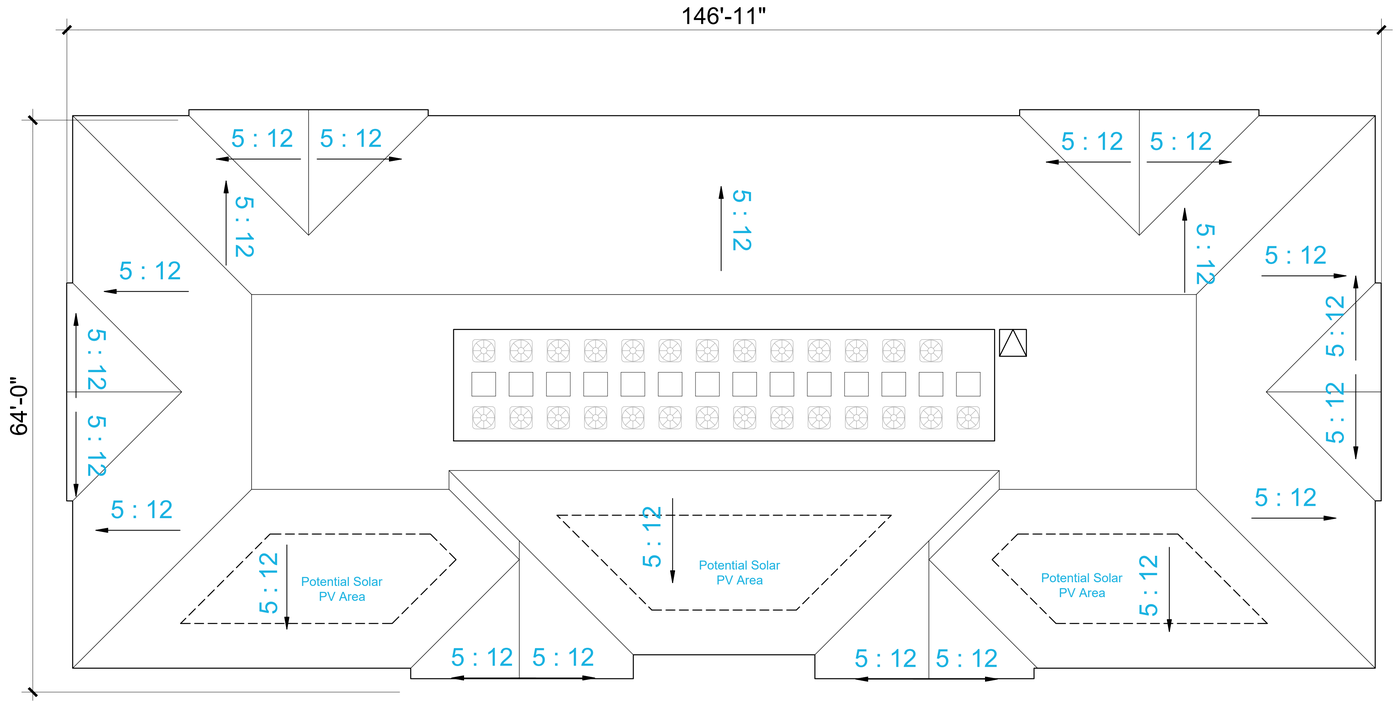
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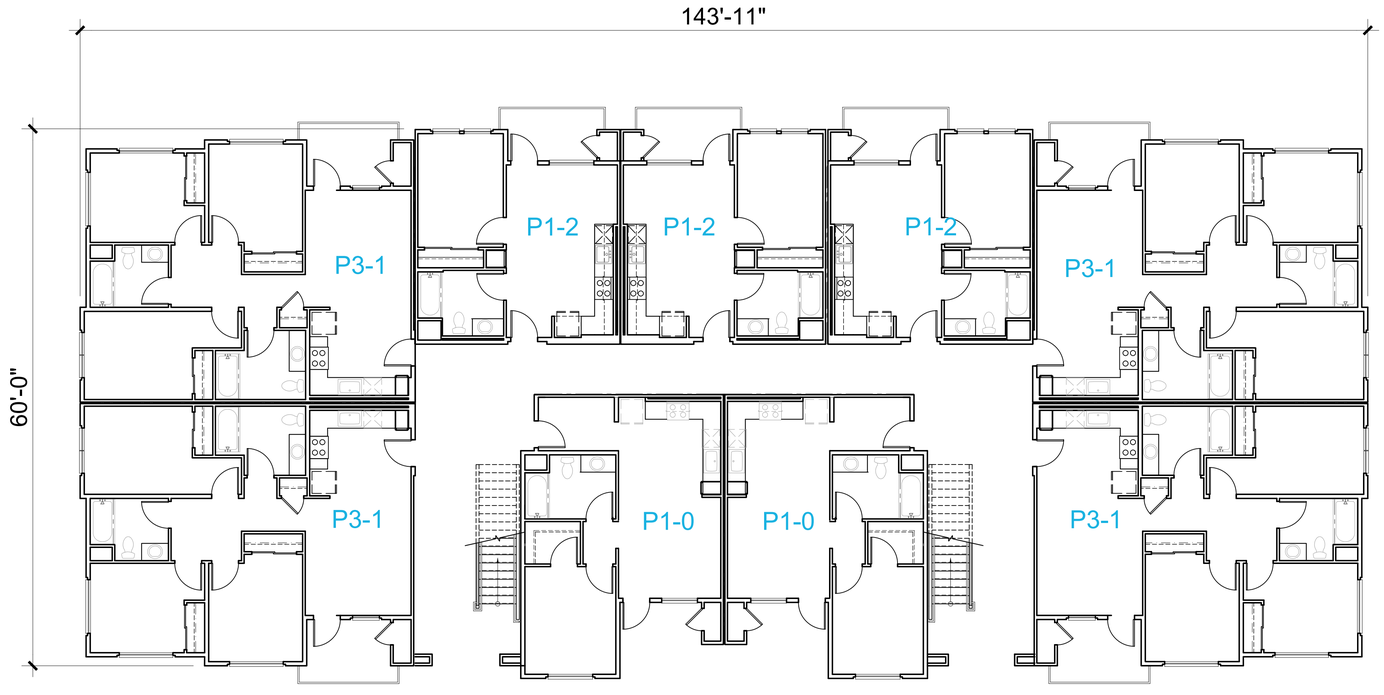
0 4 8 16

BUILDING PLANS TYPE A

N4-A1.0



Roof



Level 3

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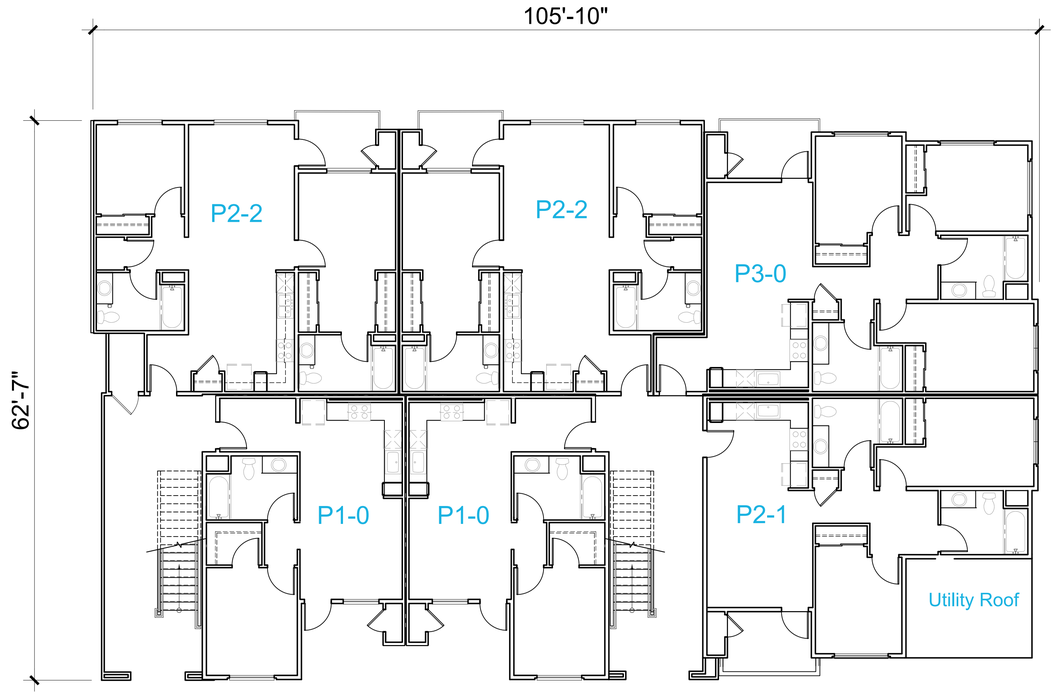
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PLEASANTON, CA

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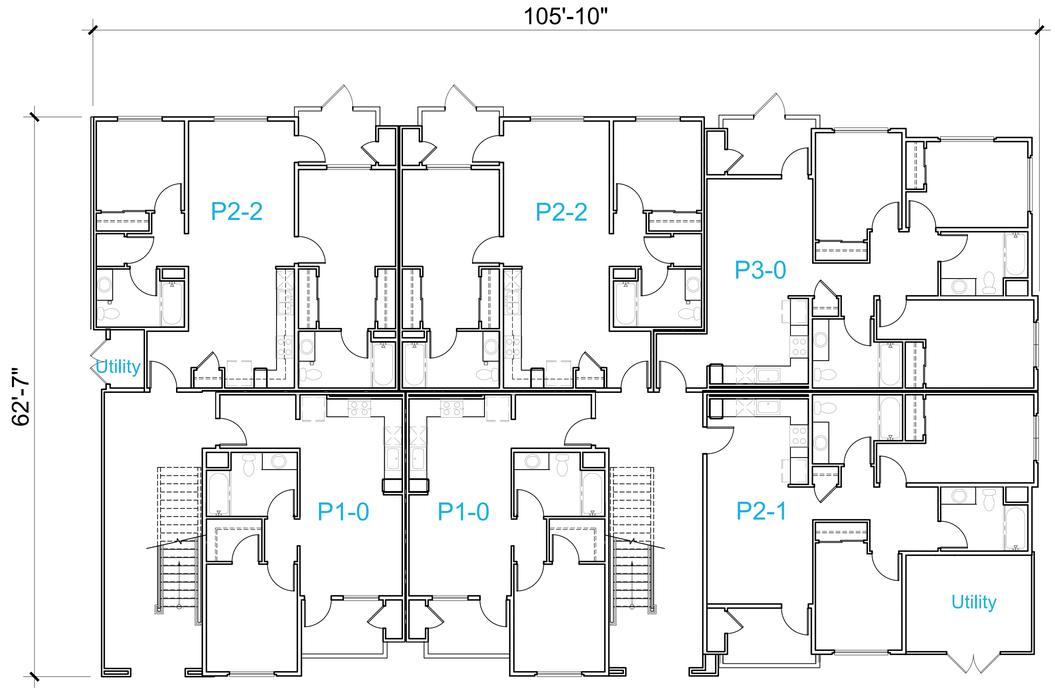
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BUILDING PLANS TYPE A

N4-A1.1



Level 2



Level 1

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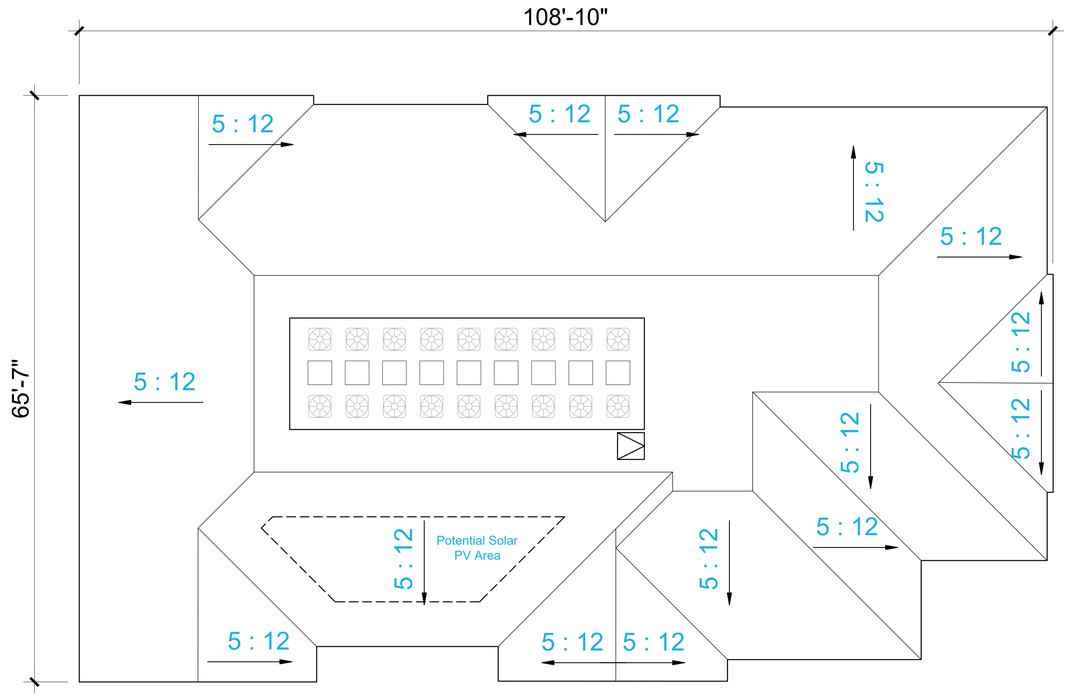
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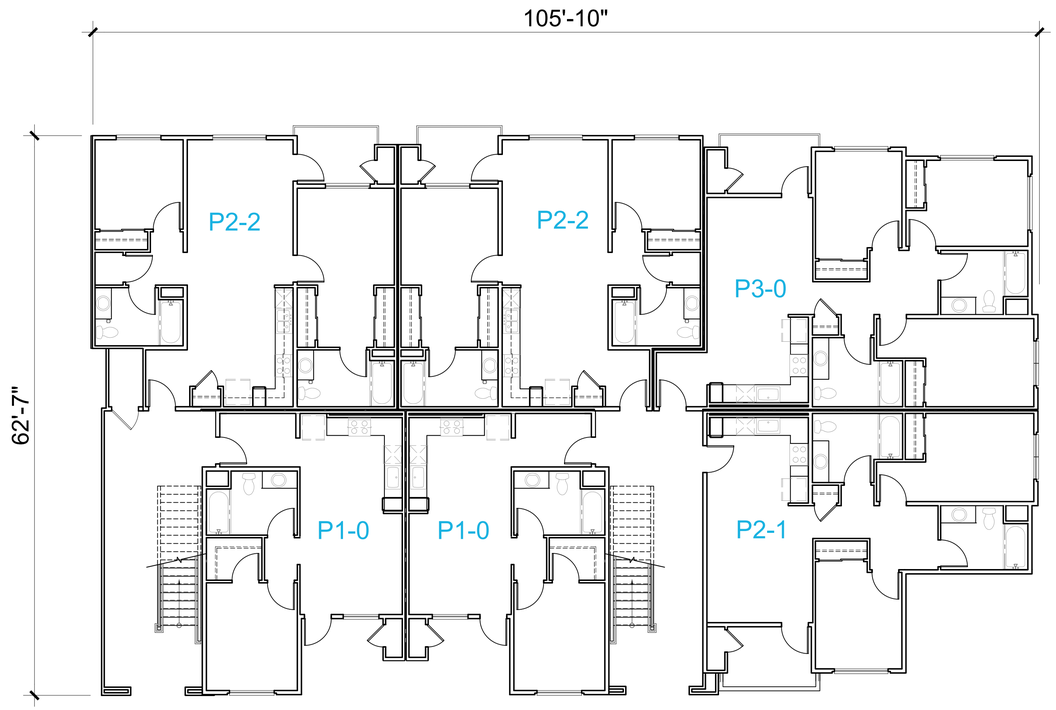
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BUILDING PLANS TYPE B

N4-A1.2



Roof



Level 3

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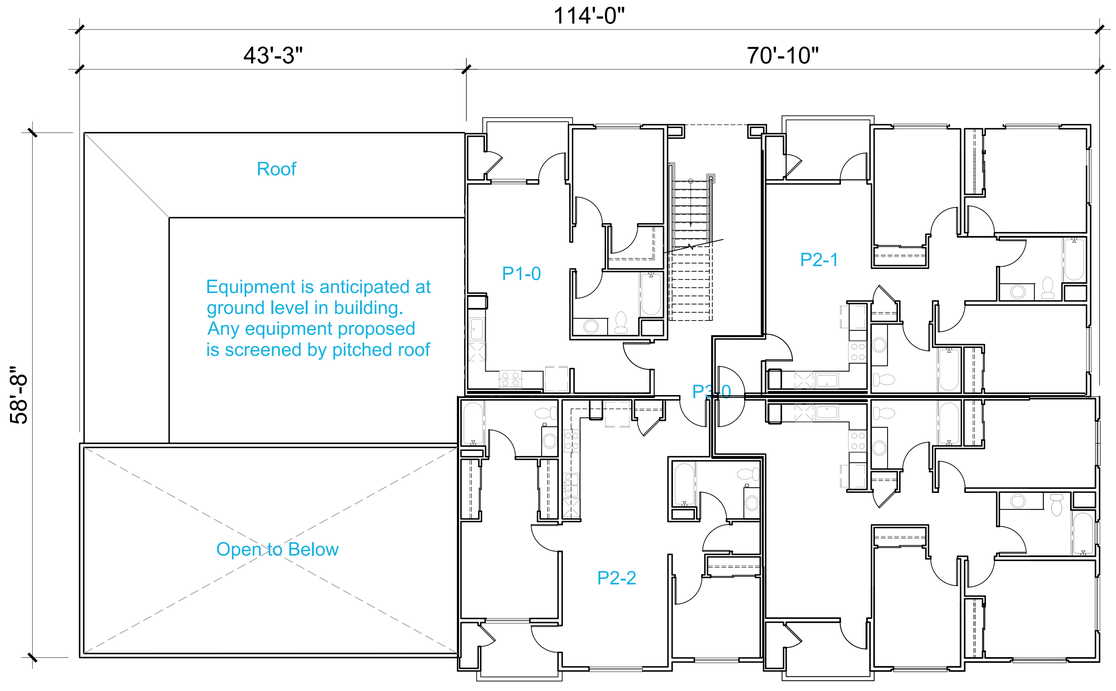
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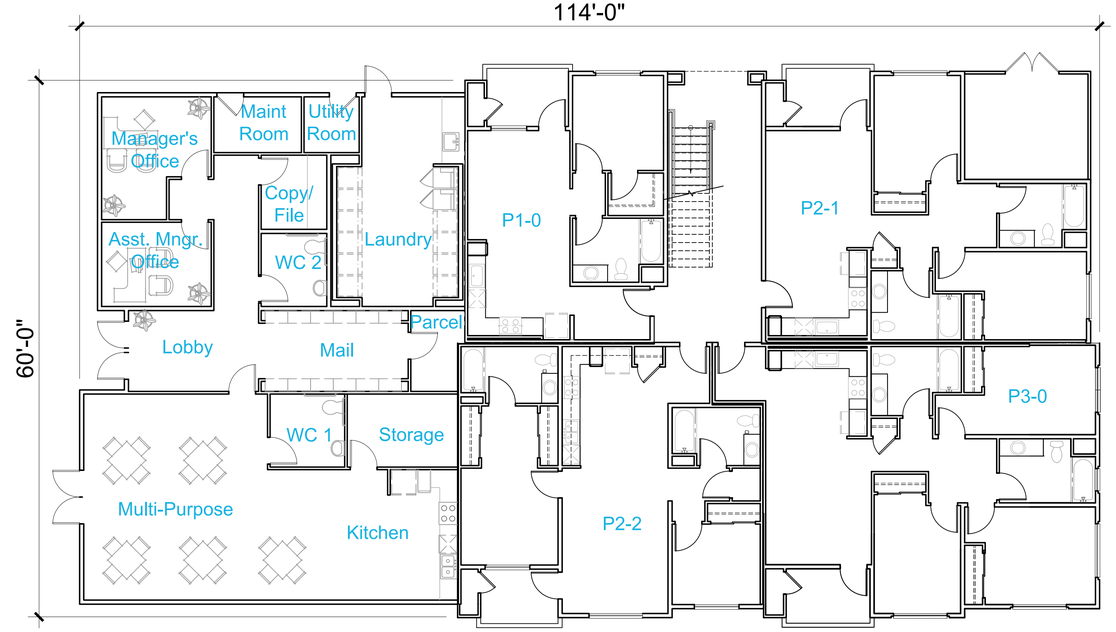
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BUILDING PLANS TYPE B

N4-A1.3



Level 2



Level 1

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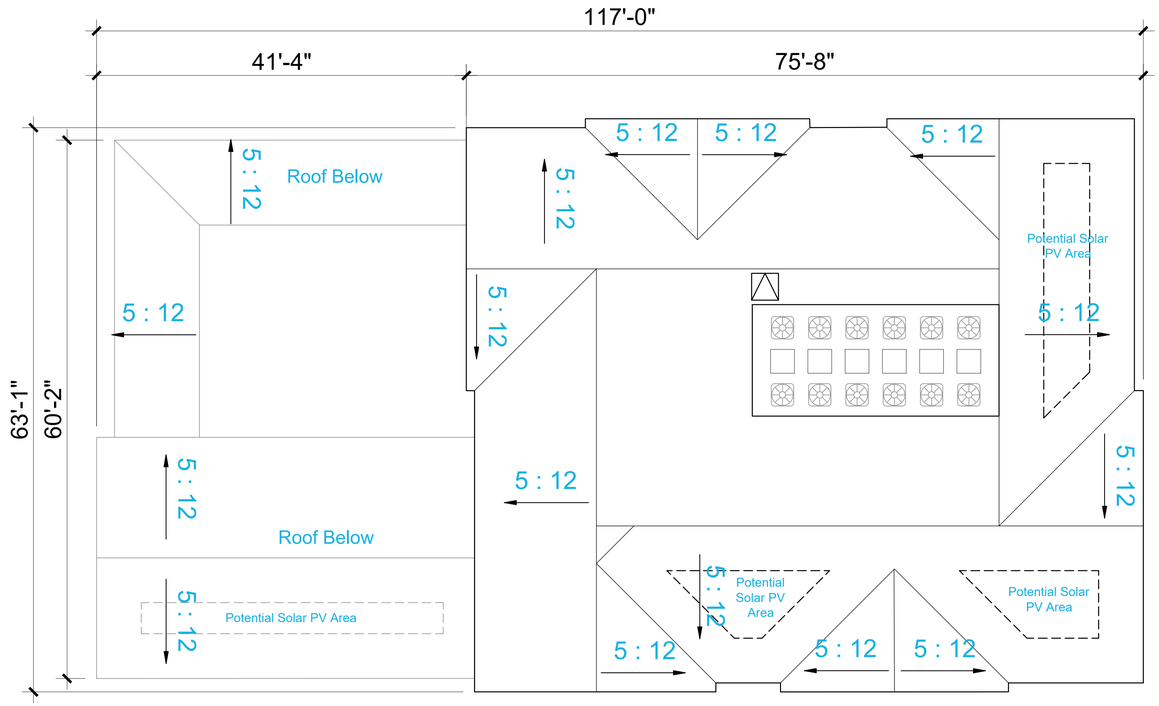
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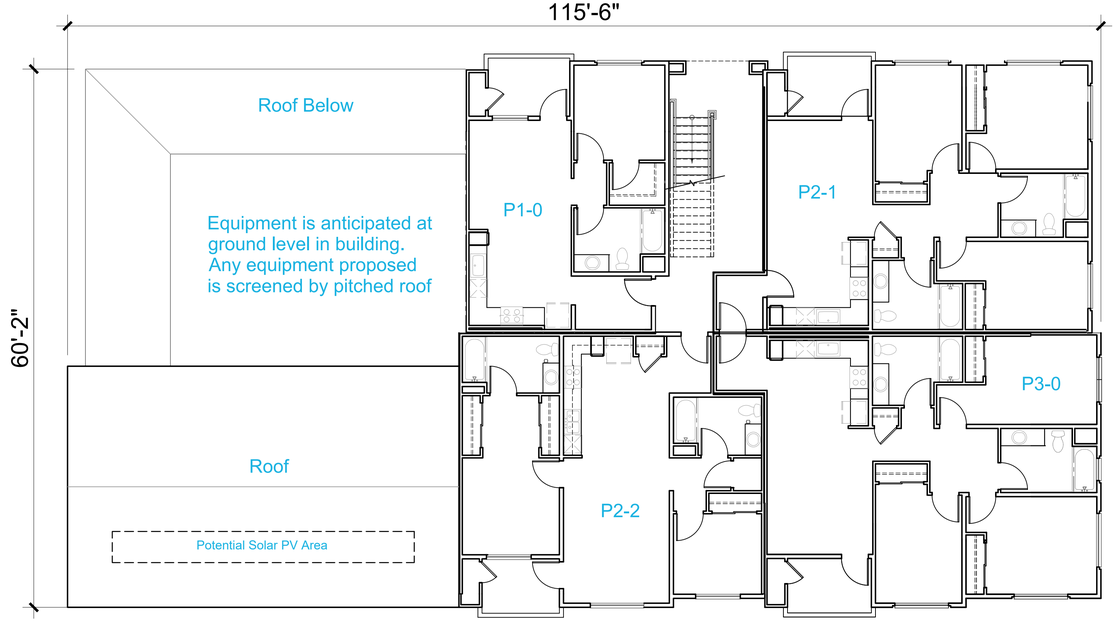
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BUILDING PLANS TYPE C

N4-A1.4



Roof Plan



Level 3

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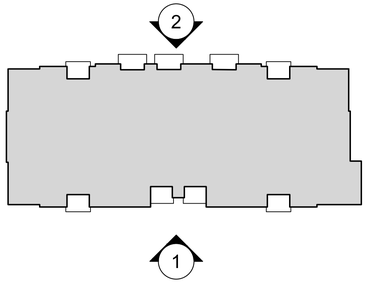
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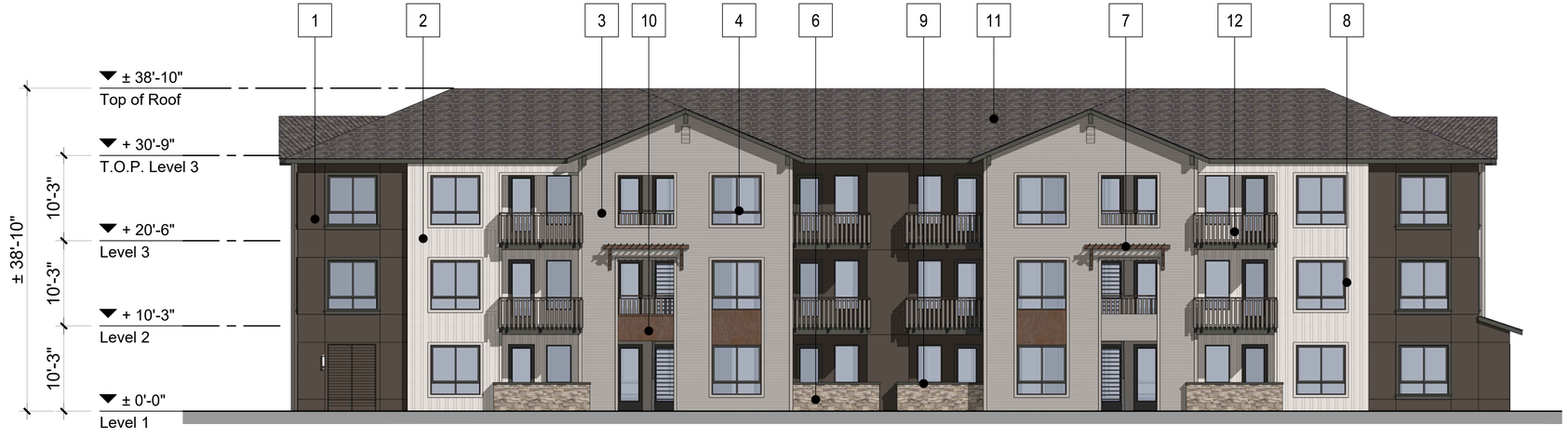
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 16

BUILDING PLANS TYPE C

N4-A1.5





1. Rear Elevation



2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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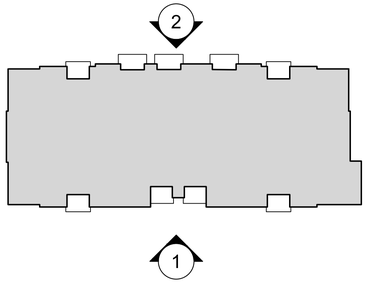
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PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

0 4 8 16

BUILDING ELEVATIONS
TYPE A (COLOR)

N4-A2.0





1. Rear Elevation



2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
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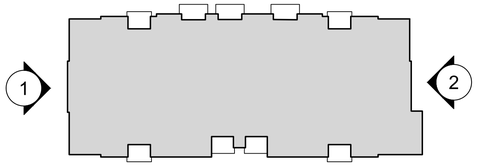
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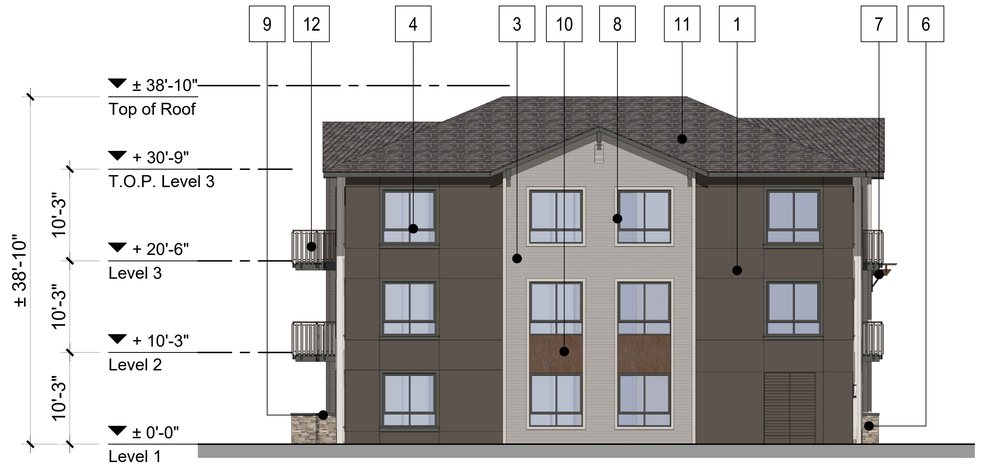
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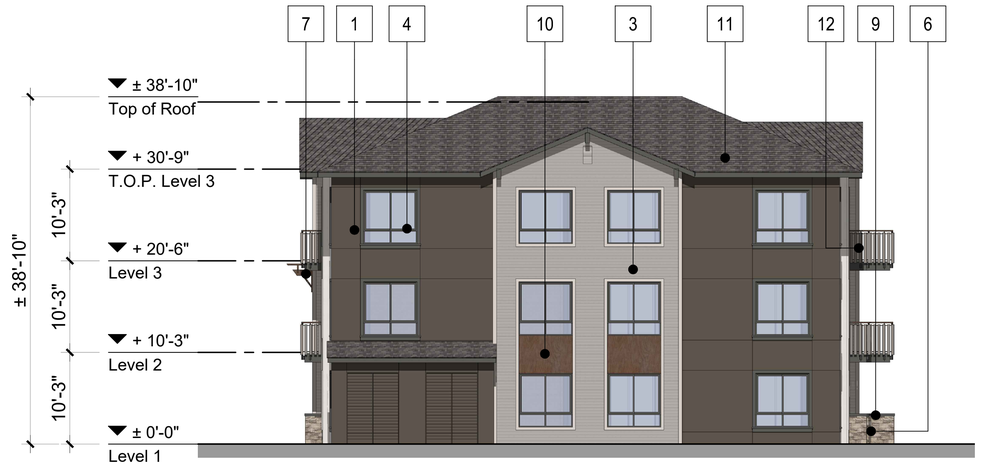
BUILDING ELEVATIONS
TYPE A (B&W)

N4-A2.0.A





1. Left Elevation



2. Right Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
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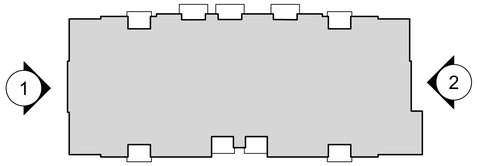
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HOUSING SITE COMPLIANCE REVIEW
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0 4 8 16

BUILDING ELEVATIONS
TYPE A (COLOR)

N4-A2.1





1. Left Elevation



2. Right Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
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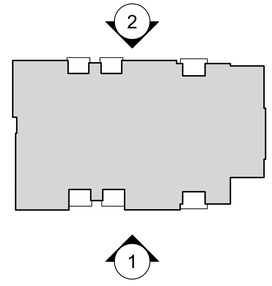
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
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0 4 8 16

BUILDING ELEVATIONS
TYPE A (B&W)

N4-A2.1.A





1. Rear Elevation



2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
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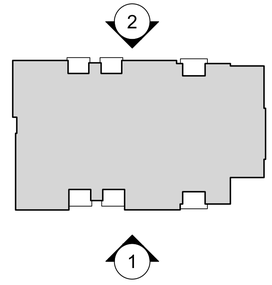
VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

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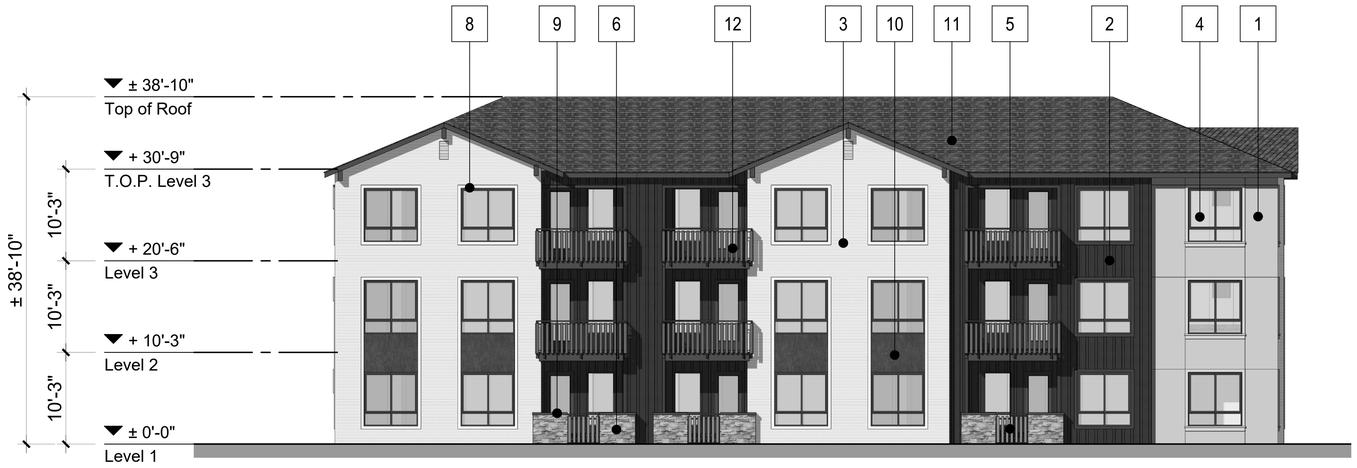
BUILDING ELEVATIONS
TYPE B (COLOR)

N4-A2.2





1. Rear Elevation



2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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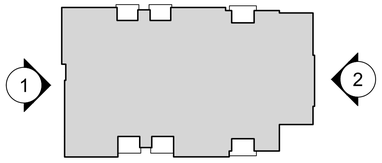
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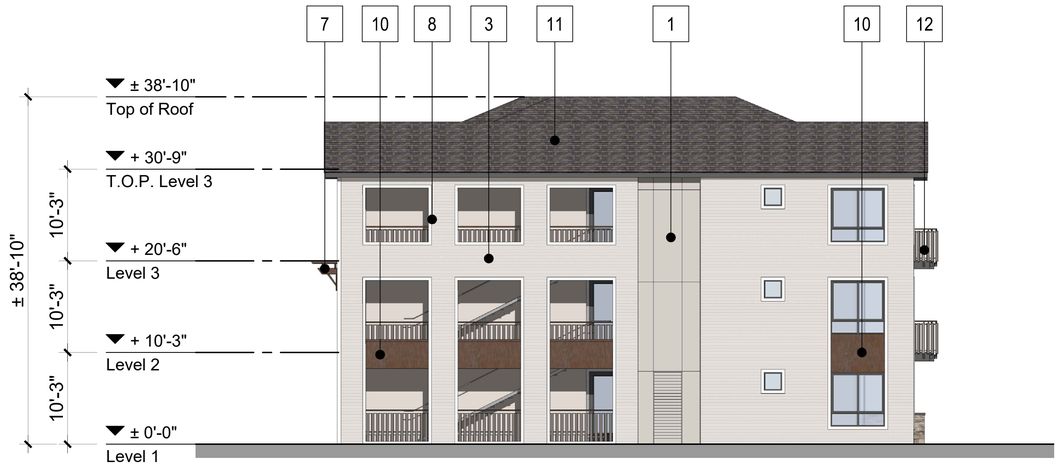
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BUILDING ELEVATIONS
TYPE B (B&W)

N4-A2.2.A



Key Map n.t.s.



1. Left Elevation



2. Right Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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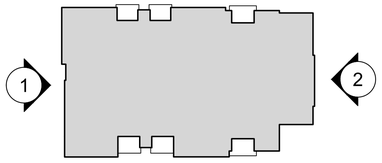
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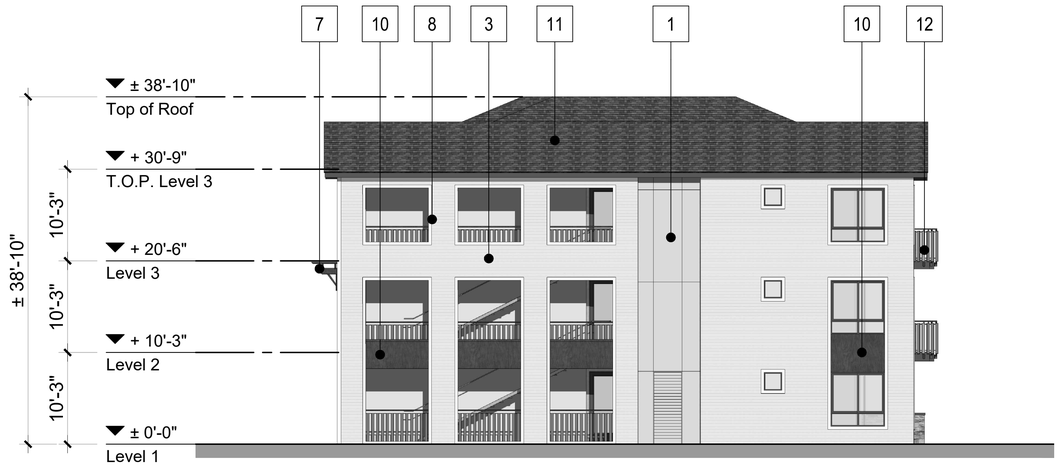
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BUILDING ELEVATIONS
TYPE B (COLOR)

N4-A2.3



Key Map n.t.s.



1. Left Elevation



2. Right Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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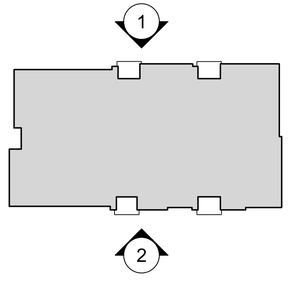
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DATE: 11-01-2024

0 4 8 16

BUILDING ELEVATIONS
TYPE B (B&W)

N4-A2.3.A





1. Front Elevation



2. Rear Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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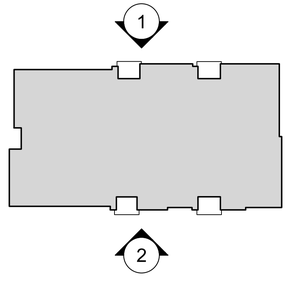
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DATE: 11-01-2024

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BUILDING ELEVATIONS
TYPE C (COLOR)

N4-A2.4





1. Front Elevation



2. Rear Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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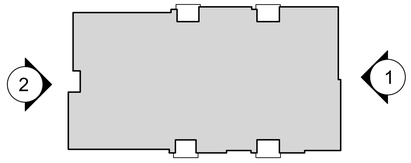
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PLEASANTON, CA

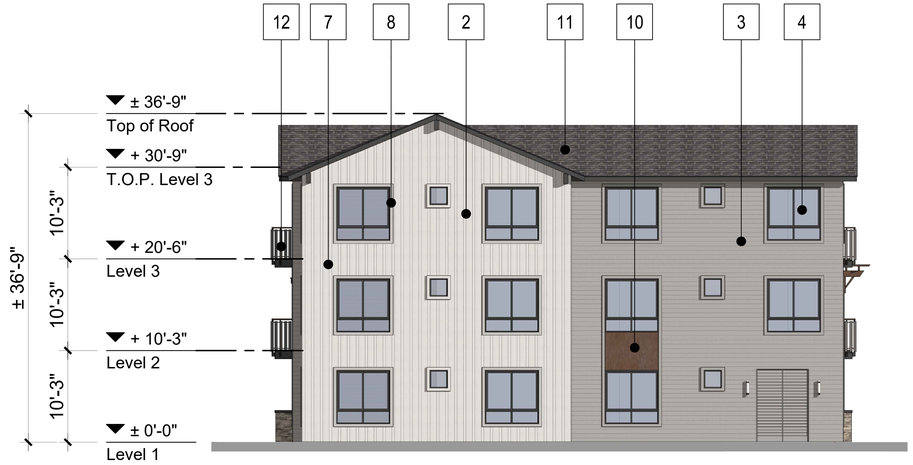
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DATE: 11-01-2024

0 4 8 16

BUILDING ELEVATIONS
TYPE C (B&W)

N4-A2.4.A





1. Front Elevation



2. Rear Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
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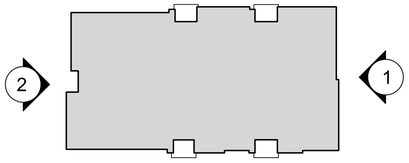
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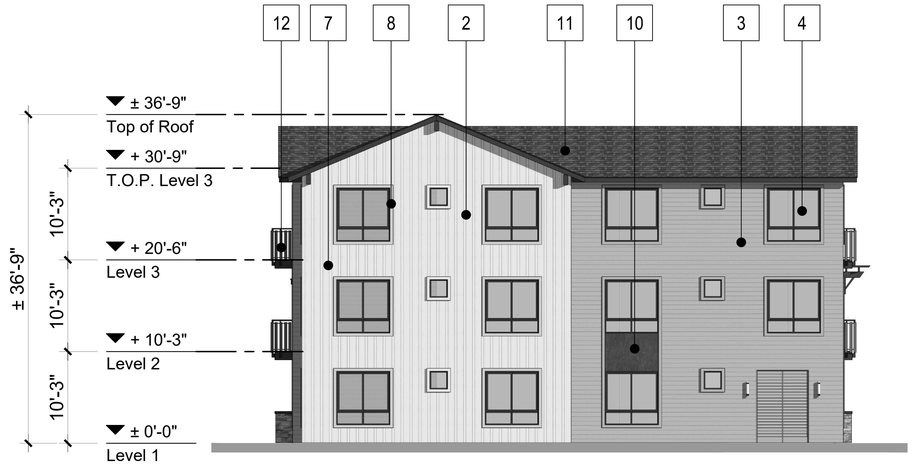
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DATE: 11-01-2024

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BUILDING ELEVATIONS
TYPE C (COLOR)

N4-A2.5





1. Front Elevation



2. Rear Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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BUILDING ELEVATIONS
TYPE C (B&W)

N4-A2.5.A



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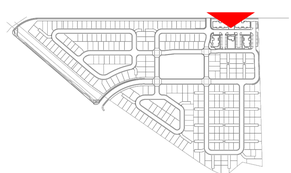
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HOUSING SITE COMPLIANCE REVIEW

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CONCEPTUAL PERSPECTIVE

N4-A3.0

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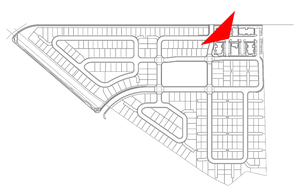
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CONCEPTUAL PERSPECTIVE

N4-A3.1



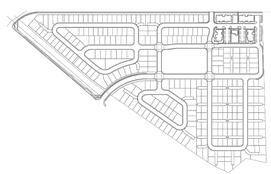
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CONCEPTUAL PERSPECTIVE
NEIGHBORING EDGE

N4-A3.2



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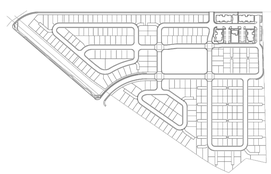
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VILLAGES AT THE QUARRY

PLEASANTON, CA

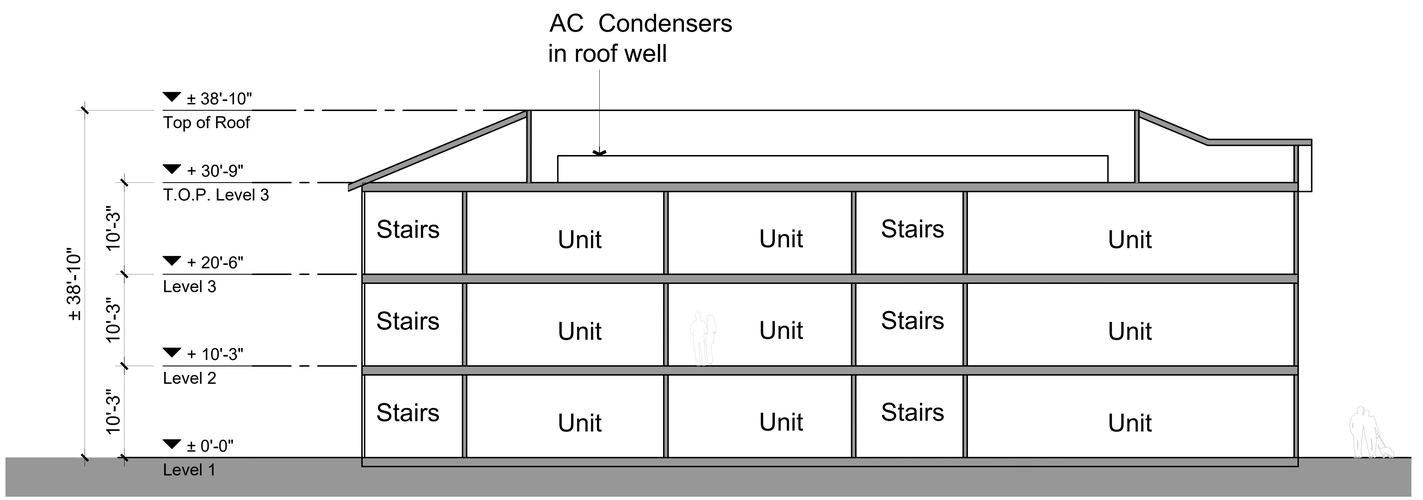
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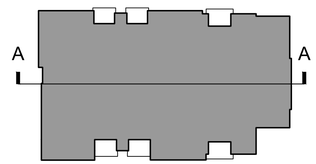


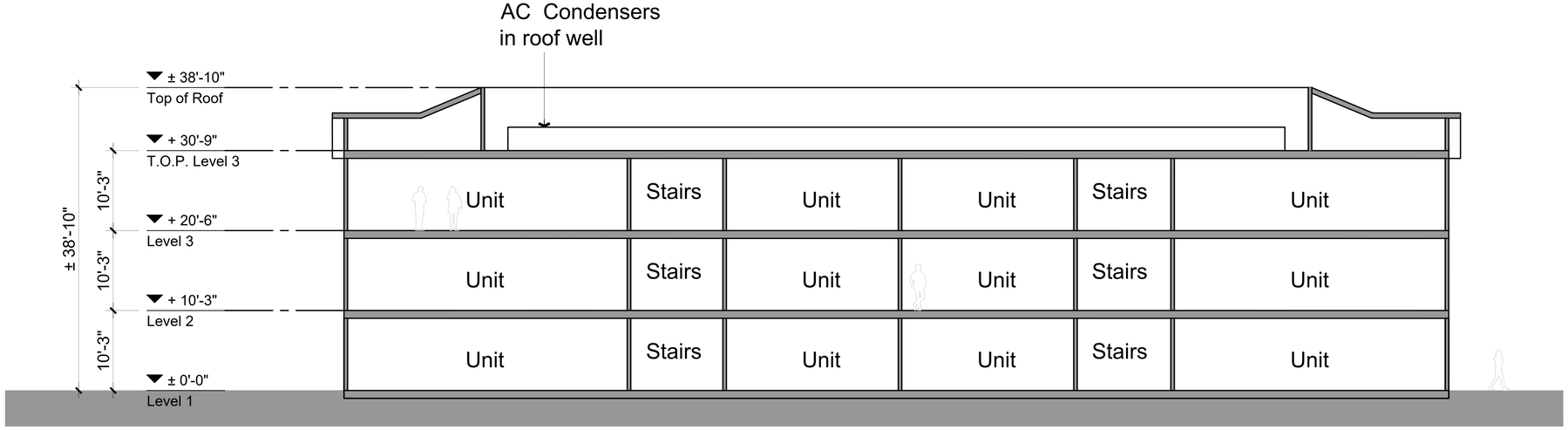
CONCEPTUAL PERSPECTIVE
NEIGHBORING EDGE

N4-A3.3

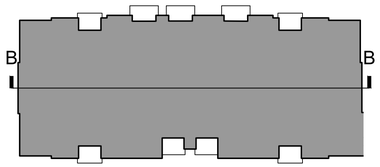


A. Building Type B Section





B. Building Type A Section



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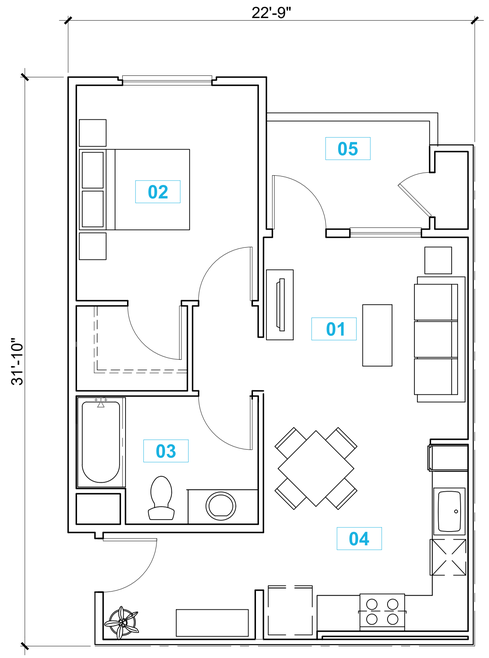
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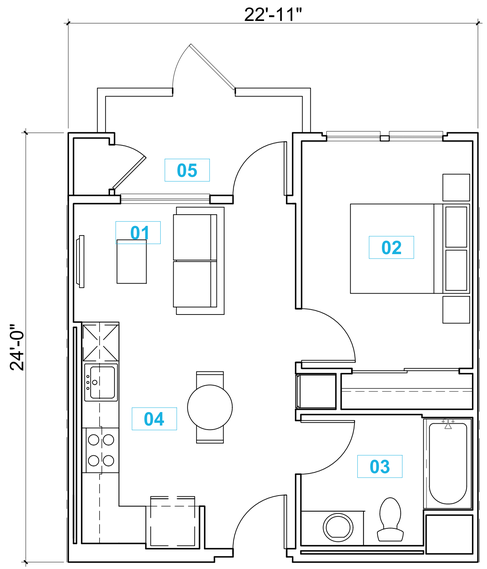
BUILDING SECTIONS

N4-A4.0



Plan P1-0

1 Bedroom / 1 Bath



Plan P1-2

Jr. 1 Bedroom / 1 Bath

CALLOUT LEGEND

01	GREAT ROOM
02	BEDROOM
03	BATHROOM
04	KITCHEN
05	BALCONY
06	DEN

SEEFRIED INDUSTRIAL PROPERTIES

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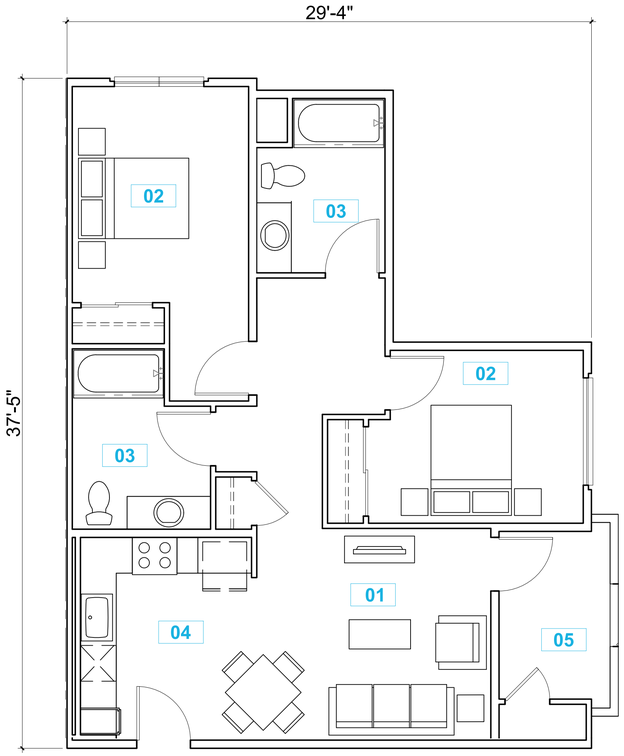
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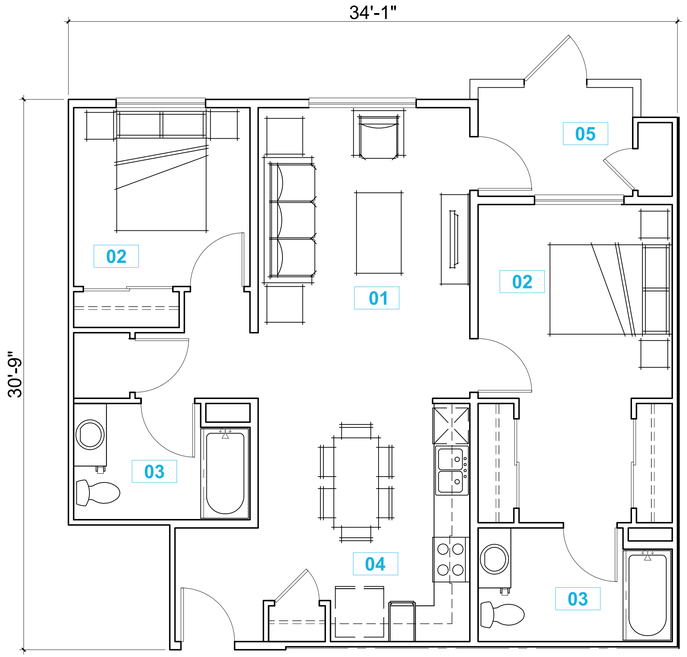
UNIT PLANS

N4-A5.0



Plan P2-1

2 Bedroom / 2 Bath



Plan P2-2

2 Bedroom / 2 Bath

CALLOUT LEGEND

01	GREAT ROOM
02	BEDROOM
03	BATHROOM
04	KITCHEN
05	BALCONY
06	DEN

SEEFRIED INDUSTRIAL PROPERTIES

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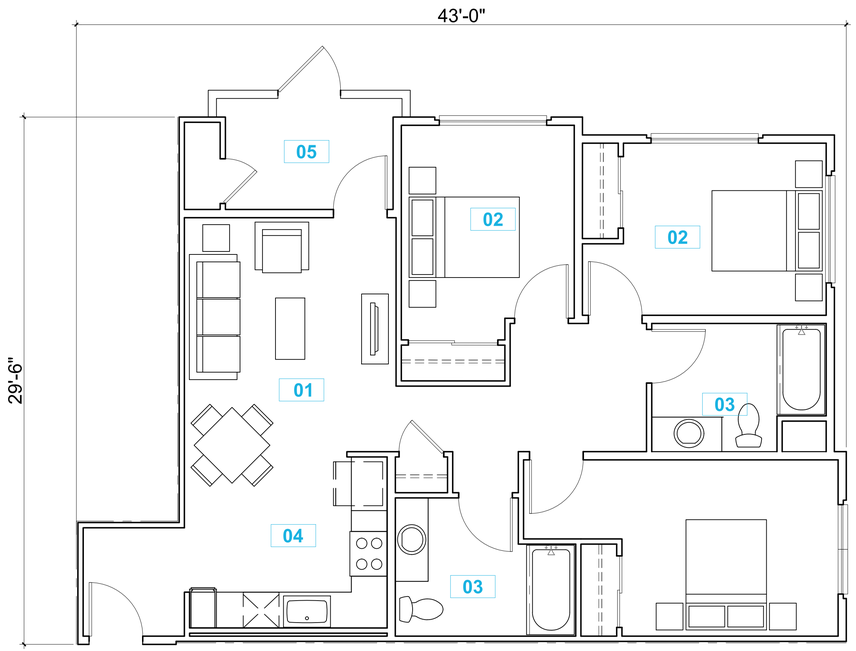
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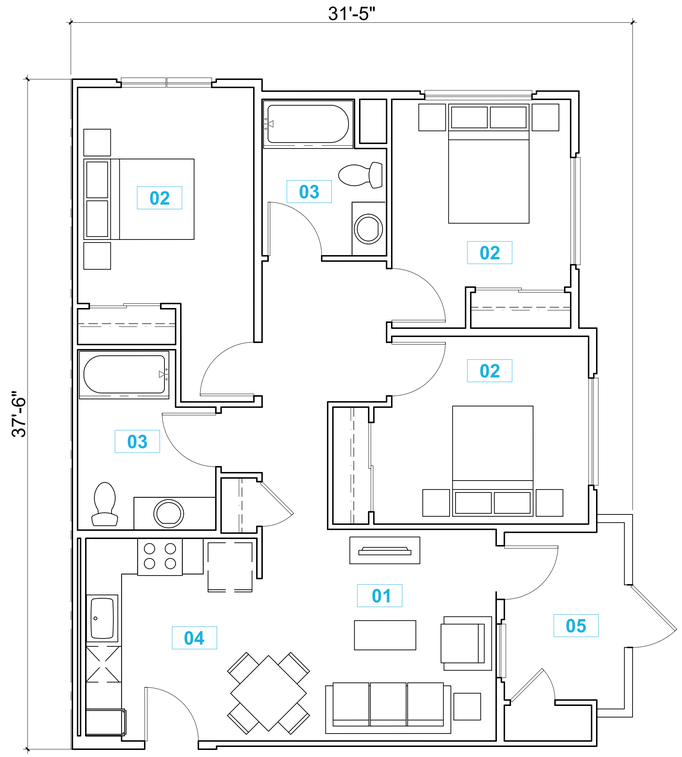
UNIT PLANS

N4-A5.1



Plan P3-0

3 Bedroom / 2 Bath



Plan P3-1

3 Bedroom / 2 Bath

CALLOUT LEGEND

01	GREAT ROOM
02	BEDROOM
03	BATHROOM
04	KITCHEN
05	BALCONY
06	DEN

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UNIT PLANS

A4.5.2



01 CEMENTITIOUS PANEL



02 CEMENTITIOUS BOARD AND BATTEN



03 CEMENTITIOUS LAP SIDING



04 VINYL WINDOW



05 RAILING



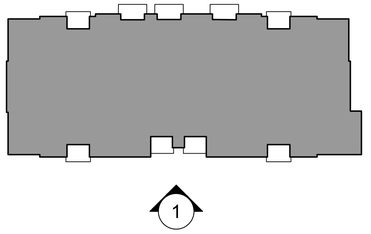
06 STONE VENEER



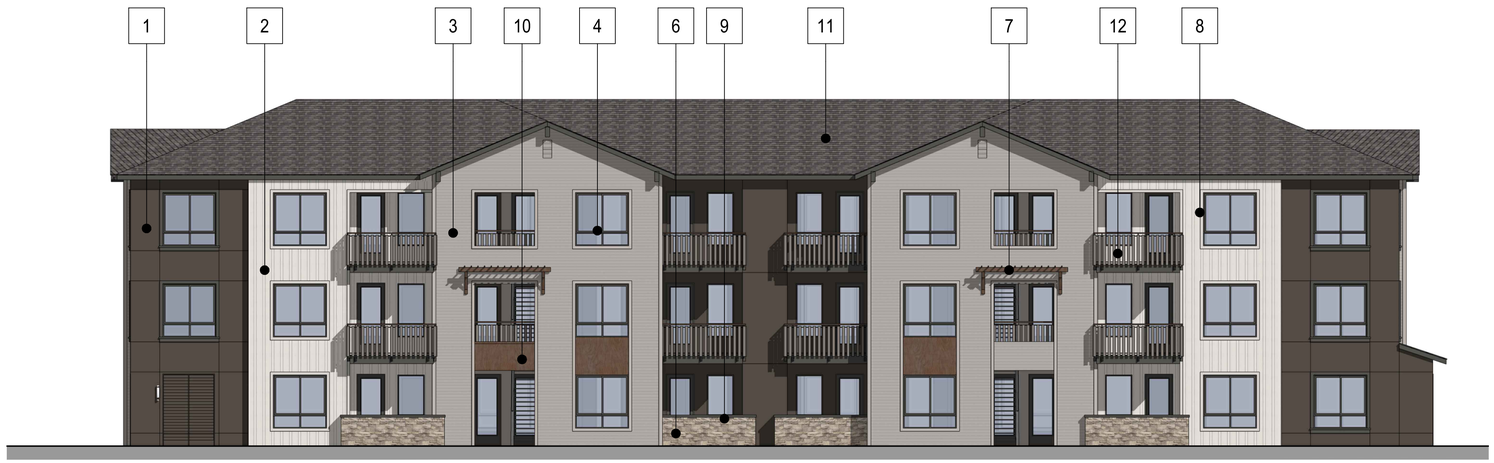
09 PRECAST WALL CAP



10 COMPOSITE PANEL



Key Map n.t.s.



1. Rear Elevation

Legend

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Railing
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

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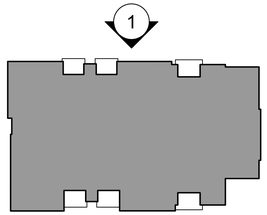
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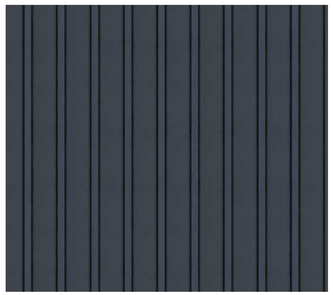
BUILDING MATERIALS
TYPE A

N4-A6.0





01 CEMENTITIOUS PANEL



02 CEMENTITIOUS BOARD AND BATTEN

03 CEMENTITIOUS LAP SIDING



04 VINYL WINDOW



05 RAILING



06 STONE VENEER



09 PRECAST WALL CAP



10 COMPOSITE PANEL



1. Rear Elevation

Legend

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Railing
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
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BUILDING MATERIALS
TYPE B

N4-A6.1



01 CEMENTITIOUS BOARD AND BATTEN



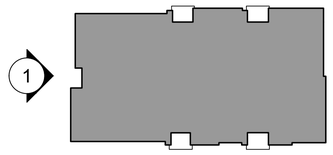
02 CEMENTITIOUS LAP SIDING



03 VINYL WINDOW



05 CEMENTITIOUS TRIM





1. Front Elevation

Material Legend:

1. Cementitious Board and Batten Siding
2. Cementitious Lap Siding
3. Vinyl Window
4. Cementitious Trim
5. Composite Roof

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

BUILDING MATERIALS
RESIDENTIAL AMENITY

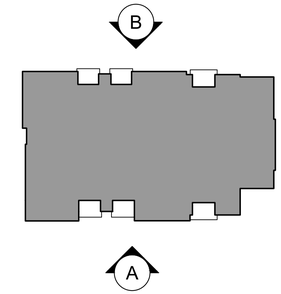
N4-A6.2



A. Front Elevation Building Type B



B. Rear Elevation Building Type B



Building Type B Key Map n.t.s.



1. Entry Detail



2. Recessed Balcony Detail

SEEFRIED INDUSTRIAL PROPERTIES

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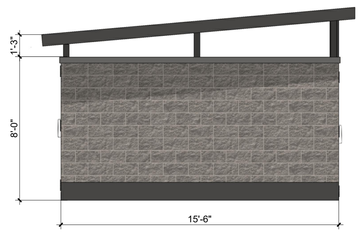
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

BUILDING DETAILS

N4-A6.3



1. Front Elevation



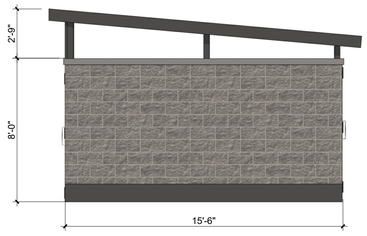
2. Left Elevation



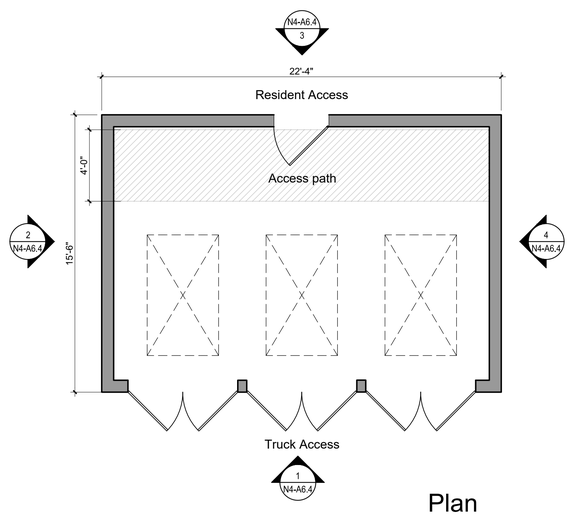
Conceptual Perspective



3. Rear Elevation



4. Right Elevation



Plan

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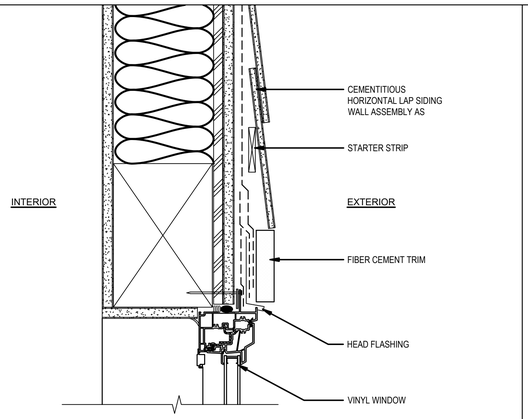
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PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
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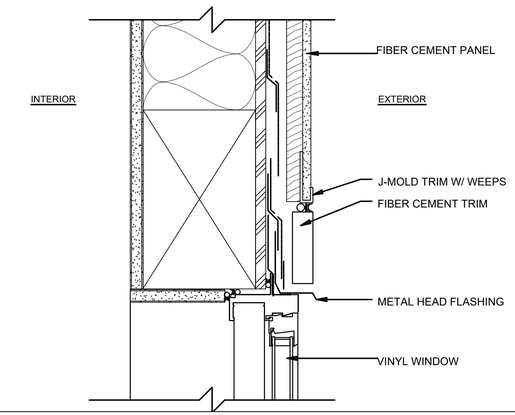
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TRASH ENCLOSURE

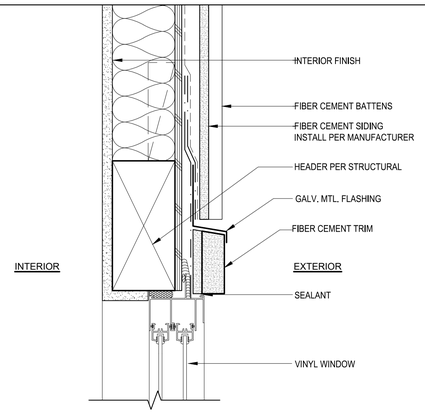
N4-A6.4



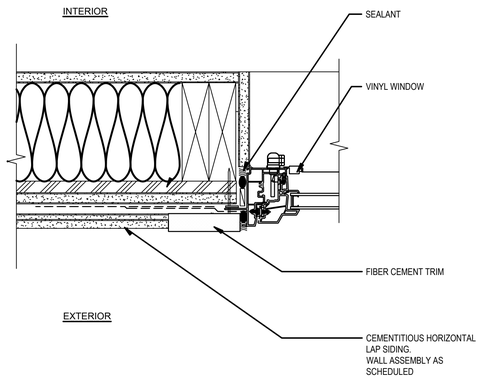
1. WINDOW HEAD - LAP SIDING



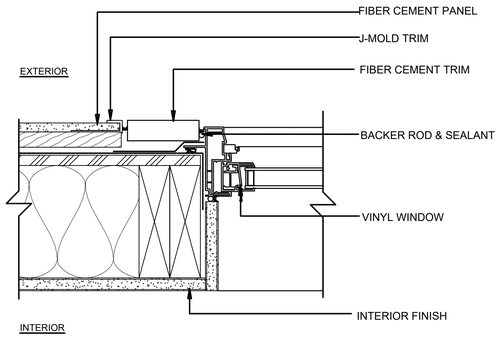
4. WINDOW HEAD FLUSH W/ TRIM - CEMENTITIOUS PANEL



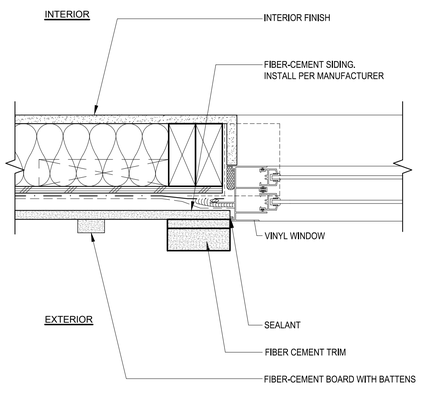
7. WINDOW HEAD FLUSH W/ TRIM - BOARD & BATTEN



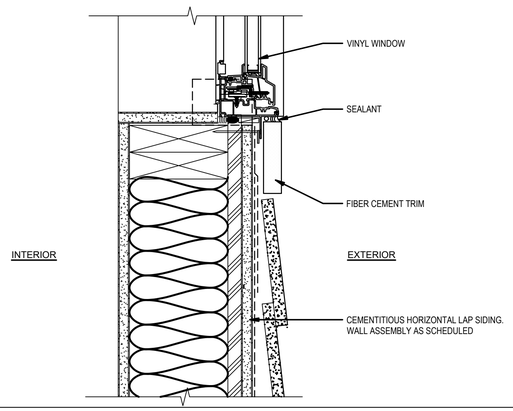
2. WINDOW JAMB - LAP SIDING



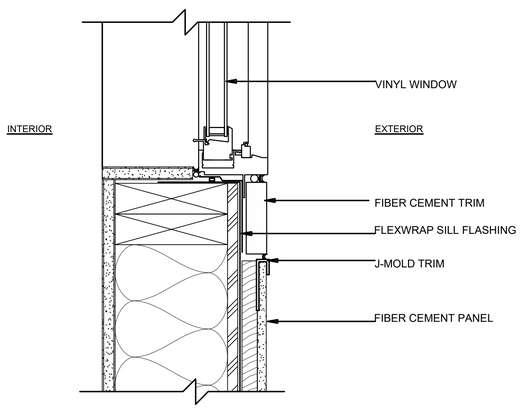
5. WINDOW JAMB FLUSH W/ TRIM - CEMENTITIOUS PANEL



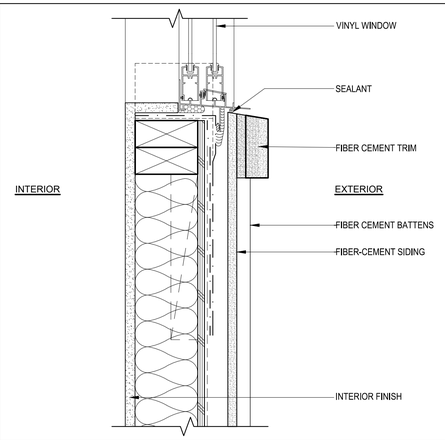
8. WINDOW JAMB FLUSH W/ TRIM - BOARD & BATTEN



3. WINDOW SILL - LAP SIDING



6. WINDOW SILL FLUSH W/ TRIM - CEMENTITIOUS PANEL



9. WINDOW SILL FLUSH W/ TRIM - B & B

SEEFRIED INDUSTRIAL PROPERTIES

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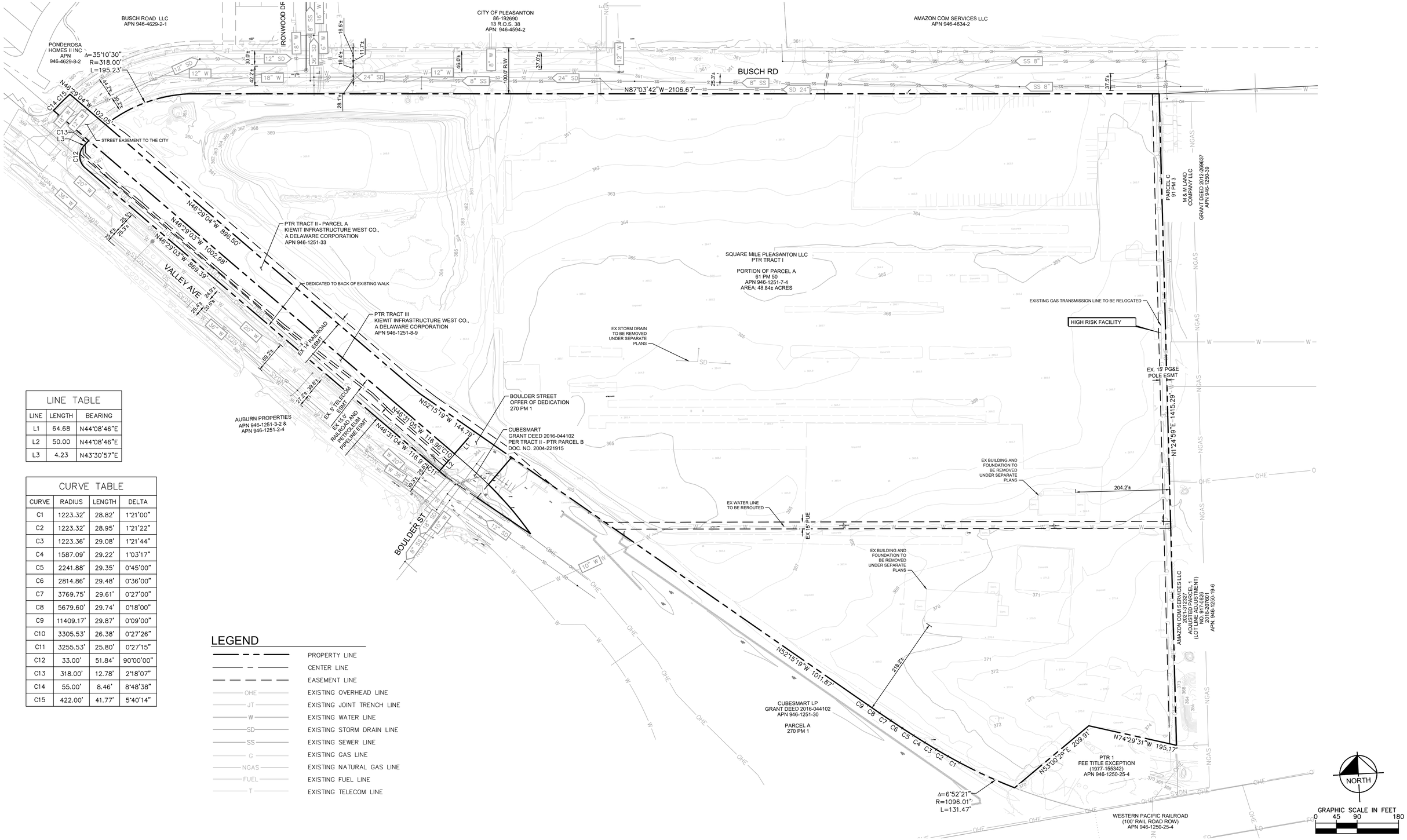
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

TYPICAL WINDOW DETAILS

N4-A6.5



LINE TABLE		
LINE	LENGTH	BEARING
L1	64.68	N44°08'46"E
L2	50.00	N44°08'46"E
L3	4.23	N43°30'57"E

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	1223.32'	28.82'	1°21'00"
C2	1223.32'	28.95'	1°21'22"
C3	1223.36'	29.08'	1°21'44"
C4	1587.09'	29.22'	1°03'17"
C5	2241.88'	29.35'	0°45'00"
C6	2814.86'	29.48'	0°36'00"
C7	3769.75'	29.61'	0°27'00"
C8	5679.60'	29.74'	0°18'00"
C9	11409.17'	29.87'	0°09'00"
C10	3305.53'	26.38'	0°27'26"
C11	3255.53'	25.80'	0°27'15"
C12	33.00'	51.84'	90°00'00"
C13	318.00'	12.78'	2°18'07"
C14	55.00'	8.46'	8°48'38"
C15	422.00'	41.77'	5°40'14"

LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- OHE — EXISTING OVERHEAD LINE
- JT — EXISTING JOINT TRENCH LINE
- W — EXISTING WATER LINE
- SD — EXISTING STORM DRAIN LINE
- SS — EXISTING SEWER LINE
- G — EXISTING GAS LINE
- NGAS — EXISTING NATURAL GAS LINE
- FUEL — EXISTING FUEL LINE
- T — EXISTING TELECOM LINE

SEEFRIED INDUSTRIAL PROPERTIES

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

EXISTING CONDITIONS

C1

VILLAGE 1 PRODUCT MIX

PLAN	PLAN SF	NO. OF LOTS	% MIX	TOTAL SF
PLAN 1	1,996	16	12%	31,936
PLAN 2	2,283	54	40%	123,282
PLAN 3	2,331	11	8%	25,641
PLAN 4	2,441	54	40%	131,814
AVERAGES / TOTALS	2,263	135	100%	312,673

VILLAGE 2 PRODUCT MIX

PLAN	PLAN SF	NO. OF LOTS	% MIX	TOTAL SF
PLAN 1	2,373	29	34%	68,817
PLAN 2	2,674	27	32%	72,198
PLAN 3	2,785	29	34%	80,765
AVERAGES / TOTALS	2,611	85	100%	221,780

VILLAGE 3 PRODUCT MIX

PLAN	PLAN SF	NO. OF LOTS	% MIX	TOTAL SF
PLAN 1	2,949	31	34%	91,419
PLAN 2	3,080	29	32%	89,320
PLAN 3	3,423	30	33%	102,690
AVERAGES / TOTALS	3,151	90	100%	283,429

REFER TO N4–A0.1 FOR AFFORDABLE APARTMENT/VILLAGE 4 UNIT MIX

PARKING SUMMARY TABLE		
VILLAGE 1-3 SINGLE FAMILY		
	REQUIRED	PROPOSED
OFF-STREET	612	612
ON-STREET	*	365
VILLAGE 4 MULTI-FAMILY		
	REQUIRED	PROPOSED
STANDARD SPACES	109	127
ACCESSIBLE SPACES	5	7
BICYCLE PARKING CLASS 1	67	0
BICYCLE PARKING CLASS 2	3	3

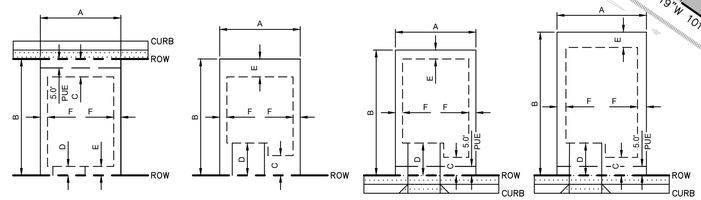
LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- ROW LINE
- LOT LINE
- TREATMENT AREAS
- PARKING STALL

- VILLAGE 1 LOTS (135)
- VILLAGE 2 LOTS (85)
- VILLAGE 3 LOTS (90)
- VILLAGE 4 MULTI–FAMILY

TYPICAL DEVELOPMENT STANDARDS				
	VILLAGE 1 (ALLEY LOADED)	VILLAGE 1 (FRONT LOADED)	VILLAGE 2	VILLAGE 3
MIN LOT SIZE	2,925 SF	2,925 SF	3,150 SF	4,000 SF
(A) MIN LOT FRONTAGE*	45'	45'	45'	50'
(B) MIN LOT DEPTH	65'	65'	70'	80'
(C) MIN FRONT SETBACK TO STRUCTURE	10'	10'	10'	10'
(D) MIN FRONT SETBACK TO GARAGE	5'	18'	18'	18'
(E) MIN REAR SETBACK	5'	10'	5'	8.5'
(F) MIN SIDE SETBACK	4'	4'	4'	5'
MIN SIDE SETBACK (CORNER LOT)	9' STREET SIDE, 4' OTHER SIDE	9' STREET SIDE, 4' OTHER SIDE	9' STREET SIDE, 4' OTHER SIDE	10' STREET SIDE, 5' OTHER SIDE

* 35' MIN FRONTAGE FOR FLAG LOTS



TYPICAL VILLAGE 1 (ALLEY LOADED) LOT LAYOUT

TYPICAL VILLAGE 1 (FRONT LOADED) LOT LAYOUT

TYPICAL VILLAGE 2 LOT LAYOUT

TYPICAL VILLAGE 3 LOT LAYOUT

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VILLAGES AT THE QUARRY
PLEASANTON, CA

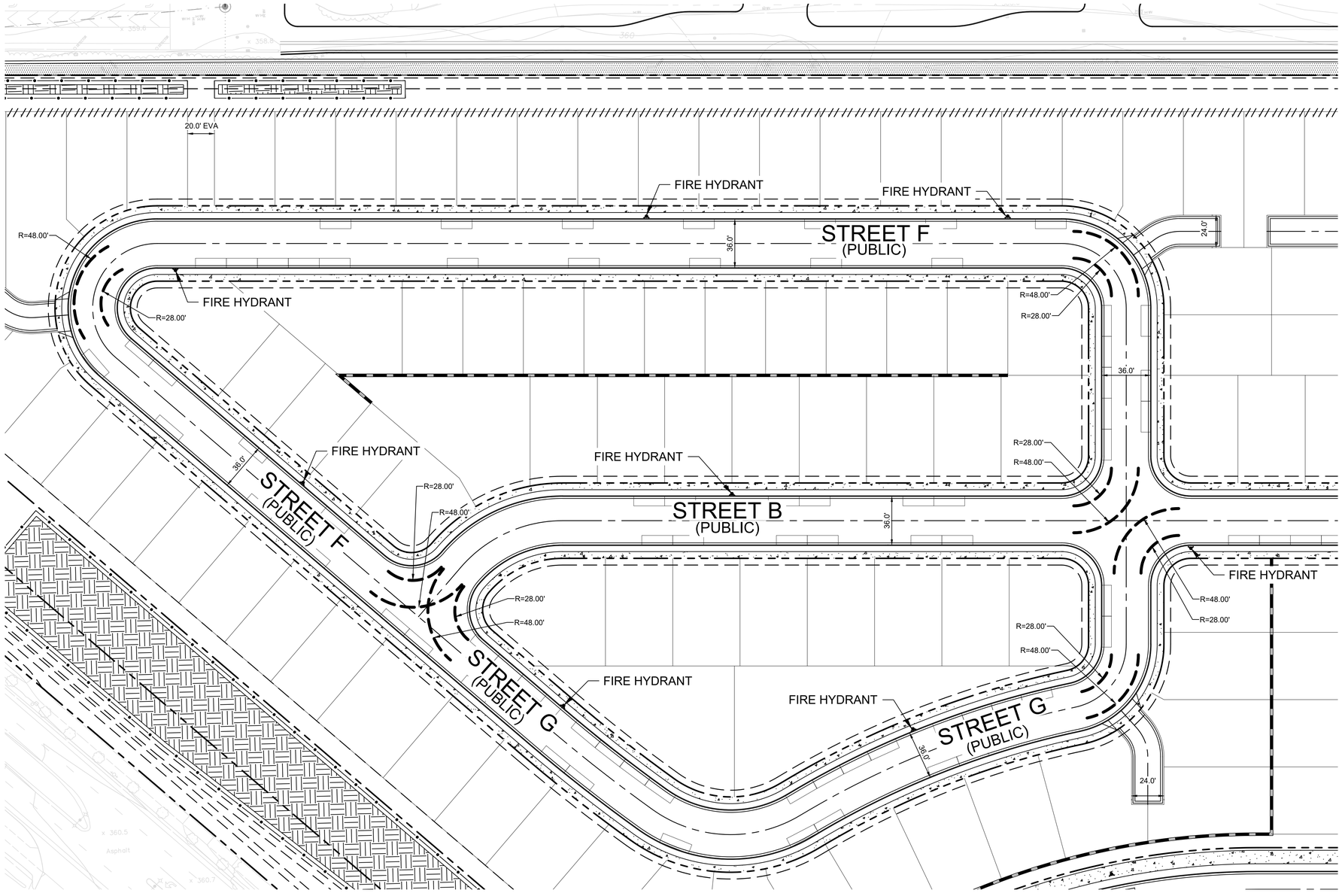
HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

SITE PLAN

C2



LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- FIRE HYDRANT LOCATION
- FIRE TURNING RADIUS (ALL INSIDE AND OUTSIDE TURNING RADII SHOWN ON THIS PLAN ARE 28' AND 48 RESPECTIVELY, UNLESS SHOWN OTHERWISE)

R=28'
R=48'

GENERAL FIRE NOTES:

1. ALL NEW BUILDINGS WILL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING PER CFC SEC. 510.

2. STANDPIPE SYSTEMS WILL BE PROVIDED IN NEW BUILDINGS AND STRUCTURES. FIRE HOSE THREADS USED IN CONNECTION WITH STAND PIPE SYSTEMS WILL BE APPROVED AND WILL BE COMPATIBLE WITH FIRE DEPARTMENT HOSE THREADS. THE LOCATION OF FIRE DEPARTMENT HOSE CONNECTIONS WILL BE APPROVED. STANDPIPES WILL BE MANUAL WET TYPE. IN BUILDINGS USED FOR HIGH-PILED COMBUSTIBLE STORAGE, FIRE HOSE PROTECTION WILL BE IN ACCORDANCE WITH CHAPTER 32. STANDPIPE SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THIS SECTION AND NFPA 14 AS AMENDED IN CHAPTER 47. CFC SEC. 905

3. POTABLE WATER SUPPLIES WILL BE PROTECTED FROM CONTAMINATION CAUSED BY FIRE PROTECTION WATER SUPPLIES. CONTRACTOR AND ANY SUBCONTRACTORS WILL CONTACT THE WATER PURVEYOR SUPPLYING THE SITE AND WILL COMPLY WITH THE REQUIREMENTS OF THAT PURVEYOR. REQUIREMENTS WILL BE INCORPORATED INTO THE DESIGN OF ANY WATER-BASED FIRE PROTECTION SYSTEMS, AND/OR FIRE SUPPRESSION WATER SUPPLY SYSTEMS OR STORAGE CONTAINERS THAT MAY BE PHYSICALLY CONNECTED IN ANY MANNER TO AN APPLIANCE CAPABLE OF CAUSING CONTAMINATION OF THE POTABLE WATER SUPPLY OF THE PURVEYOR OF RECORD.

4. NEW AND EXISTING BUILDINGS WILL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET FRONTING THE PROPERTY. THESE NUMBERS WILL CONTRAST WITH THEIR BACKGROUND. ADDRESS NUMBERS WILL BE PROVIDED IN ADDITIONAL LOCATIONS TO FACILITATE EMERGENCY RESPONSE AS DETERMINED BY THE FIRE CODE OFFICIAL. ADDRESS NUMBERS WILL BE ARABIC NUMBERS OR ALPHABETICAL LETTERS. NUMBERS WILL BE A MINIMUM OF 4" HIGH WITH A MINIMUM STROKE WIDTH OF 0.5". ADDRESS NUMBERS SHALL BE MAINTAINED. CFC SEC. 505.1

5. APPROVED AUTOMATIC SPRINKLER SYSTEMS IN NEW BUILDINGS AND STRUCTURES WILL BE PROVIDED IN THE LOCATIONS DESCRIBED PER SCCFD CODE OR IN SECTIONS 903.2.1 THROUGH 903.2.18 WHICHEVER IS MORE RESTRICTIVE. FIREWALLS USED TO SEPARATE BUILDING AREAS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE AND WILL BE WITHOUT OPENINGS OR PENETRATIONS. A STATE OF CALIFORNIA LICENSED (C-16) FIRE PROTECTION CONTRACTOR WILL SUBMIT PLANS, CALCULATIONS, A COMPLETED PERMIT APPLICATION AND APPROPRIATE FEES TO SCCFD FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK PER CFC SEC. 903.2 AS ADOPTED AND AMENDED.

6. FIRE ALARMS WILL BE INSTALLED IN ACCORDANCE WITH CFC SEC. P07 AND THE CURRENT EDITION OF NFPA 72.

7. ALL CONSTRUCTION SITES WILL COMPLY WITH APPLICABLE PROVISIONS OF THE CFC CHAPTER 33, SCCFD STANDARD DETAIL, AND SPECIFICATION SI-7.

8. FIRE DEPARTMENT CONNECTIONS TO EACH BUILDING SHALL BE WITHIN 100 FEET OF A FIRE HYDRANT.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEEFRIED INDUSTRIAL PROPERTIES

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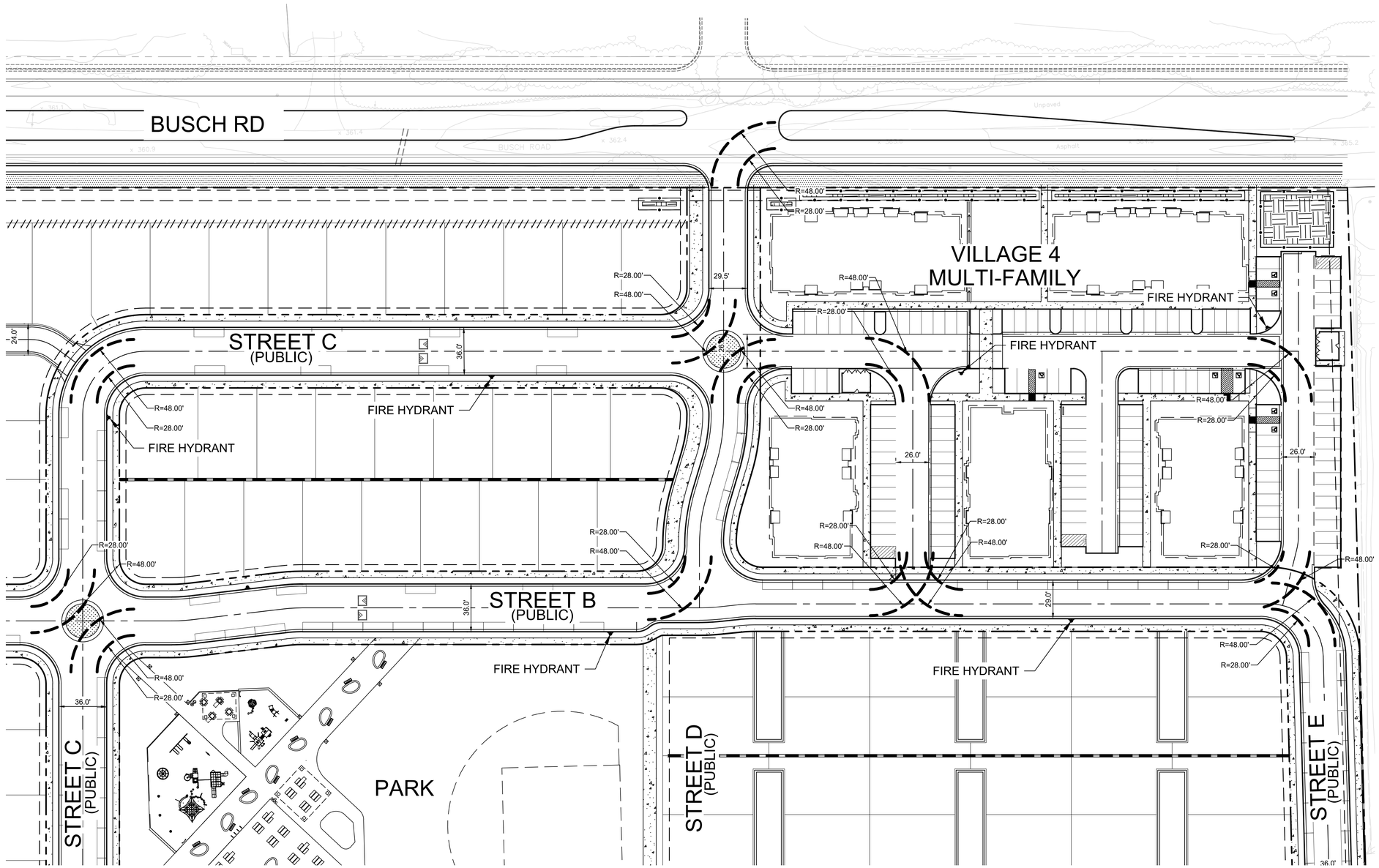
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

EMERGENCY VEHICLE ACCESS PLAN

C3.1



LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- FIRE HYDRANT LOCATION
- FIRE TURNING RADIUS (ALL INSIDE AND OUTSIDE TURNING RADII SHOWN ON THIS PLAN ARE 28' AND 48 RESPECTIVELY, UNLESS SHOWN OTHERWISE)

GENERAL FIRE NOTES:

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3. POTABLE WATER SUPPLIES WILL BE PROTECTED FROM CONTAMINATION CAUSED BY FIRE PROTECTION WATER SUPPLIES. CONTRACTOR AND ANY SUBCONTRACTORS WILL CONTACT THE WATER PURVEYOR SUPPLYING THE SITE AND WILL COMPLY WITH THE REQUIREMENTS OF THAT PURVEYOR. REQUIREMENTS WILL BE INCORPORATED INTO THE DESIGN OF ANY WATER-BASED FIRE PROTECTION SYSTEMS, AND/OR FIRE SUPPRESSION WATER SUPPLY SYSTEMS OR STORAGE CONTAINERS THAT MAY BE PHYSICALLY CONNECTED IN ANY MANNER TO AN APPLIANCE CAPABLE OF CAUSING CONTAMINATION OF THE POTABLE WATER SUPPLY OF THE PURVEYOR OF RECORD.
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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEEFRIED INDUSTRIAL PROPERTIES

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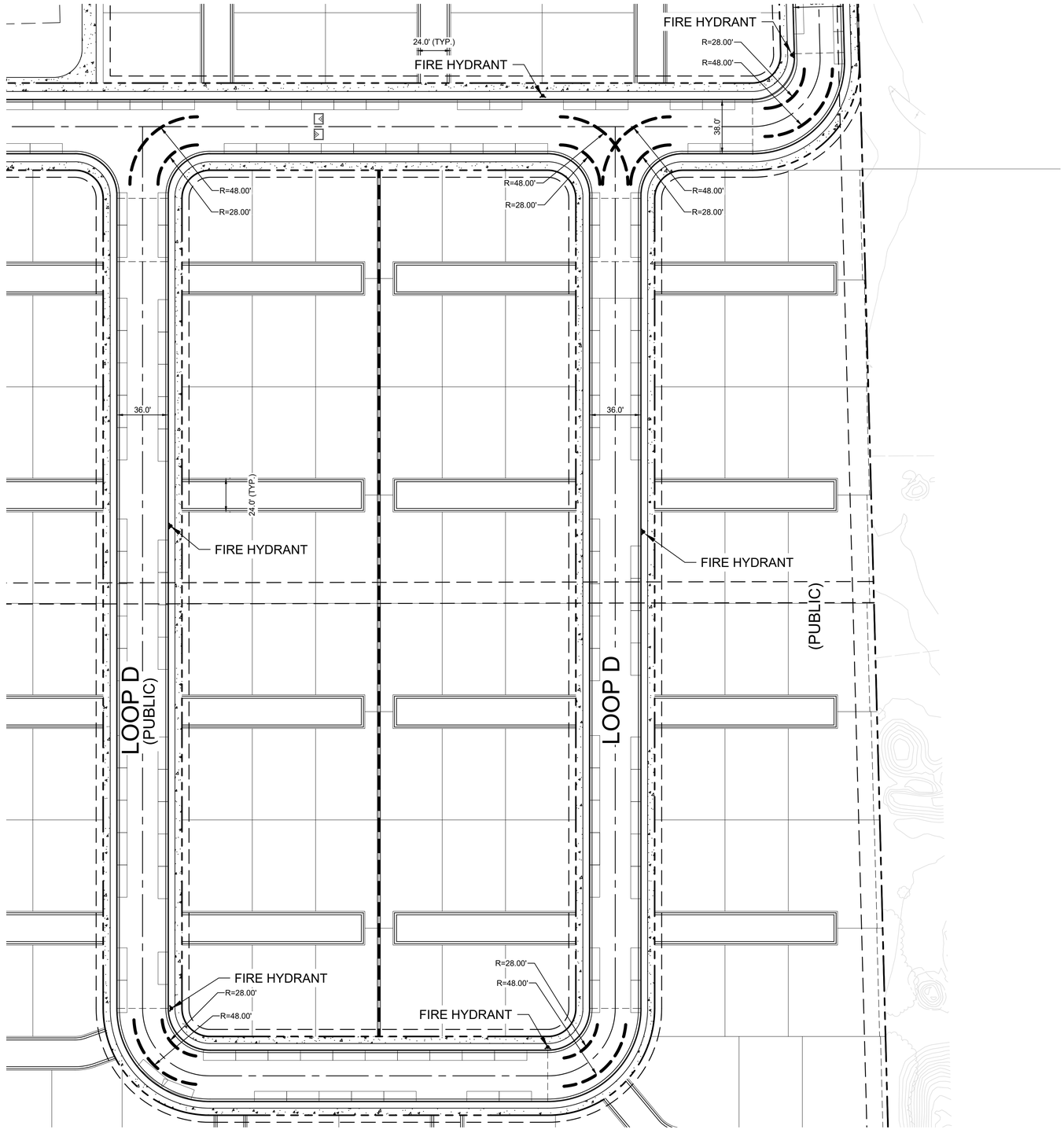
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VILLAGES AT THE QUARRY
PLEASANTON, CA

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EMERGENCY VEHICLE ACCESS PLAN

C3.2



LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- FIRE HYDRANT LOCATION
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4. NEW AND EXISTING BUILDINGS WILL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET FRONTING THE PROPERTY. THESE NUMBERS WILL CONTRAST WITH THEIR BACKGROUND. ADDRESS NUMBERS WILL BE PROVIDED IN ADDITIONAL LOCATIONS TO FACILITATE EMERGENCY RESPONSE AS DETERMINED BY THE FIRE CODE OFFICIAL. ADDRESS NUMBERS WILL BE ARABIC NUMBERS OR ALPHABETICAL LETTERS. NUMBERS WILL BE A MINIMUM OF 4" HIGH WITH A MINIMUM STROKE WIDTH OF 0.5". ADDRESS NUMBERS SHALL BE MAINTAINED. CFC SEC. 505.1

5. APPROVED AUTOMATIC SPRINKLER SYSTEMS IN NEW BUILDINGS AND STRUCTURES WILL BE PROVIDED IN THE LOCATIONS DESCRIBED PER SCCFD CODE OR IN SECTIONS 903.2.1 THROUGH 903.2.18 WHICHEVER IS MORE RESTRICTIVE. FIREWALLS USED TO SEPARATE BUILDING AREAS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE AND WILL BE WITHOUT OPENINGS OR PENETRATIONS. A STATE OF CALIFORNIA LICENSED (C-16) FIRE PROTECTION CONTRACTOR WILL SUBMIT PLANS, CALCULATIONS, A COMPLETED PERMIT APPLICATION AND APPROPRIATE FEES TO SCCFD FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK PER CFC SEC. 903.2 AS ADOPTED AND AMENDED.

6. FIRE ALARMS WILL BE INSTALLED IN ACCORDANCE WITH CFC SEC. P07 AND THE CURRENT EDITION OF NFPA 72.

7. ALL CONSTRUCTION SITES WILL COMPLY WITH APPLICABLE PROVISIONS OF THE CFC CHAPTER 33, SCCFD STANDARD DETAIL, AND SPECIFICATION SI-7.

8. FIRE DEPARTMENT CONNECTIONS TO EACH BUILDING SHALL BE WITHIN 100 FEET OF A FIRE HYDRANT.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEEFRIED INDUSTRIAL PROPERTIES

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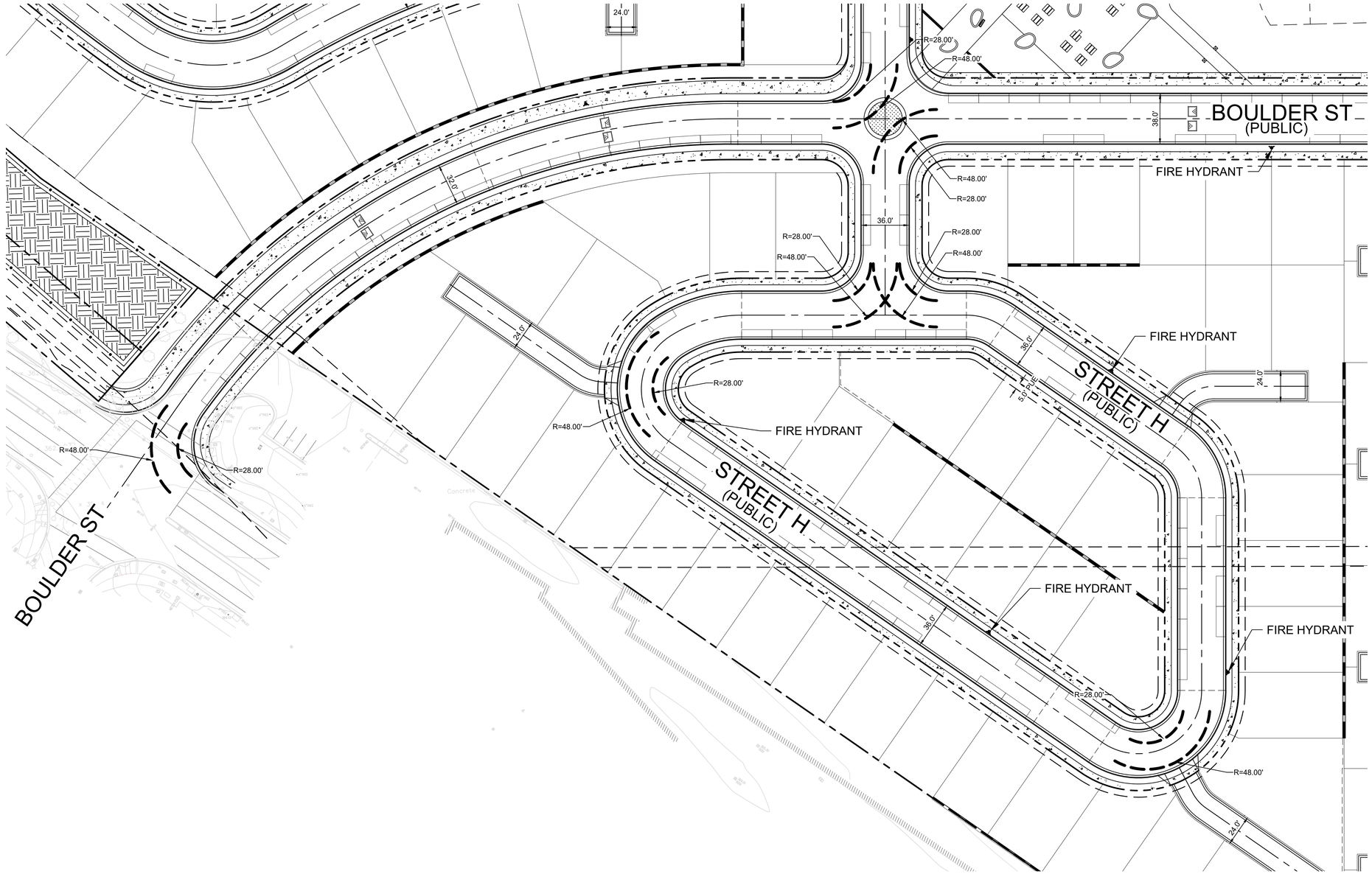
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

EMERGENCY VEHICLE ACCESS PLAN

C3.3



LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- FIRE HYDRANT LOCATION
- FIRE TURNING RADIUS (ALL INSIDE AND OUTSIDE TURNING RADII SHOWN ON THIS PLAN ARE 28' AND 48 RESPECTIVELY, UNLESS SHOWN OTHERWISE)

R=28'
R=48'

GENERAL FIRE NOTES:

1. ALL NEW BUILDINGS WILL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING PER CFC SEC. 510.

2. STANDPIPE SYSTEMS WILL BE PROVIDED IN NEW BUILDINGS AND STRUCTURES. FIRE HOSE THREADS USED IN CONNECTION WITH STAND PIPE SYSTEMS WILL BE APPROVED AND WILL BE COMPATIBLE WITH FIRE DEPARTMENT HOSE THREADS. THE LOCATION OF FIRE DEPARTMENT HOSE CONNECTIONS WILL BE APPROVED. STANDPIPES WILL BE MANUAL WET TYPE. IN BUILDINGS USED FOR HIGH-PILED COMBUSTIBLE STORAGE, FIRE HOSE PROTECTION WILL BE IN ACCORDANCE WITH CHAPTER 32. STANDPIPE SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THIS SECTION AND NFPA 14 AS AMENDED IN CHAPTER 47. CFC SEC. 905

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8. FIRE DEPARTMENT CONNECTIONS TO EACH BUILDING SHALL BE WITHIN 100 FEET OF A FIRE HYDRANT.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEEFRIED INDUSTRIAL PROPERTIES

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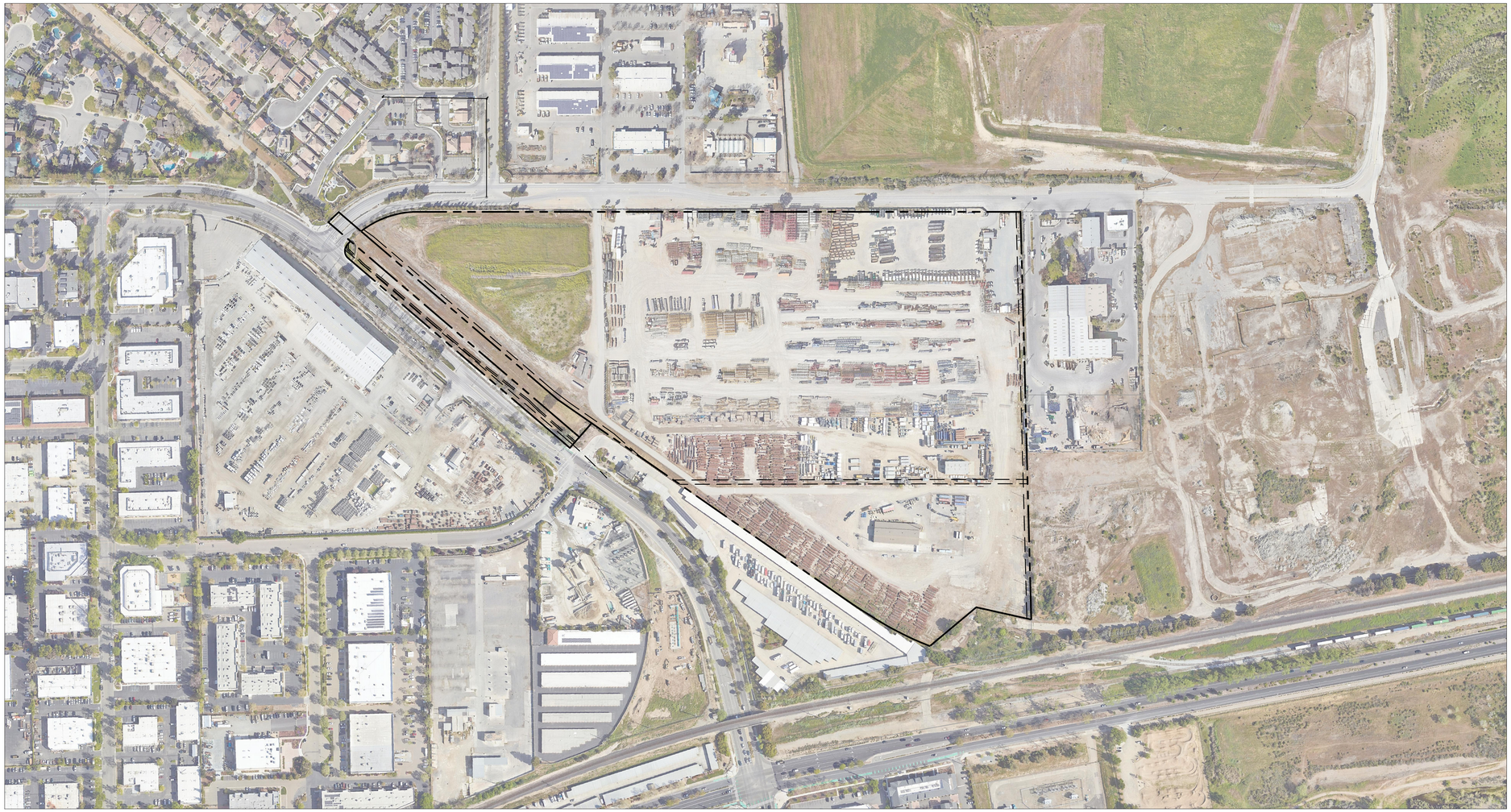
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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

EMERGENCY VEHICLE ACCESS PLAN

C3.4



GRAPHIC SCALE IN FEET
0 150 300 600

NORTH

SEEFRIED INDUSTRIAL PROPERTIES

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VILLAGES AT THE QUARRY
PLEASANTON, CA

HOUSING SITE COMPLIANCE REVIEW
DATE: 11-01-2024

EXISTING CONTEXT PHOTOS

C4

VESTING TENTATIVE MAP

FOR

VILLAGES AT THE QUARRY - TRACT 8680

3300 BUSCH ROAD
PLEASANTON, CA 94566

PROJECT TEAM

OWNER/DEVELOPER
CRAIG SOLOMON
SQUARE MILE PLEASANTON LLC
350 PARK AVENUE 15TH FLOOR
NEW YORK, NY 10022
(212) 616–1550

ARCHITECT
JILL WILLIAMS
KTGY
1814 FRANKLIN ST, SUITE 400
OAKLAND, CA 94612
(510) 463–2038

SURVEYOR
BRIAN CASS, PLS
NORTHSTAR SURVEY, INC.
211 HOPE ST #391542
MOUNTAIN VIEW, CA 94041
(669) 250–7429

CIVIL ENGINEER
MARK FALGOUT, PE
KIMLEY–HORN AND ASSOCIATES, INC.
4637 CHABOT DR, SUITE 300
PLEASANTON, CA 94588
(925) 965–7701

UTILITY PURVEYORS

WATER & SEWER
PLEASANTON CITY WATER SERVICES
3333 BUSCH RD
PLEASANTON, CA 94566
(925) 931–5500

ELECTRICITY AND GAS
PACIFIC GAS AND ELECTRIC (PG&E)
3400 CROW CANYON RD,
SAN RAMON, CA 94583
(800) 743–5000

WASTE MANAGMENT
PLEASANTON GARBAGE SERVICES
3110 BUSCH RD
PLEASANTON, CA 94566
(925) 846–2042

TELEPHONE
AT&T
5001 EXECUTIVE PKWY
SAN RAMON, CA 94583

CABLE TV
COMCAST
8470 PARDEE DR
OAKLAND, CA 94621

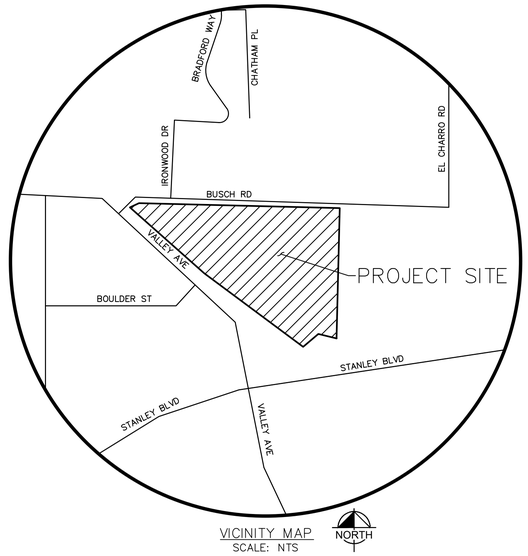
FIRE
LIVERMORE–PLEASANTON FIRE DEPARTMENT
3560 NEVADA ST
PLEASANTON, CA 94566
(925) 454–2361

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON PHOTOGRAMMETRIC METHODS BY TETRA TECH GEOMATIC TECHNOLOGIES. CONTROL SURVEY PERFORMED BY RJA.
2. ALL STREETS WILL BE PUBLIC AND ALL SHARED DRIVEWAYS/ALLEYS WILL BE PRIVATE AND MAINTAINED BY HOME OWNER'S ASSOCIATION.
3. FLOOD ZONE X PER FEMA MAP 06001C0336G.
4. THE SITE IS CURRENTLY USED AS A CORPORATION YARD BY BIGGE CRANE AND RIGGING CO.

ABBREVIATIONS

AB – AGGREGATE BASE
AC – ASPHALT
AHJ – AUTHORITY HAVING JURISDICTION
BC – BACK OF CURB
BSM – BIO–TREATMENT SOIL MIX
BLDG – BUILDING
BW – BACK OF WALK
CAB – COMPACTED AGGREGATE BASE
CB – CATCH BASIN
CF – CURB FACE
C/L – CENTERLINE
CONC. – CONCRETE
CONST. – CONSTRUCT, CONSTRUCTION
CSG – COMPACTED SUBGRADE
DF – DEEPENED FOOTING
DI – DRAIN INLET
DW – DOMESTIC WATER
E – EAST
EVAE – EMERGENCY VEHICLE ACCESS EASEMENT
EX – EXISTING
EG – EDGE OF GUTTER
ELEC – ELECTRIC
EP – EDGE OF PAVEMENT
FF – FINISHED FLOOR
FG – FINISHED GRADE
FL – FLOW LINE
FS – FINISHED SURFACE
FW – FIRE WATER
G – GAS
GB – GRADE BREAK
HP – HIGH POINT
INV – INVERT
IRR – IRRIGATION WATER
JS – JUNCTION STRUCTURE
LP – LOW POINT
LS – LANDSCAPE
MAX – MAXIMUM
MIN – MINIMUM
MH – MANHOLE
N – NORTH
N.T.S. – NOT TO SCALE
P – PAD ELEVATION
PAE – PUBLIC ACCESS EASEMENT
PCC – PORTLAND CEMENT CONCRETE
P/L – PROPERTY LINE
PUE – PUBLIC UTILITY EASEMENT
PVC – POLYVINYL CHLORIDE
R – RADIUS OR RIDGE
RAE – RECIPROCAL ACCESS EASEMENT
RD – ROOF DRAIN
RW – RECLAIMED WATER
R/W – RIGHT–OF–WAY
S – SEWER OR SOUTH
SF – SQUARE FEET
SD – STORM DRAIN
STA – STATION
SS – SANITARY SEWER
ST – STREET
SPPWC – STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
SW – SIDE WALK
T – TELEPHONE
TCM – TREATMENT CONTROL MEASURE
TC – TOP OF CURB
TS – TOP OF STAIR
VIF – VERIFY IN FIELD
W – WATER OR WEST
XXX.XX – PROPOSED ELEVATION
(XXX.XX) – EXISTING ELEVATION



VICINITY MAP
SCALE: NTS

GEOTECHNICAL REPORT

THE PRELIMINARY GEOTECHNICAL REPORT DATED MARCH 8, 2022 PREPARED BY ENGEO INCORPORATED AND ALL ADDENDA SHALL BE CONSIDERED PART OF THESE CONSTRUCTION DOCUMENTS.

BENCHMARK NOTE

SURVEY WAS PREPARED USING PHOTOGRAMMETRIC METHODS BY TETRA TECH GEOMATIC TECHNOLOGIES IN LAFAYETTE, CALIFORNIA. IN AREAS OF DENSE VEGETATION, ACCURACY OF CONTOURS MAY DEVIATE FROM ACCEPTABLE ACCURACY STANDARDS. THE GRID IS BASED ON THE CALIFORNIA COORDINATE SYSTEM, ZONE III, NAD 1983. ELEVATIONS ARE BASED ON NAVD 88. CONTROL SURVEY PERFORMED BY RUGGERI, JENSEN, AZAR & ASSOCIATES, PLEASANTON, CA.

BASIS OF BEARINGS NOTE

THE BEARING N02°05'27"E BETWEEN FOUND MONUMENTS IN IRONWOOD DRIVE AS SHOWN ON TRACT 7381, FILED IN BOOK 273 OF MAPS AT PAGE 23, ALAMEDA COUNTY RECORDS, IS TAKEN AS THE BASIS OF BEARINGS OF THIS SURVEY.

SITE INFORMATION

SITE ADDRESS:	3300 BUSCH ROAD, PLEASANTON, CA 94566
APN:	946–1251–7–4, 946–1251–33 & 946–1251–8–9
TOTAL SITE AREA:	±51.37 AC
EXISTING ZONING:	PUD–MDR
MULTI–FAMILY AREA:	
SITE AREA:	±5 ACRES GROSS – (3.06 ACRES NET*)
GENERAL PLAN LAND USE:	HOUSING ELEMENT SITES OVERLAY (30–40 DU/ACRE)
ZONING:	HOUSING OPPORTUNITY ZONE DISTRICT ("HOZ")
TOTAL NUMBER OF UNITS:	102
DENSITY (UNITS/ACRE*):	33.33 UNITS/ACRE
SINGLE FAMILY AREA:	
SITE AREA:	±46.37 ACRES GROSS
GENERAL PLAN LAND USE:	HOUSING ELEMENT SITES OVERLAY (8–13 DU/ACRE)
ZONING:	HOUSING OPPORTUNITY ZONE DISTRICT ("HOZ")
TOTAL NUMBER OF UNITS:	372
DENSITY (UNITS/ACRE):	8.02 UNITS/ACRE
TOTAL RESIDENTIAL LOTS:	373 (372 SINGLE FAMILY, 1 MULTI–FAMILY)
SMALLEST LOT AREA:	2,925 SF
PARKING SPACES:	1,198
PUBLIC PARK:	±2.1 AC

*NET ACREAGE EXCLUDES AREAS FOR PUBLIC STREETS/RIGHT OF WAY, SHARED TRAILS EASEMENTS, AND PUBLICLY–ACCESSIBLE OPEN SPACE

**DENSITY CALCULATED BASED ON NET ACREAGE OF 3.06 ACRES

LEGEND

PROPERTY LINE
CENTER LINE
EASEMENT LINE
ROW LINE
LOT LINE
FLOW LINE
GRADE BREAK LINE
PROPOSED RELINQUISHMENT OF ABUTTERS RIGHTS
DMA BOUNDARY
RETAINING WALL
OVERLAND RELEASE ARROWS
DIRECTION OF FLOW
SS — PROPOSED 8" SANITARY SEWER PIPE
SD 12" — PROPOSED STORM DRAIN PIPE
W — PROPOSED 8" WATER PIPE
JT — EXISTING JOINT TRENCH
FUEL — EXISTING FUEL LINE
OHE — EXISTING OVERHEAD ELECTRICAL LINE
NGAS — EXISTING NATURAL GAS LINE
W — EXISTING WATER PIPE
SD — EXISTING STORM DRAIN PIPE
W — EXISTING WATER PIPE
T — EXISTING TELECOM LINE
PROPOSED STORM DRAIN
SANITARY SEWER MANHOLE
PROPOSED CATCH BASIN
FIRE HYDRANT
PROPOSED WATER VALVE
PROPOSED BLOWOFF
BIORETENTION TREATMENT AREAS
X / X.XX — DMA NUMBER/SIZE (AC)
VILLAGE 1 LOTS (131)
VILLAGE 2 LOTS (85)
VILLAGE 3 LOTS (90)
VILLAGE 4 MULTI–FAMILY
PARKING SPACE

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
C-001	COVER SHEET
C-100	DETAILS & SECTIONS
C-200	EXISTING CONDITIONS
C-300	SITE PLAN
C-400	GRADING AND DRAINAGE PLAN
C-500	UTILITY PLAN
C-501	UTILITY PLAN
C-600	STORMWATER CONTROL PLAN
C-700	EROSION CONTROL PLAN
C-701	EROSION CONTROL DETAILS
C-800	SLOPE MAP

No.	REVISIONS	DATE	BY

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PHONE: 925–398–4840 FAX: 925–398–4849
WWW.KIMLEY–HORN.COM

REGISTERED PROFESSIONAL ENGINEER
MARK A. FALGOUT
No. 63394
CIVIL
STATE OF CALIFORNIA

KHA PROJECT 019755001
DATE 10/31/2024
SCALE AS SHOWN
DESIGNED BY ML
DRAWN BY TMC
CHECKED BY MAF

COVER SHEET

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON CALIFORNIA

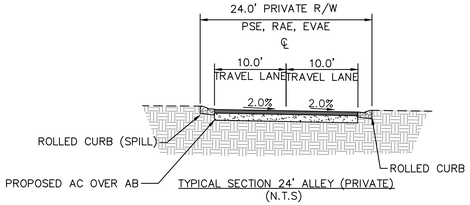
SHEET NUMBER
C-001

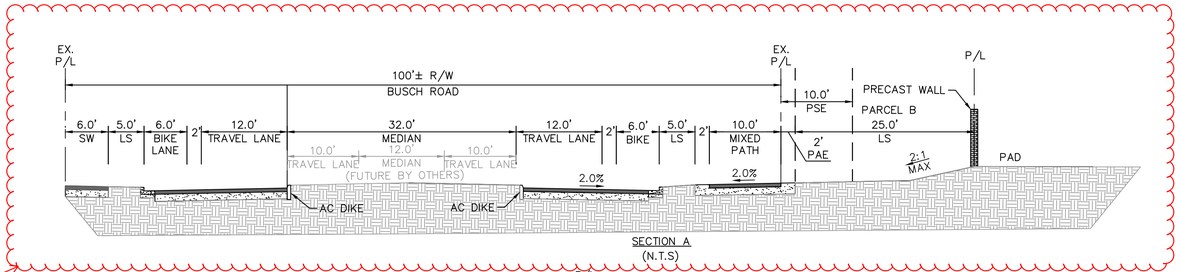
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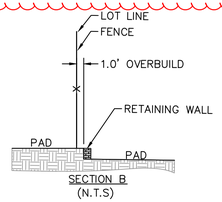
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared.

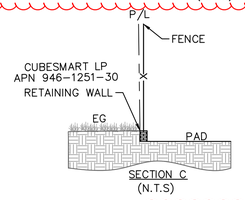
K:\BAY_LDEV\019755001 — seefried - pleasanton site — mark\03 CAD\0sheets\vesting tentative map\C-001 COVER SHEET.dwg



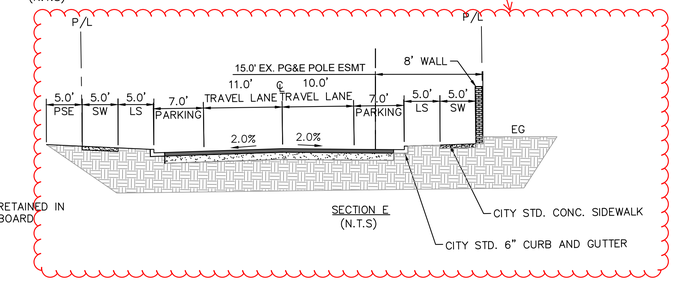


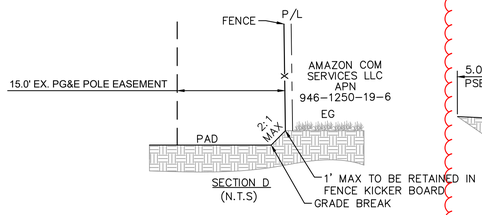
Revised per Traffic Dept Mark up, developer will continue reimbursement talks with City for work on Northern section

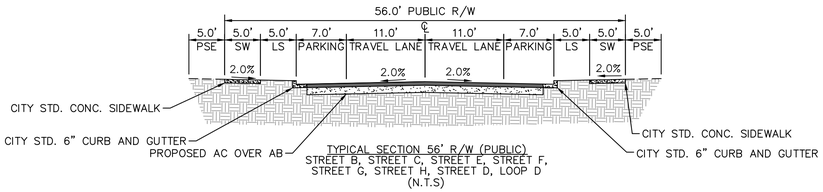


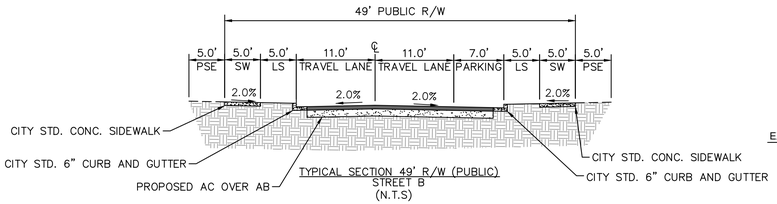


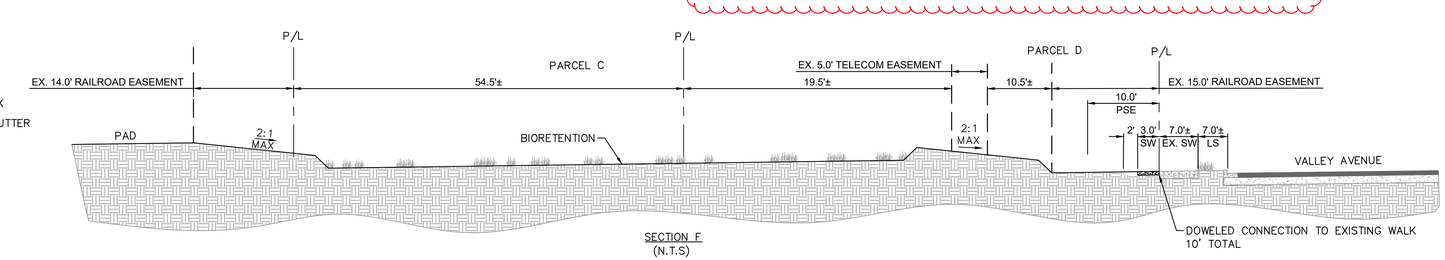
Complies with Jan 2023 ODS requirements for 32' FC-FC, 6' Parking & 10' Travel lanes for interior streets

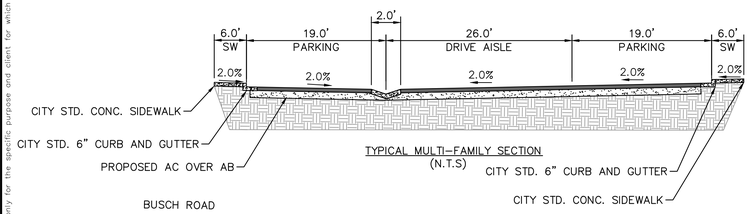


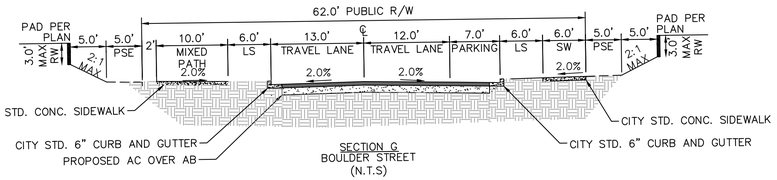


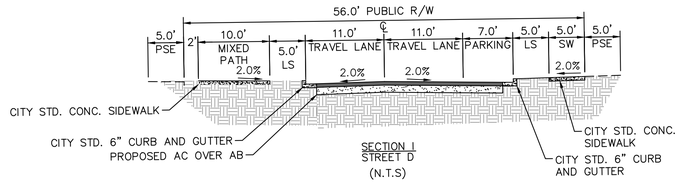


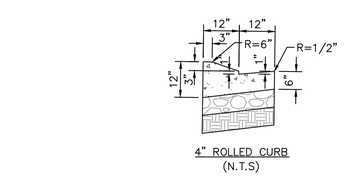


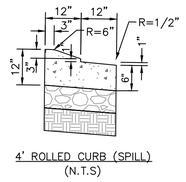


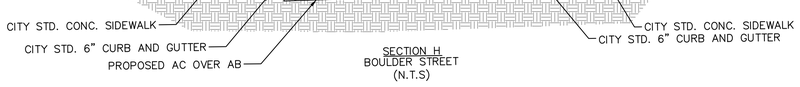


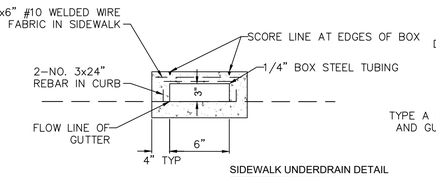


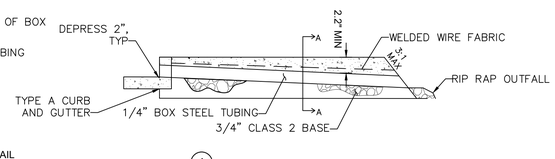












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KLNBAY LDFV:\197552001 - seefried - diagnostics site - nom\03 CAD\plansheets\vesting tentative map\C-100 CONSTRUCTION DETAILS & SECTIONS.dwg
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REGISTERED PROFESSIONAL ENGINEER
MARK A. FALGOUT
No. 63394
CIVIL
STATE OF CALIFORNIA

KHA PROJECT	197552001
DATE	10/31/2024
SCALE	AS SHOWN
DESIGNED BY	ML
DRAWN BY	TMC
CHECKED BY	MAF

DETAILS & SECTIONS

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON CALIFORNIA

SHEET NUMBER
C-100

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K:\LNAV_LDEV\197552001 - seefried - pleasanton site - mcm\03_CADD\sheets\vesting tentative map\C-200 EXISTING CONDITIONS.dwg

BUSCH ROAD LLC
APN 946-4629-2-1

PONDEROSA HOMES II INC
APN
946-4629-8-2

IRONWOOD DR

CITY OF PLEASANTON
86-192690
13 R.O.S. 38
APN: 946-4594-2

AMAZON COM SERVICES LLC
APN 946-4634-2

BUSCH RD

Δ=35°10'30"
R=318.00'
L=195.23'

N46°29'04"W 102.05'

C14 C15

L4
C13
L3
C12

STREET EASEMENT TO THE CITY 14

N87°03'42"W 2106.67'

EX 100.0' R/W

PTR TRACT II - PARCEL A
KIEWIT INFRASTRUCTURE WEST CO.,
A DELAWARE CORPORATION
APN 946-1251-33

N46°29'04"W 896.50'

N46°29'03"W 902.12'

N46°29'03"W 869.39'

VALLEY AVE

PTR TRACT III
KIEWIT INFRASTRUCTURE WEST CO.,
A DELAWARE CORPORATION
APN 946-1251-8-9

EX 14' RAILROAD ESMT 4

29

EX. 5' TELECOM ESMT

EX 15.0 RAILROAD AND PETROLEUM PIPELINE ESMT

22 24

AUBURN PROPERTIES
APN 946-1251-3-2 &
APN 946-1251-2-4

N46°31'05"W 116.98'

N46°31'04"W 116.97'

C10 C11 L1 L2

BOULDER ST

N52°15'19"W 144.79'

BOULDER STREET
OFFER OF DEDICATION
270 PM 1

CUBESMART
GRANT DEED 2016-044102
PER TRACT II - PTR PARCEL B
DOC. NO. 2004-221915

15

SQUARE MILE PLEASANTON LLC
PTR TRACT I

PORTION OF PARCEL A
61 PM 50
APN 946-1251-7-4
AREA: 48.84± ACRES

EX STORM DRAIN
TO BE REMOVED
UNDER SEPARATE
PLANS

7 EX WATER LINE TO BE
REROUTED & THE
EASEMENT QUITCLAIMED

EX 15' PUE

EXISTING GAS TRANSMISSION LINE TO BE RELOCATED

HIGH RISK GAS FACILITY

6 EX. 15' PG&E
POLE ESMT

N17°24'59"E 1415.29'

PARCEL C
91 PM 3

M & M LAND
COMPANY LLC

GRANT DEED 2012-269637
APN 946-1250-39

EX BUILDING AND
FOUNDATION TO
BE REMOVED
UNDER SEPARATE
PLANS

EX BUILDING AND
FOUNDATION TO
BE REMOVED
UNDER SEPARATE
PLANS

AMAZON COM SERVICES LLC
2021-312327
ADJUSTED PARCEL 1
(LOT LINE ADJUSTMENT)
AND 2018-207600
APN: 946-1250-19-6

N52°15'19"W 1011.87'

CUBESMART LP
GRANT DEED 2016-044102
APN 946-1251-30

PARCEL A
270 PM 1

C9 C8 C7 C6 C5 C4 C3 C2 C1

N53°00'29"E 209.91'

N74°29'31"W 195.17'

Δ=6°52'21"
R=1096.01'
L=131.47'

PTR 1
FEE TITLE EXCEPTION
(1977-155342)
APN 946-1250-25-4

WESTERN PACIFIC RAILROAD
(100' RAIL ROAD ROW)
APN 946-1250-25-4

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

LINE TABLE		
LINE	LENGTH	BEARING
L1	64.68	N44°08'46"E
L2	50.00	N44°08'46"E
L3	4.23	N43°30'57"E
L4	100.86	N46°29'03"W

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	1223.32'	28.82'	1°21'00"
C2	1223.32'	28.95'	1°21'22"
C3	1223.36'	29.08'	1°21'44"
C4	1587.09'	29.22'	1°03'17"
C5	2241.88'	29.35'	0°45'00"
C6	2814.86'	29.48'	0°36'00"
C7	3769.75'	29.61'	0°27'00"
C8	5679.60'	29.74'	0°18'00"
C9	11409.17'	29.87'	0°09'00"
C10	3305.53'	26.38'	0°27'26"
C11	3255.53'	25.80'	0°27'15"
C12	33.00'	51.84'	90°00'00"
C13	318.00'	12.78'	2°18'07"
C14	55.00'	8.46'	8°48'38"
C15	422.00'	41.77'	5°40'14"

PER COMMONWEALTH LAND TITLE INSURANCE COMPANY
ORDER NUMBER: 30079920-982-JE0-JE1 UPDATED: DECEMBER 14, 2022

#	PURPOSE	DOCUMENT #	PLOTTED
4	RAILROAD EASEMENT	BOOK 2633, PAGE 263, SERIES NO. BB41302, O.R.	YES
6	UNDERGROUND PIPELINES, GAS MAIN, POLE LINES	REEL 3474, IMAGE 261, SERIES NO. 73-101992, O.R.	YES
7	PUBLIC SERVICE EASEMENT	REEL 3785, IMAGE 734, SERIES NO. 74-127168, O.R.	YES
14	STREET EASEMENT	RECORDING NO.: 89-054178, O.R.	YES
15	EASEMENT AGREEMENT	RECORDING NO.: 2004-221915, O.R.	YES
22	MEMORANDUM OF GRANT OF EASEMENT	RECORDING NO.: 95020381, O.R.	YES
24	RAILROAD AND ACCESS ROAD EASEMENT	RECORDING NO.: 88-150574, O.R.	YES
29	TELECOMMUNICATIONS AND APPURTENANCES	RECORDING NO.: 2017-74546, O.R.	YES

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REGISTERED PROFESSIONAL ENGINEER
MARK A. FALGOUT
No. 63394
CIVIL
STATE OF CALIFORNIA

KHA PROJECT 197552001	
DATE	10/31/2024
SCALE	AS SHOWN
DESIGNED BY	ML
DRAWN BY	TMC
CHECKED BY	MAF

EXISTING CONDITIONS

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL
PROPERTIES, INC.
PLEASANTON CALIFORNIA

SHEET NUMBER
C-200

K:\BAY_LDEV\197552001 — seefried — pleasanton site — revn\03 CADD\planning\vesting tentative map\C-300 SITE PLAN.dwg
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LINE TABLE		
LINE	LENGTH	BEARING
L1	64.68	N44°08'46"E
L2	50.00	N44°08'46"E
L3	4.23	N43°30'57"E
L4	100.86	N46°29'02"W

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	1223.32'	28.82'	1°21'00"
C2	1223.32'	28.95'	1°21'22"
C3	1223.36'	29.08'	1°21'44"
C4	1587.09'	29.22'	1°03'17"
C5	2241.88'	29.35'	0°45'00"
C6	2814.86'	29.48'	0°36'00"
C7	3769.75'	29.61'	0°27'00"
C8	5679.60'	29.74'	0°18'00"
C9	11409.17'	29.87'	0°09'00"
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C11	3255.53'	25.80'	0°27'15"
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C13	318.00'	12.78'	2°18'07"
C14	55.00'	8.46'	8°48'38"
C15	422.00'	41.77'	5°40'14"

PARKING SUMMARY TABLE		
VILLAGES 1-3 SINGLE FAMILY		
	REQUIRED	PROPOSED
OFF-STREET	612	612
ON-STREET	*	365
VILLAGE 4 MULTI-FAMILY		
	REQUIRED	PROPOSED
STANDARD SPACES	109	127
ACCESSIBLE SPACES	5	7
BICYCLE PARKING CLASS 1	67	0
BICYCLE PARKING CLASS 1	3	3

SETBACKS TABLE	
FRONT	20'
REAR	10'
SIDE	5'
CORNER LOT SIDE	10'

LEGEND

- VILLAGE 1 LOTS (135)
- VILLAGE 2 LOTS (85)
- VILLAGE 3 LOTS (90)
- VILLAGE 4 MULTI-FAMILY
- PARKING SPACE
- PROPOSED RELINQUISHMENT OF ABUTTERS RIGHTS

dowel into existing ramp/walk with N sidewalk preserving existing curb. No intersection improvements proposed

New corner ramps to be added, striping to repainted in kind. No realignment proposed. New driveway to access business proposed.

NOTE:

PARCELS A, B, C, D, E & F, THE PUBLIC PARK, AND COMMON ALLEYS WITH RAE WILL BE PRIVATELY OWNED & MAINTAINED BY THE HOME OWNERS ASSOCIATION.

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NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

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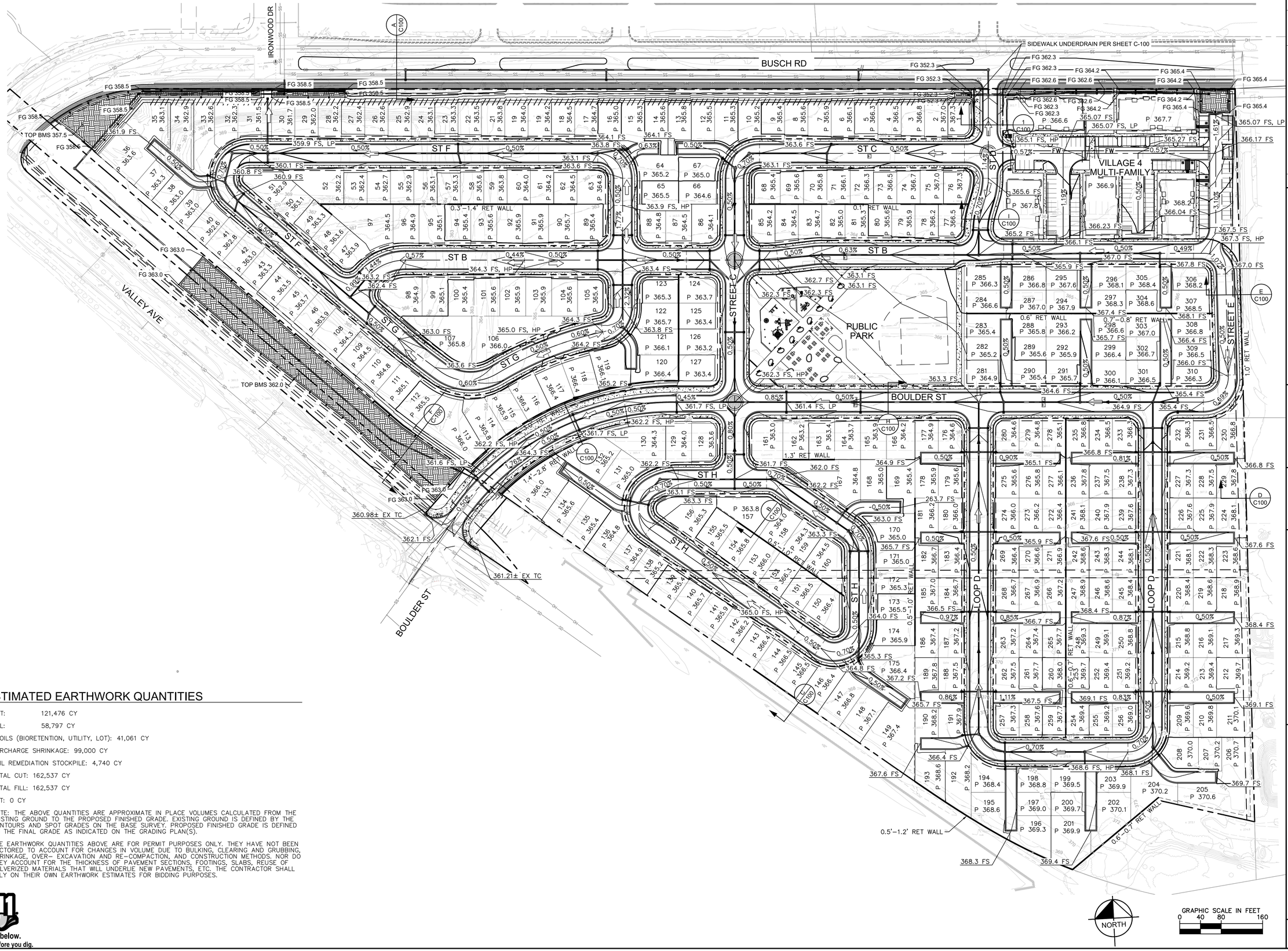
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CIVIL
STATE OF CALIFORNIA

KHA PROJECT 197552001			
DATE	10/31/2024		
SCALE	AS SHOWN	DESIGNED BY	ML
		DRAWN BY	TMC
		CHECKED BY	MAF

SITE PLAN

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON CALIFORNIA

SHEET NUMBER
C-300



ESTIMATED EARTHWORK QUANTITIES

CUT: 121,476 CY

FILL: 58,797 CY

SPOILS (BIORETENTION, UTILITY, LOT): 41,061 CY

SURCHARGE SHRINKAGE: 99,000 CY

SOIL REMEDIATION STOCKPILE: 4,740 CY

TOTAL CUT: 162,537 CY

TOTAL FILL: 162,537 CY

NET: 0 CY

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.

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DRAWN BY	TMC
CHECKED BY	MAF

GRADING AND DRAINAGE PLAN

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-400

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IRONWOOD

CONNECT TO EX SSMH
RIM 358.98
EX SS 8" SS INV.=351.33

CONNECT TO EX. W

SDDI
358.0 GR
SD INV. 346.76

CONNECT TO EX SD
RIM 360.07
EX SD 24" SD INV.=348.47

CONNECT TO EX. W

BUSCH RD

CONNECT TO EX SDCB
GR 358.16
EX 36" SD INV.=345.86

PUMP

SDDI
358.0 GR
SD INV. 345.94

SDDI
361.5 GR
SD INV. 358.0

STREET F

STREET C

STREET B

STREET G

STREET D

VALLEY AVE

BOULDER ST

PUBLIC PARK

VILLAGE 4
MULTI-FAMILY

SDDI
362.0 GR
SD INV. 347.31

SDDI
362.5 GR
SD INV. 348.52

SDDI
362.5 GR
SD INV. 348.95

SDDI
362.5 GR
SD INV. 349.63

SDDI
362.5 GR
SD INV. 350.03

PUMP STATION DETAIL C-500

CONNECT TO EX. SSMH
RIM 362.86
EX. 8" SS INV.=350.16

CONNECT TO EX. W

SEE BELOW

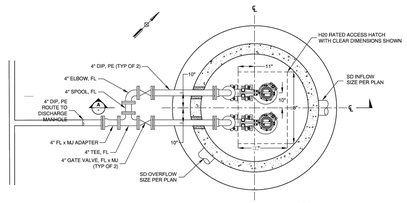
SEE ABOVE

SEE SHEET C-501

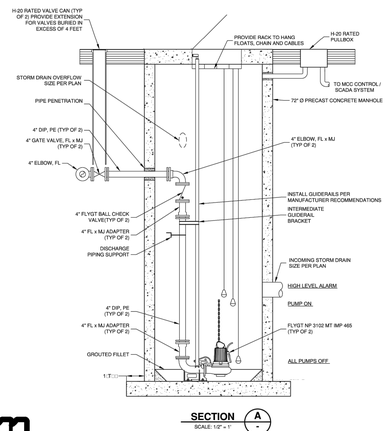
SEE SHEET C-501

NORTH

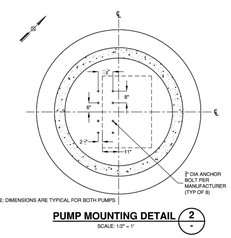
GRAPHIC SCALE IN FEET
0 30 60 120



PUMP PLAN DETAIL 1
SCALE: 1/2" = 1'



SECTION A
SCALE: 1/2" = 1'



NOTE: DIMENSIONS ARE TYPICAL FOR BOTH PUMPS

PUMP MOUNTING DETAIL 2
SCALE: 1/2" = 1'

Know what's below. Call before you dig.

NOTE:
ALL SD AND SS PIPE SLOPES AT 0.5% UNLESS OTHERWISE STATED ON PLANS.

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UTILITY PLAN

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-500

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SEE SHEET C-500

SEE SHEET C-500

PARK
2.11 AC

BOULDER ST

STREET H

STREET E

LOOP D

S=0.3%

SDD
362.5 GR
SD INV. 350.03
PUMP STATION DETAIL C-500

CONNECT TO EX. SSMH
RIM 362.86
EX. 8" SS INV.=350.16

CONNECT TO EX. W

TO BE REROUTED THROUGH
PROPOSED BOULDER ST

EX OH UTILITIES TO BE
UNDERGROUND

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

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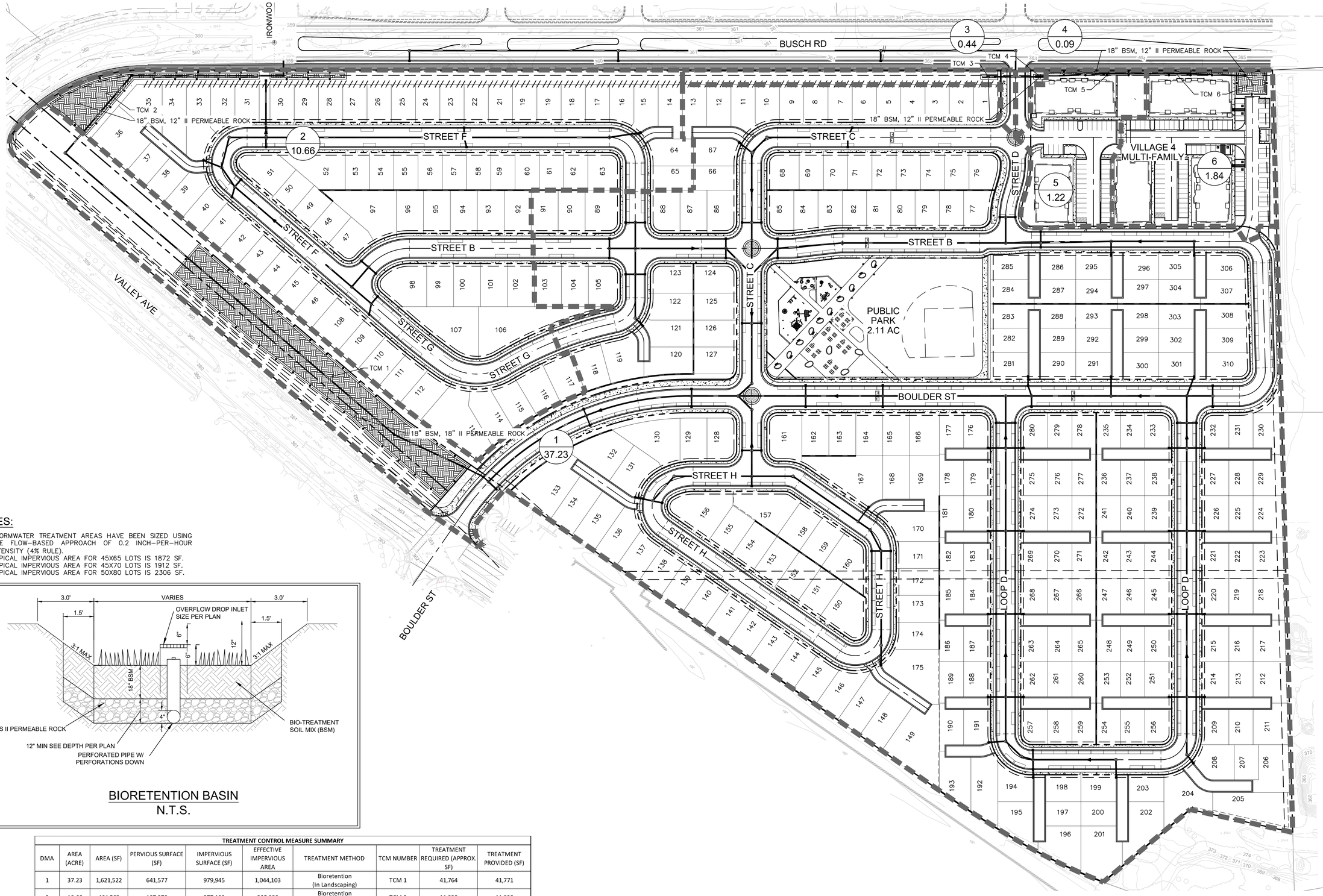
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DATE 10/31/2024
SCALE AS SHOWN
DESIGNED BY ML
DRAWN BY TMC
CHECKED BY MAF

UTILITY PLAN

VILLAGES AT THE QUARRY
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SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON CALIFORNIA

SHEET NUMBER
C-501

IKLNSAY LDEV\ 19755200 1 - eseifried - d:\temp\on site - mcm\03 CADD\sheets\vesting tentative map\C-600 STORMWATER CONTROL PLAN.dwg
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NOTES:

1. STORMWATER TREATMENT AREAS HAVE BEEN SIZED USING THE FLOW-BASED APPROACH OF 0.2 INCH-PER-HOUR INTENSITY (4% RULE).
2. TYPICAL IMPERVIOUS AREA FOR 45X65 LOTS IS 1872 SF.
3. TYPICAL IMPERVIOUS AREA FOR 45X70 LOTS IS 1912 SF.
4. TYPICAL IMPERVIOUS AREA FOR 50X80 LOTS IS 2306 SF.

BIORETENTION BASIN
N.T.S.

TREATMENT CONTROL MEASURE SUMMARY

DMA	AREA (ACRE)	AREA (SF)	PERVIOUS SURFACE (SF)	IMPERVIOUS SURFACE (SF)	EFFECTIVE IMPERVIOUS AREA	TREATMENT METHOD	TCM NUMBER	TREATMENT REQUIRED (APPROX. SF)	TREATMENT PROVIDED (SF)
1	37.23	1,621,522	641,577	979,945	1,044,103	Bioretention (In Landscaping)	TCM 1	41,764	41,771
2	10.66	464,563	187,370	277,193	295,930	Bioretention (In Landscaping)	TCM 2	11,838	11,838
3	0.44	19,081	16,423	2,658	4,300	Bioretention (In Landscaping)	TCM 3	172	174
4	0.09	3,921	1,281	2,640	2,768	Bioretention (In Landscaping)	TCM 4	111	115
5	1.22	53,173	18,925	34,248	36,141	Bioretention (In Landscaping)	TCM 5	1,446	1,429
6	1.84	80,069	21,578	58,491	60,649	Bioretention (In Landscaping)	TCM 5	2,426	2,440

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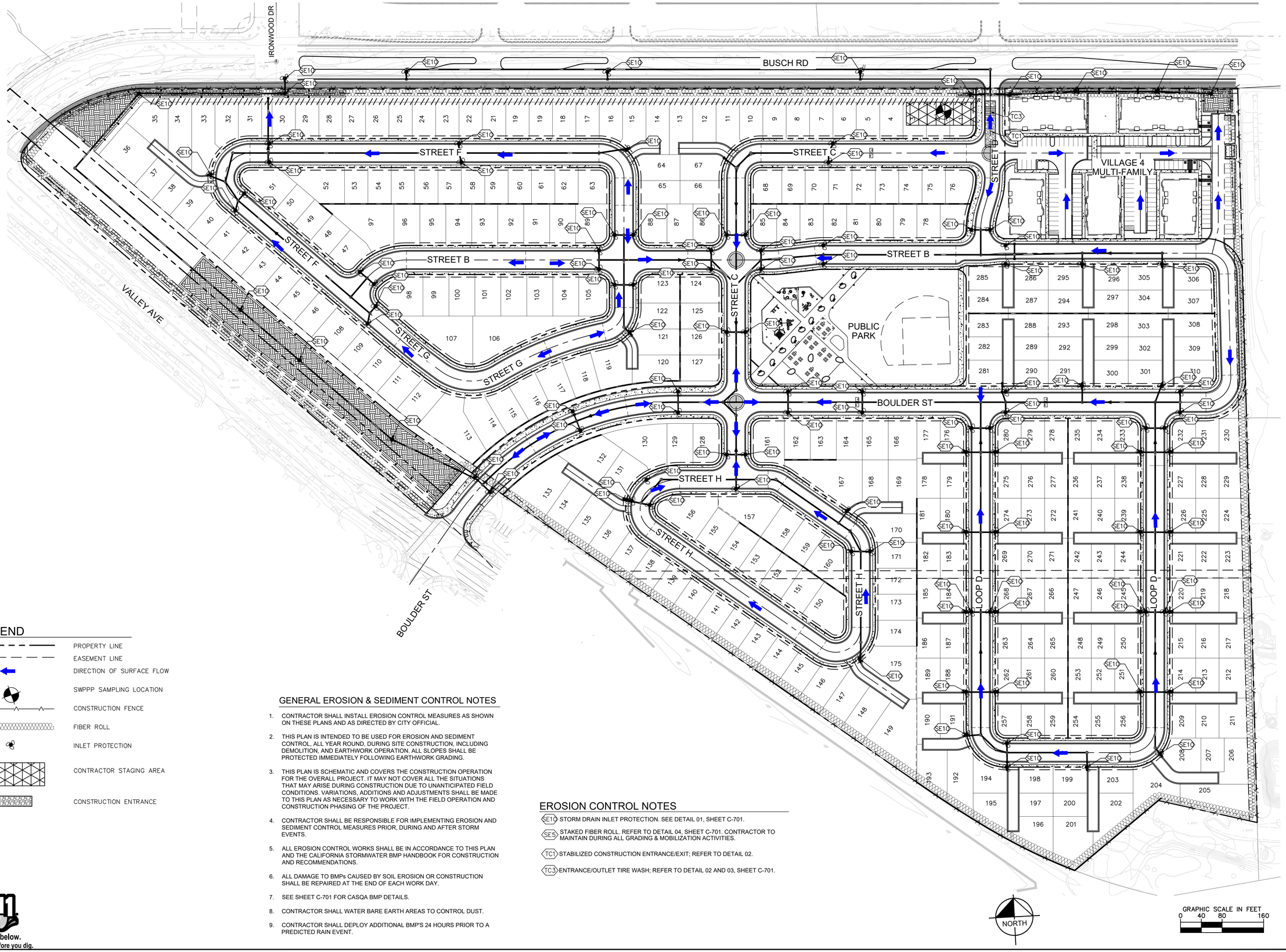
REGISTERED PROFESSIONAL ENGINEER
MARK A. FALGOUT
No. 63394
CIVIL
STATE OF CALIFORNIA

KHA PROJECT	19755200 1
DATE	10/31/2024
SCALE	AS SHOWN
DESIGNED BY	ML
DRAWN BY	TMC
CHECKED BY	MAF

STORMWATER CONTROL PLAN

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-600



LEGEND

- PROPERTY LINE
- EASEMENT LINE
- DIRECTION OF SURFACE FLOW
- SWPPP SAMPLING LOCATION
- CONSTRUCTION FENCE
- FIBER ROLL
- INLET PROTECTION
- CONTRACTOR STAGING AREA
- CONSTRUCTION ENTRANCE

GENERAL EROSION & SEDIMENT CONTROL NOTES

1. CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES AS SHOWN ON THESE PLANS AND AS DIRECTED BY CITY OFFICIAL.
2. THIS PLAN IS INTENDED TO BE USED FOR EROSION AND SEDIMENT CONTROL, ALL YEAR ROUND, DURING SITE CONSTRUCTION, INCLUDING DEMOLITION, AND EARTHWORK OPERATION. ALL SLOPES SHALL BE PROTECTED IMMEDIATELY FOLLOWING EARTHWORK GRADING.
3. THIS PLAN IS SCHEMATIC AND COVERS THE CONSTRUCTION OPERATION FOR THE OVERALL PROJECT. IT MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS, ADDITIONS AND ADJUSTMENTS SHALL BE MADE TO THIS PLAN AS NECESSARY TO WORK WITH THE FIELD OPERATION AND CONSTRUCTION PHASING OF THE PROJECT.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING EROSION AND SEDIMENT CONTROL MEASURES PRIOR, DURING AND AFTER STORM EVENTS.
5. ALL EROSION CONTROL WORKS SHALL BE IN ACCORDANCE TO THIS PLAN AND THE CALIFORNIA STORMWATER BMP HANDBOOK FOR CONSTRUCTION AND RECOMMENDATIONS.
6. ALL DAMAGE TO BMPs CAUSED BY SOIL EROSION OR CONSTRUCTION SHALL BE REPAIRED AT THE END OF EACH WORK DAY.
7. SEE SHEET C-701 FOR CASQA BMP DETAILS.
8. CONTRACTOR SHALL WATER BARE EARTH AREAS TO CONTROL DUST.
9. CONTRACTOR SHALL DEPLOY ADDITIONAL BMP'S 24 HOURS PRIOR TO A PREDICTED RAIN EVENT.

EROSION CONTROL NOTES

- SE10 STORM DRAIN INLET PROTECTION. SEE DETAIL 01, SHEET C-701.
- SE5 STAKED FIBER ROLL. REFER TO DETAIL 04, SHEET C-701. CONTRACTOR TO MAINTAIN DURING ALL GRADING & MOBILIZATION ACTIVITIES.
- TC1 STABILIZED CONSTRUCTION ENTRANCE/EXIT; REFER TO DETAIL 02.
- TC3 ENTRANCE/OUTLET TIRE WASH; REFER TO DETAIL 02 AND 03, SHEET C-701.

811 Know what's below. Call before you dig.

K:\BAY_LDEV\197552001 - seefried - pleasanton site - mon\C3D\sheets\vesting tentative map\C-700 EROSION CONTROL PLAN.dwg
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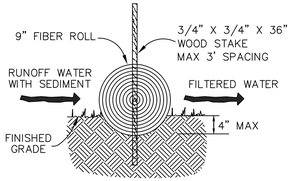
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CIVIL
STATE OF CALIFORNIA

KHA PROJECT 197552001
DATE 10/31/2024
SCALE AS SHOWN
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EROSION CONTROL PLAN

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-700

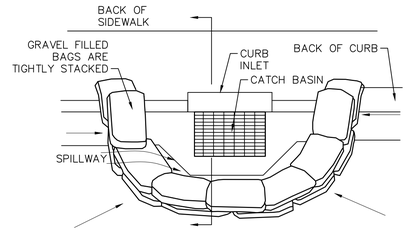


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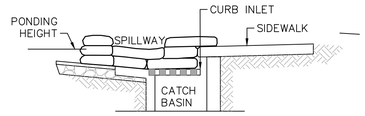
1. PREPARE SLOPE BEFORE THE FIBER ROLL PROCEDURE IS STARTED.
2. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 4" DEEP, OR AS SHOWN ON PLANS.
3. USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE FIBER ROLL AND INTO THE SOIL FOR WOODEN STAKES.
4. DRIVE THE STAKE THROUGH THE PREPARED HOLE INTO THE SOIL. LEAVE ONLY ONE OR TWO INCHES OF STAKE EXPOSED ABOVE FIBER ROLL.
5. INSTALL STAKES THREE FEET ON CENTER THROUGH THE LENGTH OF THE FIBER ROLL.
6. ADJACENT FIBER ROLLS SHALL TIGHTLY ABUT AND OVERLAP A MINIMUM OF 3 FEET.
7. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.

STAKED FIBER ROLL
N.T.S.

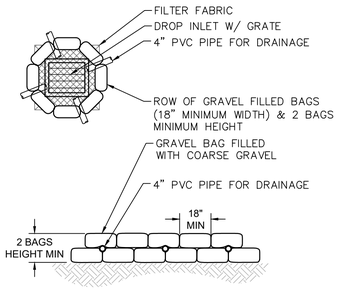
04



PLAN VIEW



SECTION A–A



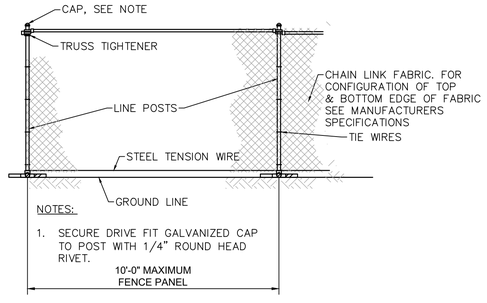
SECTION

NOTES:

1. GRAVEL BAG MATERIAL: POLYPROPYLENE, POLYETHYLENE OR POLYMIDE WOVEN FABRIC, MINIMUM UNIT WEIGHT 4 OUNCES PER SQUARE YARD, MULLEN BURST STRENGTH EXCEEDING 300 PSI AND ULTRAVIOLET STABILITY EXCEEDING 70%
2. GRAVEL BAG SHALL BE FILLED WITH 3/4" ROCK OR 1/4" PEA GRAVEL.
3. PLACE SEVERAL LAYERS OF SAND BAGS (12" MINIMUM HIGH) OVERLAPPING THE BAGS AND PACKING THEM TIGHTLY TOGETHER.
4. LEAVE GAP OF ONE BAG ON THE TOP ROW TO SERVE AS A SPILLWAY.
5. PLACE WIRE MESH OVER AND 1' (MINIMUM) BEYOND THE INLET STRUCTURE.
6. PLACE FILTER FABRIC OVER WIRE MESH. FILTER FABRIC SHALL BE MANUFACTURED FROM UV RESISTANT POLYPROPYLENE, NYLON, POLYESTER, OR ETHYLENE FABRIC WITH AN EQUIVALENT OPENING SIZE NOT GREATER THAN 20 SIEVE AND WITH A MINIMUM FLOW RATE OF 40 GALLONS/MINUTE/SQ. FT.
7. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT.
8. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
9. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

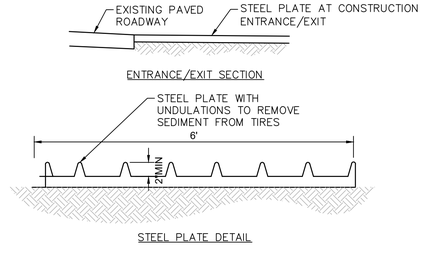
STORM DRAIN INLET PROTECTION
N.T.S.

01



CONSTRUCTION FENCE DETAIL
N.T.S.

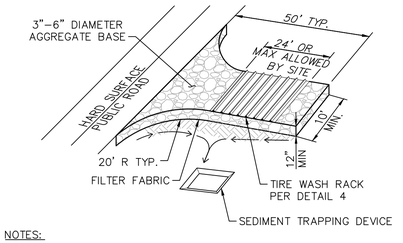
06



STEEL PLATE DETAIL

TIRE WASH RACK
N.T.S.

03



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP.

STABILIZED CONSTRUCTION ENTRANCE
N.T.S.

02

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KHA PROJECT	197552001
DATE	10/31/2024
SCALE	AS SHOWN
DESIGNED BY	ML
DRAWN BY	TMC
CHECKED BY	MAF

EROSION CONTROL DETAILS

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-701

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LINE TABLE		
LINE	LENGTH	BEARING
L1	64.68	N44°08'46"E
L2	50.00	N44°08'46"E
L3	4.23	N43°30'57"E

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	1223.32'	28.82'	1°21'00"
C2	1223.32'	28.95'	1°21'22"
C3	1223.36'	29.08'	1°21'44"
C4	1587.09'	29.22'	1°03'17"
C5	2241.88'	29.35'	0°45'00"
C6	2814.86'	29.48'	0°36'00"
C7	3769.75'	29.61'	0°27'00"
C8	5679.60'	29.74'	0°18'00"
C9	11409.17'	29.87'	0°09'00"
C10	3305.53'	26.38'	0°27'26"
C11	3255.53'	25.80'	0°27'15"
C12	33.00'	51.84'	90°00'00"
C13	318.00'	12.78'	2°18'07"
C14	55.00'	8.46'	8°48'38"
C15	422.00'	41.77'	5°40'14"

LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- ROW LINE
- 0–10% SLOPES
- 10–25% SLOPES (MAN–MADE)
- <25% SLOPES (MAN–MADE)

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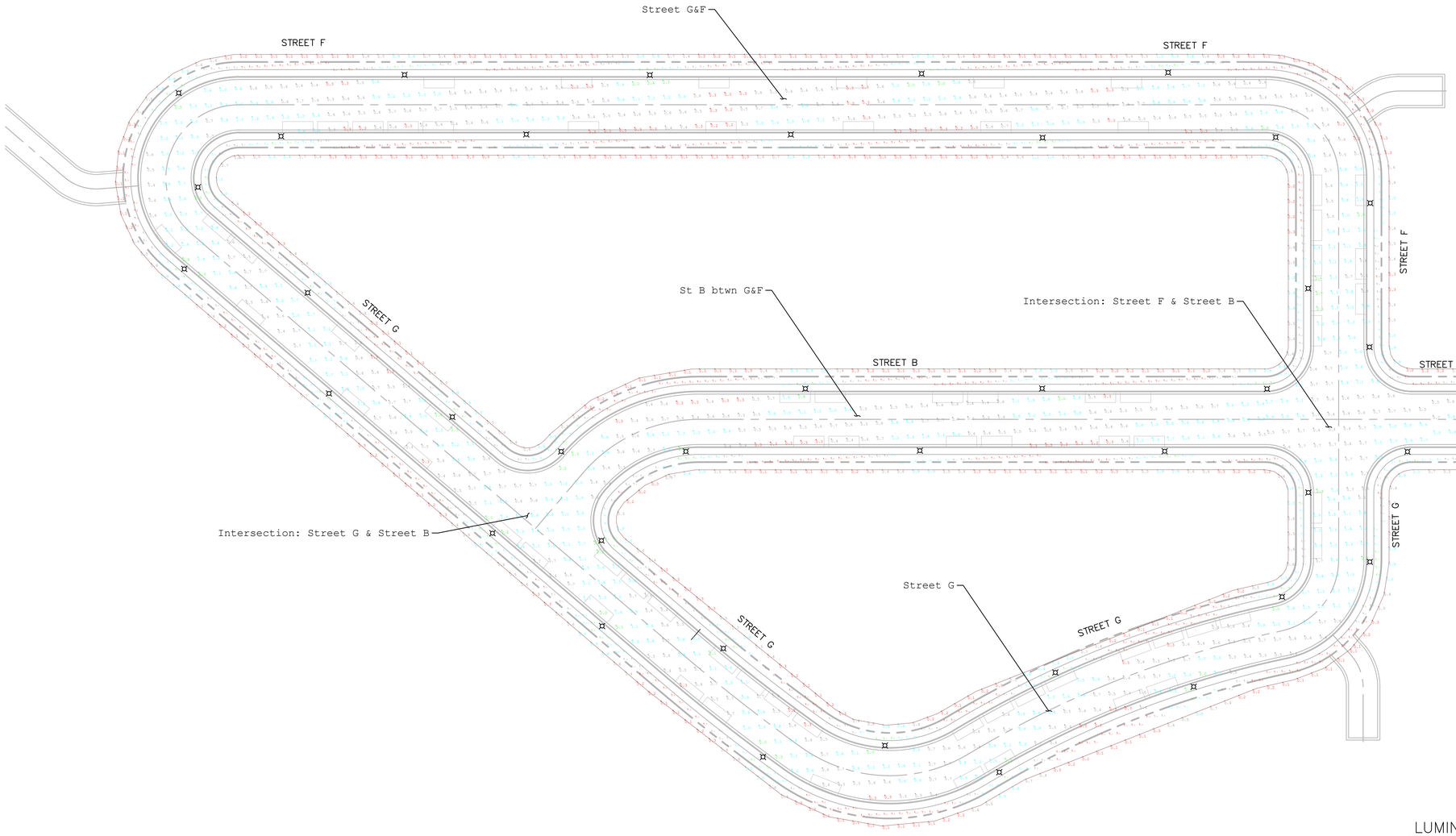
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KHA PROJECT	197552001
DATE	10/31/2024
SCALE	AS SHOWN
DESIGNED BY	ML
DRAWN BY	TMC
CHECKED BY	MAF

SLOPE MAP

VILLAGES AT THE QUARRY
PREPARED FOR
SEEFRIED INDUSTRIAL PROPERTIES, INC.
PLEASANTON, CALIFORNIA

SHEET NUMBER
C-800



MATCHLINE 'A'
SEE SHEET 2

LUMINAIRE SCHEDULE		MOUNTING HEIGHT	QUANTITY
⌑	PROPOSED (51 W)	16'	162

VALUE RANGES KEY

0-0.39	0.80-1.99
0.40-0.79	2.00-100

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

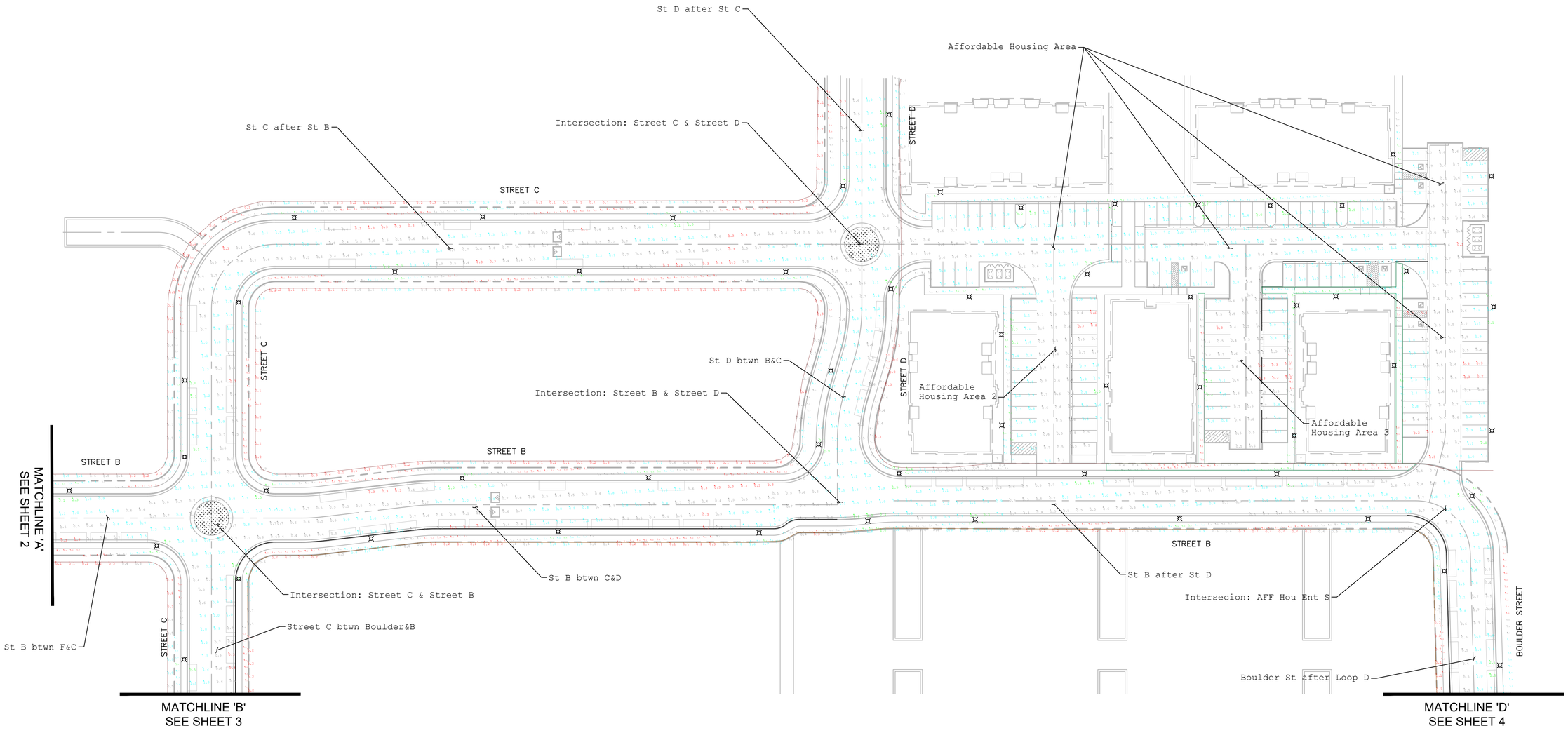
PLEASANTON, CA
PROPOSED PHOTOMETRIC EXHIBIT
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SHEET 1 OF 6

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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

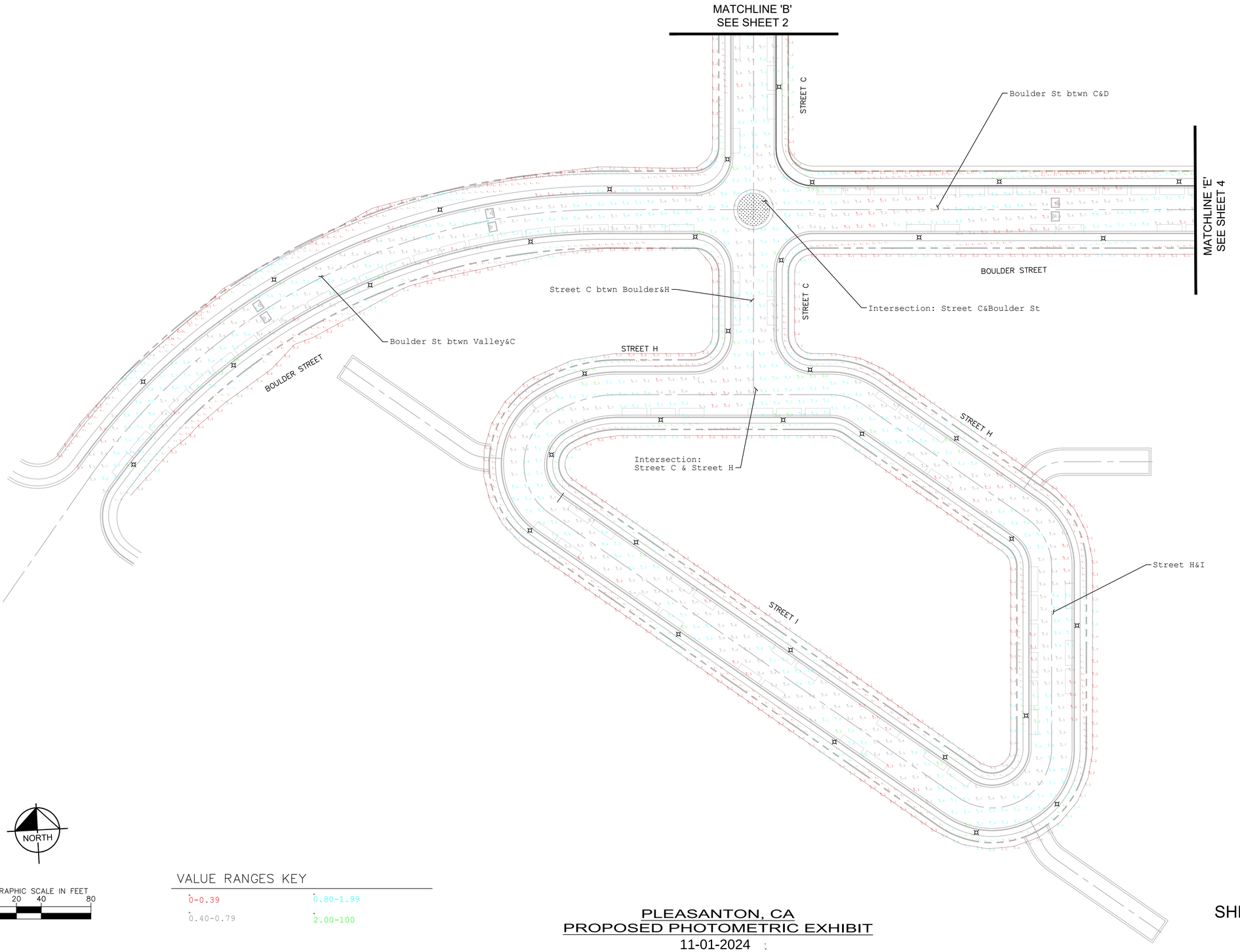
VALUE RANGES KEY

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0.40-0.79	2.00-100

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NORTH

GRAPHIC SCALE IN FEET
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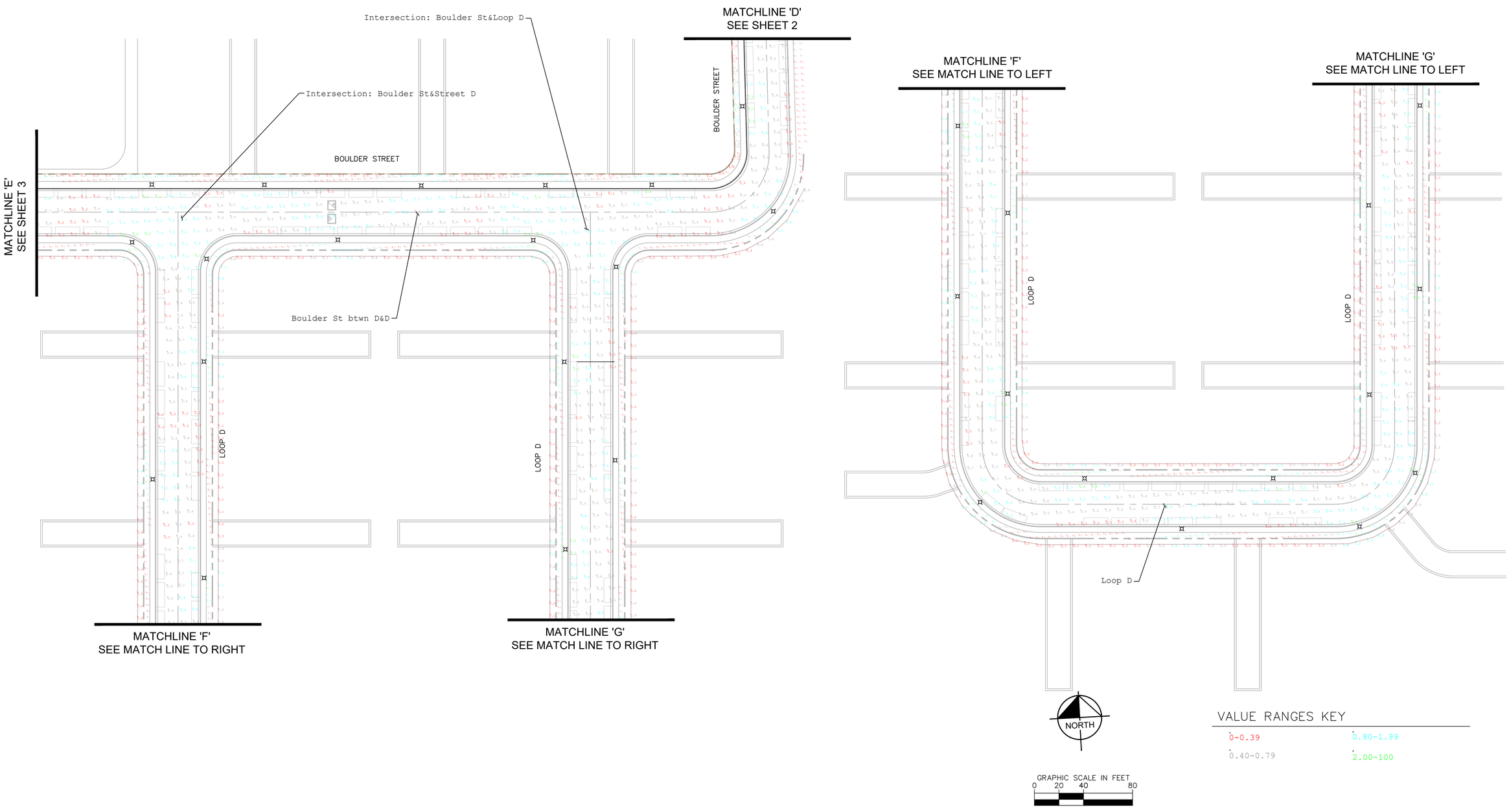
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Luminance Lighting Requirements Summary*				
Calc Type	Max	Avg	Min	Avg/Min
Property Line (Horiz.)	0.1			
Sidewalk (Horiz.)			0.1	
Intersection (Horiz.)		0.7		6.0
Corridor (Horiz.)		0.4		6.0

Note: All Values are provided in footcandles
*Minimum Requirements are based on the following:
- City of Pleasanton Objective Design Standards for Housing Sites – Section A3.7 and Section A10
- ANSI/IES RP-8-18 Table 12-1 (Intersections) and AASHTO Roadway Lighting Design Guide Table 3-5A (Roadways)

Calculation Summary					
Label	CalcType	Units	Avg	Min	Avg/Min
Propline_inner_A	Illuminance	Fc	0.39	0.1	3.90
Propline_inner_B	Illuminance	Fc	0.43	0.1	4.30
Propline_inner_C	Illuminance	Fc	0.38	0.1	3.80
Propline_inner_D	Illuminance	Fc	0.65	0.1	6.50
Propline_inner_E	Illuminance	Fc	0.44	0.1	4.40
Propline_inner_G	Illuminance	Fc	0.40	0.1	4.00
Propline_inner_H	Illuminance	Fc	0.66	0.2	3.30
Propline_outer_AB	Illuminance	Fc	0.36	0.0	N/A
Propline_outer_C	Illuminance	Fc	0.39	0.0	N/A
Propline_outer_D	Illuminance	Fc	0.41	0.1	4.10
Propline_outer_E	Illuminance	Fc	0.39	0.1	3.90
Propline_outer_G	Illuminance	Fc	0.36	0.0	N/A
AFF Hou Ent S Intersection	Illuminance	Fc	0.93	0.3	3.10
Affordable Housing Area 2	Illuminance	Fc	0.81	0.2	4.05
Affordable Housing Area 3	Illuminance	Fc	0.71	0.2	3.55
Affordable Housing Area	Illuminance	Fc	0.99	0.2	4.95
Boulder St after Loop D	Illuminance	Fc	0.71	0.2	3.55
Boulder St btwn C&D	Illuminance	Fc	0.63	0.2	3.15
Boulder St btwn D&D	Illuminance	Fc	0.75	0.2	3.75
Boulder St btwn Valley&C	Illuminance	Fc	0.82	0.3	2.73
Boulder St&Loop D Intersection	Illuminance	Fc	1.05	0.3	3.50
Boulder St&Street D Intersection	Illuminance	Fc	1.08	0.2	5.40
Loop D	Illuminance	Fc	0.74	0.2	3.70
St B after St D	Illuminance	Fc	0.95	0.4	2.38
St B btwn C&D	Illuminance	Fc	0.76	0.3	2.53
St B btwn F&C	Illuminance	Fc	0.87	0.3	2.90
St B btwn G&F	Illuminance	Fc	0.75	0.3	2.50
St C after St B	Illuminance	Fc	0.79	0.3	2.63
St D after St C	Illuminance	Fc	1.13	0.3	3.77
St D btwn B&C	Illuminance	Fc	1.04	0.4	2.60
Street B & Street D Intersection	Illuminance	Fc	1.23	0.4	3.08
Street C & Street B Intersection	Illuminance	Fc	0.96	0.4	2.40
Street C & Street D Intersection	Illuminance	Fc	0.81	0.4	2.03
Street C & Street H Intersection	Illuminance	Fc	1.09	0.2	5.45
Street C btwn Boulder&B	Illuminance	Fc	0.85	0.3	2.83
Street C btwn Boulder&H	Illuminance	Fc	0.96	0.4	2.40
Street C&Boulder St Intersection	Illuminance	Fc	0.95	0.4	2.38
Street F & Street B Intersection	Illuminance	Fc	0.89	0.4	2.23
Street G & Street B Intersection	Illuminance	Fc	1.06	0.4	2.65
Street G&F	Illuminance	Fc	0.81	0.2	4.05
Street G	Illuminance	Fc	0.89	0.2	4.45
Street H&I	Illuminance	Fc	0.82	0.2	4.10
swalk_inner_A	Illuminance	Fc	0.70	0.1	7.00
swalk_inner_B	Illuminance	Fc	0.75	0.1	7.50
swalk_inner_C	Illuminance	Fc	0.68	0.1	6.80
swalk_inner_D	Illuminance	Fc	0.76	0.1	7.60
swalk_inner_E	Illuminance	Fc	0.79	0.1	7.90
swalk_inner_G	Illuminance	Fc	0.68	0.1	6.80
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swalk_inner_H2	Illuminance	Fc	1.51	0.7	2.16
swalk_inner_H3	Illuminance	Fc	1.14	0.2	5.70
swalk_inner_H4	Illuminance	Fc	1.10	0.1	11.00
swalk_outer_AB	Illuminance	Fc	0.69	0.1	6.90
swalk_outer_C	Illuminance	Fc	0.70	0.1	7.00
swalk_outer_D	Illuminance	Fc	0.62	0.1	6.20
swalk_outer_E	Illuminance	Fc	0.66	0.1	6.60
swalk_outer_G	Illuminance	Fc	0.62	0.1	6.20
swalk_outer_H	Illuminance	Fc	1.27	0.4	3.18

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PLEASANTON, CA
PROPOSED PHOTOMETRIC
EXHIBIT: RESULTS OF ANALYSIS
11-01-2024 :

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Ashbery Area Light

landscapeforms

Specification Sheet | AP100/200/300

Project Information

Project Name _____

Catalog Number _____

Fixture Type _____

Luminaire

100 Series Luminaire (Small Size Luminaire with Visual Comfort Light Engine)

Product	Drive Current	Color Temperature	Distribution	Lens	Center Element	Twist Lock	Powdercoat
AP101 *(Single Post-top)* **AP102** *(Double Post-top)*	**SO** *(Standard Output)*	**27K** *(2700K)* **30K** *(3000K)* **35K** *(3500K)* **40K** *(4000K)*	**T3** *(Type III)* **T5** *(Type V)*	**FRS** *(Frosted)*	**20K** *(2000K)*	**NTW** *(No Twist Lock)* **TW1** *(Twist Lock)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: AP101 – SO – 27K – T3 – FRS – 20K – TW1 – Powdercoat

Luminaire

200 Series Luminaire (Full Size Luminaire with Visual Comfort Light Engine)

Product	Drive Current	Color Temperature	Distribution	Lens	Center Element	Twist Lock	Powdercoat
AP201 *(Single Post-top)* **AP202** *(Double Post-top)*	**SO** *(Standard Output)*	**27K** *(2700K)* **30K** *(3000K)* **35K** *(3500K)* **40K** *(4000K)*	**T3** *(Type III)* **T5** *(Type V)*	**FRS** *(Frosted)*	**20K** *(2000K)*	**NTW** *(No Twist Lock)* **TW1** *(Twist Lock)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: AP202 – SO – 40K – T5 – FRS – 20K – NTW – Powdercoat

Luminaire

300 Series Luminaire (Full Size Luminaire with Performance Light Engine)

Product	Drive Current	Color Temperature	Distribution	Lens	Center Element	Twist Lock	Powdercoat
AP301 *(18 LED / Single Post-top)* **AP302** *(18 LED / Double Post-top)* **AP303** *(36 LED / Single Post-top)* **AP304** *(36 LED / Double Post-top)*	**SO** *(Standard Output)* **HO** *(High Output)*	**27K** *(2700K)* **30K** *(3000K)* **35K** *(3500K)* **40K** *(4000K)*	**T2** *(Type II)* **T3** *(Type III)* **T4** *(Type IV)* **T5** *(Type V)*	**CLR** *(Clear)* **FRS** *(Frosted)*	**20K** *(2000K)*	**NTW** *(No Twist Lock)* **TW1** *(Twist Lock)*	**See powdercoat color options on the Material / Colors Sheet.**

Example: AP304 – HO – 35K – T4 – CLR – 20K – NTW – Powdercoat

Ashbery Area Light

landscapeforms

Specification Sheet | AP100/200/300

Poles

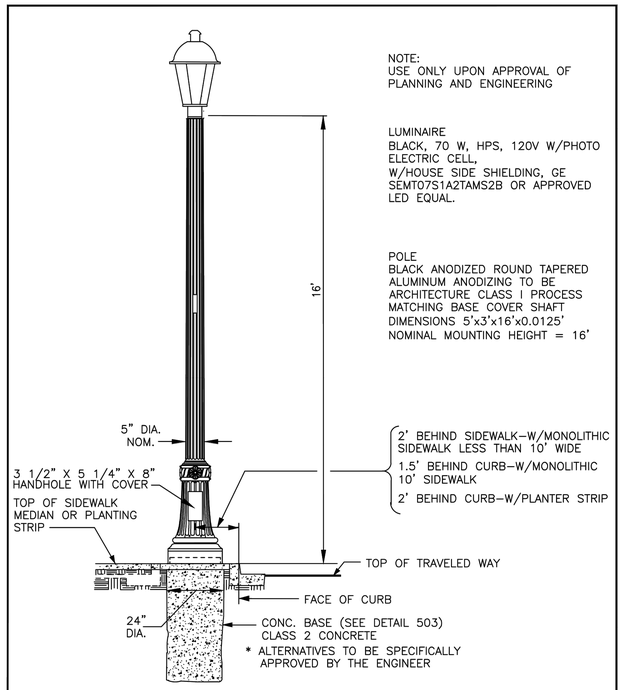
Part Number	Base Cover Option	Power Receptacle	Photo / Motion Sensor	Powdercoat	Pole Height	Lens Height	Pole Diameter
AP-8-A1* *(Single Post-top)*					6 ft (1.8m)	8 ft (2.4m)	4" (102mm)
AP-10-A1* *(Single Post-top)*					8 ft (2.4m)	10 ft (3.1m)	4" (102mm)
AP-12-A1* *(Single Post-top)*	**NUT** *(Nut Covers)*	**NR** *(No Power Receptacle)*	**NMS** *(No Motion Sensor)*		10 ft (3.1m)	12 ft (3.7m)	4" (102mm)
AP-12-B1* *(Double Post-top)*					9.7 ft (3m)	12 ft (3.7m)	4" (102mm)
AP-12-A *(Single Post-top)*				**See powdercoat color options on the Material / Colors Sheet.**	9.5 ft (2.9m)	12 ft (3.7m)	4" (102mm)
AP-12-B *(Double Post-top)*					9 ft (2.7m)	12 ft (3.7m)	5" (127mm)
AP-14-A *(Single Post-top)*					11.5 ft (3.5m)	14 ft (4.3m)	4" (102mm)
AP-14-B *(Double Post-top)*	**BC** *(Base Cover)*	**R** *(Power Receptacle)*	**MS1** *(With Motion Sensor)*		11 ft (3.4m)	14 ft (4.3m)	5" (127mm)
AP-16-A *(Single Post-top)*					13.5 ft (4.1m)	16 ft (4.9m)	4" (102mm)
AP-16-B *(Double Post-top)*					13 ft (4m)	16 ft (4.9m)	5" (127mm)

Example: AP-16-A – NUT – R – MS1 – Powdercoat
** For AP100 Series fixtures only*

Modifications

Part Number	Modification	Description
CAM	Camera	
SPE	Speaker	
WAP	WiFi Access Point	
BAN	Banner Arms	
VIB	Vibration Dampener	
CPH	Custom Pole Height	
CLH	Custom Lens Height	
CPC	Custom Powdercoat Color	
--	Other	

Modifications listed above are the most common changes/additions requested. If your requirements aren't shown here, select 'other' and write in the modification needed. Please provide as much detail as possible to streamline the quoting process. All modifications to standard products will require evaluation and quoting approved by Landscape Forms prior to order placement.



NOTE:
USE ONLY UPON APPROVAL OF PLANNING AND ENGINEERING

LUMINAIRE
BLACK, 70 W, HPS, 120V W/PHOTO ELECTRIC CELL, W/HOUSE SIDE SHIELDING, GE SEMT07S1A2TAMS2B OR APPROVED LED EQUAL.

POLE
BLACK ANODIZED ROUND TAPERED ALUMINUM ANODIZING TO BE ARCHITECTURE CLASS I PROCESS MATCHING BASE COVER SHAFT DIMENSIONS 5'x3'x16'x0.0125' NOMINAL MOUNTING HEIGHT = 16'

DRAWN BY: STAFF	CITY OF PLEASANTON STANDARD DETAILS STREET LIGHT STANDARD POST TOP ELECTROLIER FOR RESIDENTIAL STREETS
CHECKED BY: AN	
SCALE: N.T.S.	DATE : 4/16 DWG NO. 508

REGISTERED PROFESSIONAL ENGINEER — TIMOTHY V. KRAFCHICK — No. C 053567 — Exp. 06/30/2017 — CIVIL — STATE OF CALIFORNIA

PLEASANTON, CA
DETAILS
11-01-2024

SHEET 6 OF 6

Kimley»Horn ©2024

\\kimley-horn.com\co_pls1\Project\BAY_LDEV\197552001 – Seefried – Pleasanton Site – MCM\03 CADD\Exhibits\2023.09.07 Photometrics\Photometric Exhibit.dwg Jun 06, 2024 Details

THE CITY OF PLEASANTON

Community Development Department
Planning Division
200 Old Bernal Avenue • P.O. Box 520
Pleasanton, California 94566-0802
Phone 925-931-5600 • pod@cityofpleasantonca.gov
www.pleasantonpermits.com

GHG EMISSION COMPLIANCE CHECKLIST

The City of Pleasanton has adopted the Climate Action Plan (CAP) 2.0 that establishes 2030 and 2045 greenhouse gas (GHG) emissions targets. The CAP 2.0 includes specific strategies and actions to reduce emissions to 4.11 MTCO2e per capita by 2030 (70 percent below 1990 levels) and provide substantial progress towards carbon neutrality by 2045. This is consistent with and exceeds California's goal of reducing GHG emissions to 40 percent below 1990 levels (per Senate Bill 32) by 2030 and neutrality (per Executive Order B-55-18) by 2045.

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183.5, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if it complies a previously adopted plan. The CAP 2.0 is considered a "qualified" GHG reduction strategy and provides CEQA streamlining for future development that are subject to discretionary review and trigger environmental review pursuant to the CEQA. The purpose of the following GHG Emission Compliance Checklist (herein referred to as "Checklist") is to assist with determining CAP 2.0 consistency for a future development project or plan (herein referred to as the "Project").

The CAP 2.0 includes actions that are both mandatory and voluntary actions, both contained in this Checklist. While mandatory actions that are required, voluntary actions are encouraged. Funding may be available for certain efforts as noted in the Checklist. Projects that are consistent with the CAP 2.0, as determined using this Checklist, may rely on the programmatic CAP 2.0 Initial Study-Negative Declaration GHG emissions analysis for the respective project- and cumulative-level GHG emissions impacts analysis. Inconsistency with any of the applicable mandatory actions in this Checklist would make a Project inconsistent with the overall Checklist. **Projects that are identified as inconsistent with the CAP 2.0 through the use of this Checklist must prepare a project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions compared to BAAQMD GHG emissions thresholds or other GHG emissions thresholds determined appropriate by the City. Said projects must still incorporate CAP 2.0 actions in this Checklist to the extent feasible.**

This Checklist may be periodically updated to incorporate new GHG reduction techniques, to comply with later amendments to the CAP, or to reflect changes in other sustainability-focused local, State, or federal laws, regulations, ordinances, and programs.

Checklist Applicability

The Checklist includes a column with the applicable regulation, project type, requirements, Project compliance, and explanation. The **Project Type** column of the Checklist indicates regulation applicability based on project type. Project types include:

- Renovations and additions
- New construction (which includes any new buildings irrespective of existing development on a lot as well as any development on a vacant lot)

- A development plan/planning document
- Covered Projects which includes:
    1. Construction of any City-Sponsored project
    2. Construction of any new commercial/industrial building
    3. Construction of any new residential unit(s) or mixed-use project
    4. Renovation/Additions of any commercial or City-sponsored project that is 20,000 gross square-feet or greater (but not including a renovation to a project that consists solely of interior improvements to existing buildings)
    5. Additions to any residential project that are 2,000 gross square-feet or greater
    6. Addition to any residential project of any size if it has been less than five years from the date of certificate of occupancy for original structure.
- All projects (which includes all the above listed project types)

It is possible for a project to fit multiple project types and all applicable regulations must be met.

All Project applicants should complete the **Compliance** column for each regulation (i.e., indicate yes, no, or N/A). The **Explanation** column should note the plan sheets where the action is shown in plan set, if applicable. It should also provide and explanation if it will not be achieved.

Submittal Requirements

This Checklist is required to accompany discretionary applications submittals as detailed in submittal requirement handouts. The Checklist is designed to assist the applicant in identifying the minimum CAP 2.0 and other applicable climate-focused requirements specific to a Project. However, it may be necessary to supplement the completed Checklist with supporting materials, calculations, or certifications to demonstrate compliance with CAP 2.0 and other requirements. If the minimum CAP 2.0 and other applicable climate-focused requirements are not already clearly committed to as part of the Project, the mandatory actions will be included as respective project conditions of approval.

Please note, cumulative GHG emissions associated with construction from a land use development project are generally orders of magnitude lower than the operational emissions from a project because construction emissions are generally short in duration compared to the project's overall lifetime, and thus can be assessed qualitatively as part of related CEQA GHG emissions analysis. However, some projects may have long construction periods or entail large quantities of cut and fill that could result in construction related GHG emissions that may be considered significant. Thus, the City retains the discretion on a project-by-project basis to consider whether a project's construction-related GHG emissions could be cumulatively considerable and require more detailed quantitative CEQA GHG emissions analysis and respective mitigation. The City also retains discretion to require additional analysis of GHG emissions on a case-by-case basis and require additional climate mitigations.

Regulation	Project Type	Requirements	Compliance	Required Explanation
Land Use				
Green Building Standards				
CALGreen Code	New Construction and Additions	3. **Green Building.** Will the Project comply with the latest version of mandatory measures in the CALGreen Code (non-residential and residential)? The CALGreen checklist is required at Building Permit submittal.	Yes☒ No☐ N/A☐	_____ _____ _____ _____
Municipal Code	Covered Projects[1]	4. **Green Building.** Will the Project comply with the Pleasanton Municipal Code Chapter 17.50 including achieving LEED certification or achieving a "green home" rating with Build It Green as detailed in 17.50?	Yes☒ No☐ N/A☐	_____ _____ _____ _____
CAP 2.0 (P11)	New Construction	5. **LEED Neighborhood.** If the project is neighborhood scale, does it incorporate elements of LEED ND? Provide the LEED ND checklist indicating which elements of Smart Location & Linkage, Neighborhood Pattern & Design, Green Infrastructure & Building, and Innovation & Design Process are achieved.	Yes☐ No☐ N/A☒	Guideline, not ODS. Not required _____ _____ _____

[1] Covered Projects include: 1) Construction of any City-Sponsored project; 2) Construction of any new commercial/industrial building; 3) Construction of any new residential unit(s) or mixed use project; 4) Renovation/Additions of any commercial or City-sponsored project that is 20,000 gross square-feet or greater (but not including a renovation to a project that consists solely of interior improvements to existing buildings); 5) Additions to any residential project that is 2,000 gross square-feet or greater; and 6) Addition to any residential project of any size, if it has been less than five years from the date of certificate of occupancy for original structure.

Energy				
Energy Efficiency				
CAP 2.0 (S2)	Additions and Renovations	6. **Energy Efficiency Upgrades.** Will the Project install energy efficient window upgrades, LED lighting, and other efficiency upgrades. Rebates and financing may be available. *Voluntary*	Yes☐ No☐ N/A▣	
Renewable Energy				
CAP 2.0 (P4)	Covered Projects	7. **Solar.** Will the Project include installation of a solar PV system at time of new construction that meets the power needs of the new building? Indicate the plan sheet(s) where solar information is provided.	Yes▣ No☐ N/A☐	SFD: Roof plan sheets indicate potential solar panel locations
CAP 2.0 (P4)	Covered Projects	8. **Energy Storage System.** When solar is being installed, will the Project include a battery storage back-up system? Indicate the plan sheet(s) where battery storage information is provided.	Yes☐ No▣ N/A☐	Not included
CAP 2.0 (P4)	All Projects	9. **Water Heater.** If a new water heater is being installed, will the Project include installation of a solar water heater? *Voluntary*	Yes☐ No▣ N/A☐	Not included

Building Electrification				
CAP 2.0 (P1)	New Construction	10. **All-Electric.** Will the Project be all-electric (i.e., does not include any new gas infrastructure), including lighting, heating, cooking, and water heating?	Yes☒ No☐ N/A☐	SFD: All electric
CAP 2.0 (P2)	Additions and Renovations	11. **All-Electric Existing Buildings.** Will the Project upgrade existing residential and commercial buildings to be all-electric (e.g., air source heat pumps, heat pump water heaters, electric dryers, and induction stoves)? Rebates may be available. *Voluntary*	Yes☐ No☐ N/A☒	
CAP 2.0 (S1)	All Projects	12. **Refrigerant Management.** If new heating, ventilation, and air conditioning (HVAC) systems are being installed, does the project incorporate the lowest global warming potential (GWP) refrigerants for HVAC systems? *Voluntary*	Yes☐ No☐ N/A☒	Voluntary, but likely will comply EPA standards are constantly changing.

Vehicle Electrification				
CAP 2.0 (P5)	New Construction	13. **EV Charging.** Will the Project install electric vehicle charging infrastructure as follows: • <u>SFR:</u> One Level 2 EV Ready[2] space and one Level 1 EV Ready per unit. • <u>ADU:</u> One Level 1 EV Ready space per unit (where parking is provided). • <u>Multi-family</u>: 15-percent of dwelling units shall provide one Level 2 EVCS[3] space, and 85-percent of dwelling units shall provide one Level 2 EV Ready[4]. • <u>Offices:</u> 20-percent of required parking spaces shall be Level 2 EVCS, and 30-percent shall be Level 2 EV Capable[5]. • <u>All other non-residential</u>: 10-percent of parking spaces shall be Level 2 EVCS, and 10-percent shall be Level 2 EV Capable. Indicate the plan sheet(s) where EV Charging information is provided.	Yes■ No☐ N/A☐	SFD: Charging provided in each garage. Will be in building submittal

[2] EV Ready includes: Installation of raceway, adequate panel capacity, dedicated branch circuit, circuit breaker, and electrical components (e.g., 240-volt outlet). Level 2 must be capable of 8.3 kVa (208/240 volt, 40 amp), Low Level 2 must be capable of 4.1 kVA (208/240 volt, 20 amp), and Level 1 must a minimum of 2.2 kVa (110/120 volt, 20-amp).

[3] EVCS includes: Installation of raceway, adequate panel capacity, dedicated branch circuit, circuit breaker, and electrical components (e.g., 240-volt outlet). <u>and vehicle supply equipment</u>.

[4] Five Level 2 and/or Level 1 spaces can be substituted for each direct current fast charging (DCFC) station provided (i.e., a DCFC is a minimum of 48 kVA- 480 volt, 100-amp).

[5] EV Capable includes: Conduit installed and adequate panel capacity installed to accommodate future installation of a dedicated circuit and charging station.

Transportation				
Alternative Transportation				
CAP 2.0 (P10) and Municipal Code (17.26)	New Construction (Commercial and Multifamily)	14. **Transit Connections.** Will the project provide transit incentives as follows: • Multi-family: Comply with Municipal Code Chapter 17.26. *Mandatory* • Non-residential: If not proximate to transit stops, connect to transit via shuttle service, bike share, or other provided amenity to increase transit ridership. *Voluntary*	Yes☐ No☐ N/A■	_____ _____ _____ _____
Municipal Code (18.88)	All Projects (Commercial and Multi-family)	15. **Alternative Vehicle Parking.** Will the Project comply with Pleasanton Municipal Code Chapter 18.88 related to parking spaces designed to accommodate carpool, vanpool, and car-share vehicles? Indicate the plan sheet(s) where alternative vehicle parking information is provided.	Yes☐ No☐ N/A■	_____ _____ _____ _____
Active Transportation				
CAP 2.0 (P8)	New Construction (Commercial and Multi-family)	18. **Bicycle Amenities.** Will the Project include bicycle parking and/or protected bicycle storage as follows: • Multi-family: One short term bicycle parking space for every 3 units (minimum of two spaces); and one long-term space (e.g., lockers, shared/locked cages, etc.) for every 3 units. • Non-residential: Two short term bicycle parking spaces (e.g., bicycle racks) for each 9,000 square-feet of gross floor area (minimum of two spaces); and one long-term bicycle parking space (i.e., bicycle locker, enclosed storage, or racks within building) for each 9,000 square-feet of gross floor area	Yes☐ No☐ N/A■	_____ _____ _____ _____

		Additionally, for offices- will the Project include showers and changing areas as follows: • One shower facility for projects between 10,000 and 24,999 square-feet, two shower facilities for projects between 25,000 and 124,999, and four shower facilities for projects over 125,000 square feet. • One dressing area per shower facility Indicate the plan sheet(s) where bicycle amenities information is provided.		
Waste				
Materials Recycling & Composting				
Municipal Code (9.21)	New Construction and Additions/ Alterations[6]	19. **Landfill Diversion.** Will the Project comply with Municipal Code Chapter 9.21 and achieve recycling or reuse of at least 90 percent of Portland cement concrete and asphalt concrete and at least 75 percent of the remaining construction and demolition debris, or the percentage established by the compliance official for a project pursuant to an exemption, of the total construction and demolition debris?	Yes■ No☐ N/A☐	_____ _____ _____ _____
Pleasanton CAP 2.0 (Strategy MC-1) and Municipal Code (9.20)	New Construction	20. **Waste Requirements.** Will the Project provide adequate recycling, compost, and landfill containers to meet SB 1383 and comply with Municipal Code Chapter 9.20? Indicate the plan sheet(s) where waste container information is provided.	Yes☐ No☐ N/A☐	SFD: Yes. 3 bins (waste, recycle and green) Shown in Floor Plan Sheets _____

[6] All residential additions that create an increase in conditioned area, non-residential additions greater than 1,000 square-feet, demolition with a total value of $25,000 or greater, and/or non-residential alternations/renovations with a total value of $125,000 or greater.

Green Materials				
CAP 2.0 (S6)	All Projects	21. **Embodied Carbon.** Will the Project include low carbon building materials (e.g., recycled concrete and metals) as part of construction? *Voluntary*	Yes☐ No▬ N/A☐	_____ _____ _____ _____
Water				
Water Use Efficiency				
CAP 2.0 (P15)	All Projects	22. **Water Conservation.** Will the Project incorporate water-efficiency measures, including efficient water fixtures and climate adapted plantings? Rebates may be available. *Voluntary*	Yes▬ No☐ N/A☐	Will incorporate. _____ _____ _____
Municipal Code (17.14) and State WELO	All Projects	23. **Water Efficient Landscape.** If the project includes new landscape areas of greater than 500 square-feet or rehabilitated landscape areas of greater than 2,500 square-feet, will the Project comply with Municipal Code Chapter 17.14 and implement the City's Water Efficient Landscape Ordinance (WELO)?	Yes▬ No☐ N/A☐	Will incorporate. _____ _____ _____
Water Recycling				
CAP 2.0 (S8)	All Projects	24. **Green Stormwater Infrastructure.** Will the Project incorporate green roofs, rainwater catchment, permeable pavement, bioretention areas, and/or other green stormwater infrastructure? *Voluntary*	Yes☐ No☐ N/A☐	Bio-retention areas _____ _____ _____

SF Bay Region Requirements	All Projects	25. **Stormwater Management.** For projects creating and/or replacing more than 2,500 square-feet of impervious surface, will the Project incorporate on-site stormwater management consistent with the NPDES permit and City stormwater management requirements?	Yes☐ No☐ N/A☐	Will incorporate
Overall Sustainability				
Urban Forest				
CAP 2.0 (P13)	All Projects	26. **Tree Planting.** If planting is proposed, will the Project include climate-adapted plantings? If trees are removed, will the Project include replacement climate-adapted trees? Indicate the plan sheet(s) where tree information is provided.	Yes▣ No☐ N/A☐	Will incorporate
Wildfire Prevention				
CAP 2.0 (S9)	All Projects	27. **Wildfire Prevention and Preparation.** Will the Project incorporate a wildfire-defensible space, fire hardening retrofits, and commit to fire prevention through site maintenance (e.g., regularly cleaning out rain gutters) and preparation? *Voluntary*	Yes☐ No☐ N/A▣	Voluntary.

THE CITY OF PLEASANTON

Community Development Department
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CAP 2.0 (P11)	New Construction	5. **LEED Neighborhood.** If the project is neighborhood scale, does it incorporate elements of LEED ND? Provide the LEED ND checklist indicating which elements of Smart Location & Linkage, Neighborhood Pattern & Design, Green Infrastructure & Building, and Innovation & Design Process are achieved.	Yes☐ No☐ N/A☒	Guideline, not ODS. Not required

[1] Covered Projects include: 1) Construction of any City-Sponsored project; 2) Construction of any new commercial/industrial building; 3) Construction of any new residential unit(s) or mixed use project; 4) Renovation/Additions of any commercial or City-sponsored project that is 20,000 gross square-feet or greater (but not including a renovation to a project that consists solely of interior improvements to existing buildings); 5) Additions to any residential project that is 2,000 gross square-feet or greater; and 6) Addition to any residential project of any size, if it has been less than five years from the date of certificate of occupancy for original structure.

Energy				
Energy Efficiency				
CAP 2.0 (S2)	Additions and Renovations	6. **Energy Efficiency Upgrades.** Will the Project install energy efficient window upgrades, LED lighting, and other efficiency upgrades. Rebates and financing may be available. *Voluntary*	Yes☐ No☐ N/A☒	
Renewable Energy				
CAP 2.0 (P4)	Covered Projects	7. **Solar.** Will the Project include installation of a solar PV system at time of new construction that meets the power needs of the new building? Indicate the plan sheet(s) where solar information is provided.	Yes☒ No☐ N/A☐	SFD: Roof plan sheets indicate potential solar panel locations
CAP 2.0 (P4)	Covered Projects	8. **Energy Storage System.** When solar is being installed, will the Project include a battery storage back-up system? Indicate the plan sheet(s) where battery storage information is provided.	Yes☐ No☒ N/A☐	Not included
CAP 2.0 (P4)	All Projects	9. **Water Heater.** If a new water heater is being installed, will the Project include installation of a solar water heater? *Voluntary*	Yes☐ No☒ N/A☐	Not included

Building Electrification				
CAP 2.0 (P1)	New Construction	10. **All-Electric.** Will the Project be all-electric (i.e., does not include any new gas infrastructure), including lighting, heating, cooking, and water heating?	Yes☒ No☐ N/A☐	SFD: All electric
CAP 2.0 (P2)	Additions and Renovations	11. **All-Electric Existing Buildings.** Will the Project upgrade existing residential and commercial buildings to be all-electric (e.g., air source heat pumps, heat pump water heaters, electric dryers, and induction stoves)? Rebates may be available. *Voluntary*	Yes☐ No☐ N/A☒	
CAP 2.0 (S1)	All Projects	12. **Refrigerant Management.** If new heating, ventilation, and air conditioning (HVAC) systems are being installed, does the project incorporate the lowest global warming potential (GWP) refrigerants for HVAC systems? *Voluntary*	Yes☐ No☐ N/A☒	Voluntary, but likely will comply EPA standards are constantly changing.

Vehicle Electrification				
CAP 2.0 (P5)	New Construction	13. **EV Charging.** Will the Project install electric vehicle charging infrastructure as follows: • <u>SFR:</u> One Level 2 EV Ready[2] space and one Level 1 EV Ready per unit. • <u>ADU:</u> One Level 1 EV Ready space per unit (where parking is provided). • <u>Multi-family</u>: 15-percent of dwelling units shall provide one Level 2 EVCS[3] space, and 85-percent of dwelling units shall provide one Level 2 EV Ready[4]. • <u>Offices:</u> 20-percent of required parking spaces shall be Level 2 EVCS, and 30-percent shall be Level 2 EV Capable[5]. • <u>All other non-residential</u>: 10-percent of parking spaces shall be Level 2 EVCS, and 10-percent shall be Level 2 EV Capable. Indicate the plan sheet(s) where EV Charging information is provided.	Yes☒ No☐ N/A☐	SFD: Charging provided in each garage. Will be in building submittal

[2] EV Ready includes: Installation of raceway, adequate panel capacity, dedicated branch circuit, circuit breaker, and electrical components (e.g., 240-volt outlet). Level 2 must be capable of 8.3 kVa (208/240 volt, 40 amp), Low Level 2 must be capable of 4.1 kVA (208/240 volt, 20 amp), and Level 1 must a minimum of 2.2 kVa (110/120 volt, 20-amp).

[3] EVCS includes: Installation of raceway, adequate panel capacity, dedicated branch circuit, circuit breaker, and electrical components (e.g., 240-volt outlet). <u>and vehicle supply equipment</u>.

[4] Five Level 2 and/or Level 1 spaces can be substituted for each direct current fast charging (DCFC) station provided (i.e., a DCFC is a minimum of 48 kVA- 480 volt, 100-amp).

[5] EV Capable includes: Conduit installed and adequate panel capacity installed to accommodate future installation of a dedicated circuit and charging station.

Transportation				
Alternative Transportation				
CAP 2.0 (P10) and Municipal Code (17.26)	New Construction (Commercial and Multifamily)	14. **Transit Connections.** Will the project provide transit incentives as follows: • Multi-family: Comply with Municipal Code Chapter 17.26. *Mandatory* • Non-residential: If not proximate to transit stops, connect to transit via shuttle service, bike share, or other provided amenity to increase transit ridership. *Voluntary*	Yes☐ No☐ N/A☒	_____ _____ _____ _____
Municipal Code (18.88)	All Projects (Commercial and Multi-family)	15. **Alternative Vehicle Parking.** Will the Project comply with Pleasanton Municipal Code Chapter 18.88 related to parking spaces designed to accommodate carpool, vanpool, and car-share vehicles? Indicate the plan sheet(s) where alternative vehicle parking information is provided.	Yes☐ No☐ N/A☒	_____ _____ _____ _____
Active Transportation				
CAP 2.0 (P8)	New Construction (Commercial and Multi-family)	18. **Bicycle Amenities.** Will the Project include bicycle parking and/or protected bicycle storage as follows: • Multi-family: One short term bicycle parking space for every 3 units (minimum of two spaces); and one long-term space (e.g., lockers, shared/locked cages, etc.) for every 3 units. • Non-residential: Two short term bicycle parking spaces (e.g., bicycle racks) for each 9,000 square-feet of gross floor area (minimum of two spaces); and one long-term bicycle parking space (i.e., bicycle locker, enclosed storage, or racks within building) for each 9,000 square-feet of gross floor area	Yes☐ No☐ N/A☒	_____ _____ _____ _____

		Additionally, for offices- will the Project include showers and changing areas as follows: • One shower facility for projects between 10,000 and 24,999 square-feet, two shower facilities for projects between 25,000 and 124,999, and four shower facilities for projects over 125,000 square feet. • One dressing area per shower facility Indicate the plan sheet(s) where bicycle amenities information is provided.		
Waste				
Materials Recycling & Composting				
Municipal Code (9.21)	New Construction and Additions/ Alterations[6]	19. **Landfill Diversion.** Will the Project comply with Municipal Code Chapter 9.21 and achieve recycling or reuse of at least 90 percent of Portland cement concrete and asphalt concrete and at least 75 percent of the remaining construction and demolition debris, or the percentage established by the compliance official for a project pursuant to an exemption, of the total construction and demolition debris?	Yes☒ No☐ N/A☐	_____ _____ _____ _____
Pleasanton CAP 2.0 (Strategy MC-1) and Municipal Code (9.20)	New Construction	20. **Waste Requirements.** Will the Project provide adequate recycling, compost, and landfill containers to meet SB 1383 and comply with Municipal Code Chapter 9.20? Indicate the plan sheet(s) where waste container information is provided.	Yes☐ No☐ N/A☐	SFD: Yes. 3 bins (waste, recycle and green) Shown in Floor Plan Sheets _____

[6] All residential additions that create an increase in conditioned area, non-residential additions greater than 1,000 square-feet, demolition with a total value of $25,000 or greater, and/or non-residential alternations/renovations with a total value of $125,000 or greater.

Green Materials				
CAP 2.0 (S6)	All Projects	21. **Embodied Carbon.** Will the Project include low carbon building materials (e.g., recycled concrete and metals) as part of construction? *Voluntary*	Yes☐ No☒ N/A☐	
Water				
Water Use Efficiency				
CAP 2.0 (P15)	All Projects	22. **Water Conservation.** Will the Project incorporate water-efficiency measures, including efficient water fixtures and climate adapted plantings? Rebates may be available. *Voluntary*	Yes☒ No☐ N/A☐	Will incorporate.
Municipal Code (17.14) and State WELO	All Projects	23. **Water Efficient Landscape.** If the project includes new landscape areas of greater than 500 square-feet or rehabilitated landscape areas of greater than 2,500 square-feet, will the Project comply with Municipal Code Chapter 17.14 and implement the City's Water Efficient Landscape Ordinance (WELO)?	Yes☒ No☐ N/A☐	Will incorporate.
Water Recycling				
CAP 2.0 (S8)	All Projects	24. **Green Stormwater Infrastructure.** Will the Project incorporate green roofs, rainwater catchment, permeable pavement, bioretention areas, and/or other green stormwater infrastructure? *Voluntary*	Yes☐ No☐ N/A☐	Bio-retention areas

SF Bay Region Requirements	All Projects	25. **Stormwater Management.** For projects creating and/or replacing more than 2,500 square-feet of impervious surface, will the Project incorporate on-site stormwater management consistent with the NPDES permit and City stormwater management requirements?	Yes☐ No☐ N/A☐	Will incorporate
Overall Sustainability				
Urban Forest				
CAP 2.0 (P13)	All Projects	26. **Tree Planting.** If planting is proposed, will the Project include climate-adapted plantings? If trees are removed, will the Project include replacement climate-adapted trees? Indicate the plan sheet(s) where tree information is provided.	Yes☑ No☐ N/A☐	Will incorporate
Wildfire Prevention				
CAP 2.0 (S9)	All Projects	27. **Wildfire Prevention and Preparation.** Will the Project incorporate a wildfire-defensible space, fire hardening retrofits, and commit to fire prevention through site maintenance (e.g., regularly cleaning out rain gutters) and preparation? *Voluntary*	Yes☐ No☐ N/A☑	Voluntary.

October 25, 2024

ASCA AMERICAN SOCIETY of CONSULTING ARBORISTS
RECEIVED
11/2/24
P23-0480
CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B

Jason Quintel
Senior Vice President – West Region
Seefried Industrial Properties
2201 E. Camelback Road, Suite 222
Phoenix, AZ 85016

SUBJECT: Preliminary report on trees at APN 946-1251-007-04, 3300 Busch Road in Pleasanton including current tree conditions and approximate locations. Expected impacts from proposed demolition, grading and construction at the site and measures to reduce impacts on those trees will be provided in addenda to this report.

PURPOSE OF THIS REPORT

Pleasanton requires a survey and construction protection and management plan for existing trees six inches or greater in diameter on or immediately adjacent to construction sites, as outlined in the Pleasanton municipal code 17.16, which triggers the need for this document.

This report includes all such trees on this lot or immediately adjacent on neighboring properties. The purpose of this report is to identify each of these trees, describe their condition, and provide probable impacts that will occur to them as a result of the proposed demolition and construction, as well as general measures for managing and reducing impacts to trees that will be preserved, to hold impact levels to those described.

SUMMARY

An existing Bigge crane equipment facility is currently on this property. You proposed to demolish the facility and develop a multi-use residential neighborhood. The demolition, grading, drainage, and construction plans are yet to be developed. This report shall be supplemented with addenda to address expected impacts to these trees, with measures to reduce such impacts.

This report considers 68 trees, two are solely on the lot, two straddle the northern property boundary near the eastern terminus. The remaining 64 trees belong to properties immediately adjacent APN 946-1251-007-04, APN 946-1251-33, and APN 946-1251-8-9. Of the 68 trees, 14 are considered Heritage Trees; the majority of trees referenced in this report are city owned street trees. It is anticipated that the tree count will change in future revisions or addenda to this report as adjacent property owners remove trees on their respective properties.

At this time, of the 68 trees, 52 are proposed to be removed to accommodate project completion.

I have not fully reviewed design details that may impact trees on this project, as they are not yet developed. Similarly, details of job sequencing, staging, and material storage are

not developed. I expect to work with the design team as these plans evolve, to minimize required tree removals and expected impacts to retained trees, specifically Heritage Tree #581.

POTENTIAL DISTURBANCE TO TREES

Damage to trees may occur directly, from mechanical injury to roots, trunks or limbs, or more indirectly, if soil characteristics such as density, soil atmosphere or moisture content are altered. Manifestations of these injuries may occur immediately, or may be delayed for a number of years, resulting in progressive decline.

Many tree roots on most sites, including this one, may be in the top 18 inches of soil, a zone which is easily altered by even minor grading, trenching, or material storage. Further such alterations may occur during demolition, grading, construction, and landscaping activities. Soil may become further compacted, soil oxygen may then become easily depleted, drainage patterns upon which trees have become dependent may be altered, so that trees become drought stressed. Any changes in grade, increase or decrease, compaction, or pavement may have this effect. Where cuts must be made for utilities or other reasons, the soil may quickly dry out from the side of the cut and kill roots.

Awareness of these concepts is key to tree management on construction sites. It is less important to avoid encroachment under tree canopies, which may be acceptable, than it is to dedicate a reasonable and necessary area under the tree as a protected root zone, and assure that this area remains dedicated to the needs of the roots.

If such an area cannot be dedicated to a given tree, or the condition of that tree is such that it may not contribute into the future, the tree should be removed.

SITE MAP

The site map is based on the maps provided by Ruggeri-Jensen-Azar and modified by me. It is included with this report as a 60 scale 30 x 42 inch PDF. I will provide detailed comments as addenda to this report as plans are developed.

Trees are numbered on the drawing, corresponding to the table in this report and to tags placed on the tree trunks. Trees proposed to be removed are shown in gray on the map. I measured tree canopies and placed them on the drawings as required by the city. Such canopy outlines are intended as a guideline to establishing tree protection zones, that is, protecting a sufficiently large root area to assure survival of the tree. As noted in the previous section, encroachment into the canopy is acceptable depending on the vigor of the tree and degree of protection for roots in the area remaining in the tree protection zone outside the encroachment.

Typical location for temporary protective fencing will be shown on future revisions or provided as addenda to this report, and will be located just outside the limits of demo, grading, or other proposed work. Final location will be set on-site, prior to construction, as acceptable to both the project arborist for root protection and the general contractor

for access. I will indicate tree protection fencing to protect the root zone from encroachment for material and vehicle storage or access in addenda to this report.

The placement of tree protection measures will be adjusted according to soil moisture and access requirements at the time of demolition and construction, including room for scaffolding after conversation with the contractor.

HOW TO READ THE TABLE OF TREES

The specific information for each of the 68 trees assessed is found in the table attached to this report, at the end.

The Species of each tree is noted in the second column, by common name. There are seven species on or adjacent to the site:

COMMON NAME	LATIN NAME	COMMENTS
California black walnut	*Juglans hindsii*	Intolerant of the disturbance of construction.
London plane	*Platanus acerifolia*	Sturdy, susceptible to leaf blight
Callery pear	*Pyrus calleryana*	Deciduous, several varieties. 'Bradford' tends toward limb/trunk attachment failures.
Chinese pistache	*Pistacia chinensis*	Spectacular red fall color
Coast Redwood	*Sequoia sempervirens*	Coast redwood. Will require supplemental summer irrigation, poor species selection for location.
Crape myrtle	*Lagerstroemia indica*	Deciduous, summer flowering. Prone to mildew
English walnut	*Juglans regia*	Intolerant of construction disturbance
Hollywood juniper	*Juniperus chinensis* 'Torulosa'	Tall dense shrub, can be contained by careful pruning. Heavy limbs.
Gray pine	*Pinus sabiniana*	California native, very large cones, often grows with multiple stems
Mexican fan palm	*Washingtonia robusta*	
River red gum	*Eucalyptus camaldulensis*	Widely planted, good for alkaline soil. Very susceptible to red gum lerp psyllid
Valley oak	*Quercus lobata*	Native, less tolerant of development than live oak

The Diameter of the trunk, or trunks, in inches, is given in the third column, measured at 54 inches, or at the best representative height. If there are several trunks, each is listed.

The Health of the tree and the Structure are rated in the next two columns. Both are rated on a scale of 0-5, with 5 being the most favorable. Health is a measure of the vigor of the tree. Lower ratings, (below 3) indicate that a tree is seriously declining in health.

Structure is a measure of the mechanical form and arrangement of the trunk and limbs. Trees with low structure ratings may have codominant limbs or included bark, as described above, or may have failed mechanically in the past, or are for other reasons at higher risk to do so in the future than trees with higher (better) structure rating.

Suitability is an assessment of how desirable the retention of this tree is, independently of proposed design or site alterations. This rating is based on intrinsic features of the tree itself. It is a combination of:

- Species. Oaks are generally highly desirable. Redwoods are less so in Contra Costa County, as they are water-demanding.
- Health and Structure. Trees with defects or health problems do not warrant special effort to retain.
- Nearby trees. If trees are crowded some may be less desirable.
- Size. Even highly desirable species in good condition can be replaced if they are small enough. Their suitability rating is thus lower.

Generally, trees with a suitability rating of 4 or 5 are worth extra effort to preserve. This does not mean that they must be preserved, or that it is inappropriate to remove them or permit activities that may affect them. Realistic use of the lot may require construction near, or removal of otherwise desirable trees. The best use of the land may require removal of or impact on trees with even the highest suitability.

Trees with a rating of 3 should be considered for retention.

For trees with a suitability of 1 or 2, no effort need be made to preserve. This does not mean they should not be retained, only that, unless there are other considerations, the project should not be specially altered to accommodate them.

Trees with a suitability of zero are generally incapable of providing benefit in the developed setting and should be removed.

Construction Impact is an estimate of the probable effects of proposed construction. It assumes that all possible care will be exercised in fencing, protection, traffic prevention, material storage, landscaping, and other phases of demolition and construction, within constraints of the proposed project.

Construction impacts on this project range from:

- "None".
- "Minimal". There may be some root injury which should not be manifest in the appearance of the tree if construction techniques are careful and the root zone is protected. (There are no trees in this category on this project)
- "Slight". There is slightly more injury, and there may be some subtle injury response, but not to a serious degree.
- "Moderate". There may be visible signs in the tree canopy, that indicate root injury has occurred.
- "Severe". There is a reasonable chance that the tree will not survive for the long term.
- "Remove". Retention of the tree is likely incompatible with the project or the tree will intentionally be removed.

Impact assessments at the time of this report are not determined as demolition and construction plans are not yet developed. We plan to work with the design team to minimize tree removal and impacts to retained trees, and will provide addenda to outline expected impacts to trees and required tree protections. Impacts to trees are assessed under the assumption that recommendations of the arborist are followed.

The Comments column contains general observations about each tree.

TEMPORARY PROTECTIVE FENCING, TREE PROTECTION ZONES

To assure against intrusion into root zones by material storage or construction equipment, temporary protective fence will be required, and will be shown on the referenced drawing. This fencing will be intended to provide sufficient room for construction activity while protecting root zones, and will define the Tree Protection Zone (TPZ). All such fencing will protect trees on neighboring properties.

There must be no disposal of waste or equipment washout that could drain off site into the protected zone.

The fencing should be minimum five foot chain link securely fastened to the ground or on driven posts, to prevent casual displacement by site workers who may not understand its purpose. The location shown on the drawing should be reviewed on-site to the satisfaction of both the arborist and the general contractor or site supervisor.

Each fence section must have 8 ½ by 11 inch plasticized signs fastened every 50 feet, reading, "THIS FENCE MAY BE MOVED ONLY WITH PERMISSION OF THE PROJECT ARBORIST". A template sign is attached to this report.
Fencing to protect retained trees should be in place as shown before any grading, construction or other site work begins. Fencing should remain in place during the entire demolition, grading or construction phases and should not be moved by any subcontractor for any reason, without approval of the project arborist.

Fencing to protect retained trees must be in place as shown before any demolition, grading, construction or other site work past layout begins. Fencing shall remain in place during the entire demolition, grading or construction phases and shall not be moved by any subcontractor for any reason, without approval of the project arborist.

MULCHING UNDER TREES

Mulch is highly beneficial for trees being preserved. The ideal, and by far the most beneficial supplemental or replacement mulch for the trees, is chips from a tree service. This mulch can be a permanent feature of the landscape, and a maintained depth of four inches over as much of the rootzone as is compatible is probably the single most effective measure that can be taken to assure health of the trees.

Mulch should gradually recede in depth from four inches to zero within three feet of the trunk, as to not place mulch directly against tree trunks. Decorative mulch may be used instead of the natural mulch, but is far less effective in maintaining tree health, and is typically much more expensive.

HERITAGE TREES

Within the city of Pleasanton, the following criteria dictate Heritage Tree status:

- Trees with a single stem with a circumference of 55 inches at 54 inches above grade
- Trees with multiple stems having the two largest combining for a circumference of 55 inches or greater at 54 inches above grade
- Trees over 35 feet in height
- Trees of historical significance specially designated by official action
- Stands of trees in which individuals rely upon each other for survival, or which define the area's natural beauty

There are currently 14 trees that meet this designation which may be impacted by project completion, 10 of which are non-native. Of the 10 non-native trees, 9 are considered Invasive Species within the state of California.

Six of these trees are River Red Gum eucalyptus (*Eucalyptus camaldulensis*), which may increase wildfire potential and can overcrowd and outcompete native trees and plants. These trees are located within or just outside the limits of grading, on or just adjacent to the property boundaries. These trees range between 20 and 42 inches in diameter. Three of the six are currently beneath high voltage transmission lines just outside of the eastern property boundary, and are routinely topped for required utility clearance. Due to this, these trees are recommended for removal with written permission from the respective owners.

The three remaining Heritage trees that are considered invasive are Mexican fan palm (*Washingtonia robusta*), known for harboring pests and creating a vertical fire ladder when improperly maintained. Due to this, these trees are recommended for removal. Two of these trees are on or just adjacent to the property boundary and will require written permission from the respective owners prior to removal.

Tree #509, a 57 inch diameter Grey pine (*Pinus sabiniana*) is a California native, located on APN 946-1251-8-9 at the entrance of the proposed development, and is in physical decline. It has 7 stems originating at grade, one of which recently failed. This tree will present Risk to the public and offer little to no benefit to the community, and thus is recommended for removal with written permission from the respective owner.

Tree #511, a 33 inch diameter non-native English walnut (*Juglans regia*) is located on APN 946-1251-8-9 along the western boundary, adjacent the sidewalk along Valley Avenue. It is in physical decline with a history of limb failures and significant internal decay. It will present Risk[1] to the public and offer little to no benefit to the community, and thus is recommended for removal with written permission from the respective owner.

[1] Risk is defined as the probability of an event in a given time period combined with adverse consequences of that event. It is determined through a structured process followed by us and described in the American National Standards Institute A-300 (part 9) Standard, *Tree Risk Assessment*. Risk is described on a scale of Low, Moderate, High, or Extreme.

Trees #512 and #513 are both native California black walnut (*Juglans nigra*), and are 34 and 28 inches in diameter, respectively. Both of these trees are beneath high voltage transmission lines on APN 946-1251-8-9 on the western side of the property, are in poor health, and have undesirable structure that may lead to failures in the future, presenting Risk to the public and providing little to no benefit to the community. They are recommended for removal with written permission from the respective owner.

Tree #581, a roughly 28 inch diameter Valley oak (*Quercus lobata*) near the southern property boundary, is a highly desirable California native, and the prized specimen on site. Detailed steps are outlined in the section below to help ensure minimal impacts to this tree during demolition, grading, and construction.

INDIVIDUAL TREES

- **VALLEY OAK (*QUERCUS LOBATA*) #581**

This roughly 28 inch diameter tree is just behind the existing southern perimeter fence. A recent survey has determined that the property boundary is south of the fence, and that the tree is within site project boundaries on APN 946-1251-007-04. This tree will be located within lot 202.

We are working with the design team to minimize impacts to tree #581 and other trees further south during grading and trenching for the proposed building pads and associated retaining walls. Without this careful consideration, roots within the Critical Root Zone (CRZ) may be damaged or removed from these trees in order to accommodate construction.

After discussion with the design team, it has been established that:

- No grading, compaction, trenching for utilities, or other disturbances to existing grade shall occur within 20 feet of the trunk of tree #581.
- No new plant installation shall occur within 15 feet of the trunk of tree #581.
- Any trenching for utilities or irrigation for nearby new plant installation within the CRZ of tree #581 shall be designed and performed radially in respect to the trunk of tree #581 to avoid severing roots.

I will provide addenda to this report outlining potential impacts to tree #581 and others south of this tree, regarding proposed site changes, as plans are developed. Tree Protection Fencing may need to be temporarily moved and replaced during grading near these trees and shall occur only under Project Arborist supervision.

To help assure safe retention of this tree, all grading and construction work within the CRZ shall be performed under Project Arborist supervision. Adhere to the following guidelines to further reduce root loss within the CRZ, and overall impact to trees:

- Prior to grading in this area, an inspection trench shall be dug, either by hand or Airspade[2] at the furthest extent of excavation required for excavation and

[2] An airspade is a specialized excavation tool that uses high-pressure air to break up and remove soil with minimal damage to roots and underground utilities. It can be used to reduce soil compaction and for access to roots for inspection.

construction to expose roots critical for health and overall tree stability. The approximate locations of these trenches will be shown on the site map in green on future addenda to this report, and will be finalized in-field by the Project Arborist.
    - Any trenches that must remain open for over 24 hours during the dry season from April to October shall be covered with three layers of burlap and kept moist until trenches are backfilled.
- The Project Arborist shall be on site to document the size, number, and location of roots impacted or removed from these trees.
- Roots up to two inches in diameter may be severed cleanly with a reciprocating saw just behind the face of soil.
- The Project Arborist shall determine removal of roots larger than two inches in diameter, as these roots may be critical to overall tree health and stability.
    - If roots must remain intact in this area, they shall be cleaned, coated with three to four inches of insulating foam sealant, such as Great Stuff Pro or equivalent, and capped with a PVC pipe sleeve.
    - Brush the roots carefully prior to foam application to remove all loose soil and as much dust as possible. This will assist with bonding, to prevent the foam sleeve from slipping off during the concrete pour. Pour concrete with care to avoid dislodging the root protection.

VALUATION

VALUE TYPE

Our estimate of value is cost-based, resulting in a replacement value. This is the cost to replace trees on the site as amenity trees, with appropriate depreciation for sub-optimum tree condition, or location on the site that renders them of relatively less utility than trees near areas of high use. This appraisal is not based on market value of the land.

METHODOLOGY

ANALYSIS AND APPRAISAL OVERVIEW

We appraised trees on this site according to procedures in The Guide for Plant Appraisal, published by the International Society of Arboriculture, authored by the *Council of Tree and Landscape Appraisers*. We utilized a blending of the 9th Edition, 2000[3], and a regional supplement, Species Classification and Group Assignment[4], with the10th Edition of the Guide, ISA 2019, second printing[5].

Tree #	Species	Diameter	Base Cost	Condition	Functional	External	Value
509	Grey pine	57	$973,357	60%	40%	35%	$81,762

[3] This publication is published by the International Society of Arboriculture. It has been a guide for plant appraisal for decades, and most amenity tree appraisals, such as this one, have been done using its guidance.
[4] Published by the Western Chapter of the International Society of Arboriculture, 2004.
[5] The 9th Edition has been revised to a controversial 10th Edition, used by some practitioners, not by others. I have modified process in the 10th Edition, using installed cost to establish a Base Cost. This renders it useable for this assignment.

510	River redgum eucalyptus	42	$528,471	70%	70%	60%	$155,370
511	English walnut	33	$326,250	20%	30%	50%	$9,788
512	California black walnut	34	$346,322	25%	30%	50%	$12,987
513	California black walnut	28	$234,876	20%	30%	50%	$7,046
514	Mexican fan palm	19	$8,000	70%	100%	100%	$5,600
515	Mexican fan palm	20	$8,000	70%	100%	100%	$5,600
516	River redgum eucalyptus	31	$287,903	65%	70%	75%	$98,247
517	River redgum eucalyptus	29	$251,952	70%	70%	60%	$74,074
518	Coast redwood	10	$23,961	65%	70%	50%	$5,451
519	Coast redwood	11	$28,992	65%	70%	50%	$6,596
520	Callery pear	5	$12,692	70%	50%	50%	$2,221
521	Callery pear	6	$18,277	70%	50%	50%	$3,198
522	Callery pear	5	$12,692	60%	50%	50%	$1,904
524	Callery pear	6	$18,277	60%	50%	50%	$2,742
525	Callery pear	7	$24,877	60%	50%	50%	$3,731
526	Callery pear	6	$18,277	60%	50%	50%	$2,742
527	Coast redwood	7	$11,741	50%	60%	50%	$1,761
528	Coast redwood	7	$11,741	50%	60%	50%	$1,761
529	Coast redwood	8	$15,335	60%	50%	50%	$2,300
530	Coast redwood	9	$19,408	60%	50%	50%	$2,911
531	Coast redwood	10	$23,961	60%	50%	50%	$3,594
532	Coast redwood	10	$23,961	60%	50%	50%	$3,594
533	Coast redwood	10	$23,961	60%	50%	50%	$3,594
534	Coast redwood	10	$23,961	65%	50%	50%	$3,894
535	Coast redwood	10	$23,961	65%	50%	50%	$3,894
536	Coast redwood	10	$23,961	65%	50%	50%	$3,894
537	Coast redwood	10	$23,961	65%	50%	50%	$3,894
538	London plane	7	$14,680	30%	40%	60%	$1,057
539	London plane	5	$7,490	30%	40%	60%	$539
540	London plane	4	$4,793	30%	40%	60%	$345
541	London plane	5	$7,490	30%	40%	60%	$539
542	London plane	5	$7,490	30%	40%	60%	$539
543	London plane	4	$4,793	30%	40%	60%	$345
544	London plane	6	$10,785	30%	40%	60%	$777
545	London plane	8	$19,174	30%	40%	60%	$1,380
546	London plane	9	$24,267	30%	40%	60%	$1,747
547	London plane	10	$29,959	30%	40%	60%	$2,157

548	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
549	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
550	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
551	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
552	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
553	Hollywood juniper	10	$29,959	70%	80%	70%	$11,744
554	Crape myrtle	4.4	$10,566	100%	90%	100%	$9,509
555	Crape myrtle	5.6	$17,115	100%	90%	100%	$15,403
556	Crape myrtle	5.3	$15,330	100%	90%	100%	$13,797
557	Crape myrtle	5.5	$16,509	100%	90%	100%	$14,858
566	Chinese pistache	9	$41,123	60%	90%	50%	$11,103
567	Chinese pistache	11	$61,430	60%	90%	50%	$16,586
568	Chinese pistache	11	$61,430	60%	90%	50%	$16,586
569	Chinese pistache	11	$61,430	60%	90%	50%	$16,586
570	Chinese pistache	12	$73,107	60%	90%	50%	$19,739
571	Chinese pistache	10	$50,769	60%	90%	50%	$13,708
572	Chinese pistache	9	$41,123	60%	90%	50%	$11,103
573	Chinese pistache	8	$32,492	60%	90%	50%	$8,773
574	Chinese pistache	9	$41,123	60%	90%	50%	$11,103
575	Chinese pistache	10	$50,769	60%	90%	50%	$13,708
576	Chinese pistache	10	$50,769	60%	90%	50%	$13,708
577	Chinese pistache	9	$41,123	60%	90%	50%	$11,103
578	Chinese pistache	10	$50,769	60%	90%	50%	$13,708
579	London plane	11	$36,250	40%	70%	50%	$5,075
580	London plane	10	$29,959	40%	70%	50%	$4,194
581	Valley oak	28	$234,876	75%	90%	65%	$103,052
582	Mexican fan palm	24	$8,000	70%	50%	100%	$2,800
583	River redgum eucalyptus	24	$172,562	75%	75%	50%	$48,533
584	River redgum eucalyptus	20	$119,835	75%	75%	50%	$33,704
585	River redgum eucalyptus	30	$269,628	75%	75%	50%	$75,833
						TOTAL:	$1,098,308

TASKS TO BE COMPLETED

- I expect to have ongoing dialogue with the design team regarding details of grading, drainage, foundation footings, flatwork sections, landscaping, irrigation, trenching, or other design considerations that may impact existing trees by altering the existing site.
    - I expect to provide addenda to this report as plans and design are developed, particularly regarding potential impacts to Valley oak #581 and additional protected trees to the south that may be impacted.
        - I expect to meet on-site with contractors excavating the inspection trench to document size, number, and location of roots encountered within the CRZ of these trees.
- I expect to be on site for critical inspection events, such as trenching or excavation within driplines and CRZ of any tree referenced within this or future reports on this project.
- I expect to provide addenda or future revisions to this report to outline Tree Protection Measures.
    - I expect to meet on-site with the contractor prior to commencement of site layout to confirm location of temporary Tree Protection Measures to contractor and project arborist satisfaction.
    - I expect to meet with the contractor or any sub-contractors if the temporary fencing is to be moved or removed for any reason during the project. This includes meeting with the landscape contractor during plant or irrigation installation.
- Pruning is not specified in this report. Carpenters may make pruning cuts up to two inches in diameter if essential for clearance. Final pruning will be done at project completion by an ISA Certified Arborist[6] or Certified Treeworker under Project Arborist supervision.
    - I expect to be notified of any pruning required for contractor access.
- I expect to be notified immediately of any plan changes, regardless of potential for impact to trees.
- I expect to be notified immediately of any damages to trees on-site, or adjacent, during construction, in which case I will make recommendations to minimize impact due to injury.

[6] The International Society of Arboriculture administers a voluntary certification program. Certified Arborists are listed at http://www.isa-arbor.com/findArborist/findarborist.aspx Treeworker certification (a less stringent certification) is currently performed by the Western Chapter of the ISA. Lists are available from **WCISA, 31916 Country Club Drive, Porterville, CA 93257**

LIMITING CONDITIONS OF THIS REPORT

The observations and recommendations in this report are limited to current conditions, for the site, as described in the report. There appeared to be no indication for laboratory diagnostics.

This report relies upon representations by Ruggeri-Jensen-Azar concerning property and easement boundaries and proposed construction.

My comments on the health, structure, and potential of these trees are restricted to the condition of the trees if the general specifications and recommendations in this report and specific recommendations in any future reports are observed and followed.
This report can be reproduced by you as necessary, in color, in its entirety only.
Portions of this report may not be reproduced.

It is outside the scope of this or the final report to suggest suitability of design or land use.

CERTIFICATION OF THIS DOCUMENT

I certify that the observations and recommendations in this document are complete and correct, to the best of my knowledge and belief, and are made in good faith.
Please contact me as further questions arise.

Sincerely,



Todd McNeil
Certified Arborist #WE-11635A
ISA Qualified Tree Risk Assessor
ASCA TPAQ Qualified Appraiser

Tree Number	Species	Diameter	Health	Structure	Suitability	Comments	Neighbor rights	Impact	Heritage tree
509	Gray pine	57" @ grade	3	2	1	Beneath HV lines, 7 stems from base - recent large limb failures - at proposed site entrance - remove	x	Remove	x
510	River redgum eucalyptus	42" @ 2'	3	3	1	East of HV, limbs will overhang lines - 3 stems from base	x	Remove	x
511	English walnut	33" @ grade	2	1	0	Beneath HV lines, highly decayed, poor structure, sidewalk replaced likely removing structural roots	x	Remove	x
512	California black walnut	34" @ grade	2	1	0	Beneath HV lines, poor structure, sidewalk replaced likely removing structural roots	x	Remove	x
513	California black walnut	28" @ 2'	2	1	0	Beneath HV lines, poor structure, sidewalk replaced likely removing structural roots	x	Remove	x
514	Mexican fan palm	19	2	5	3	At entrance gate for Bigge - 23' brown trunk	x	Remove	x
515	Mexican fan palm	20	2	5	3	At entrance gate for Bigge - 23' brown trunk	x	Remove	x
516	River redgum eucalyptus	31	2	3	3	Canopy interfering with Bigge equipment storage	x	Remove	x
517	River redgum eucalyptus	29" @ 3'	3	3	3	Canopy interfering with Bigge equipment storage - Pruning required for road clearance	x	Remove	x
518	Coast redwood	10	3	5	2	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
519	Coast redwood	11	3	5	2	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
520	Callery pear	5	3	5	2	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
521	Callery pear	6	3	2	2	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
522	Callery pear	5	3	1	2	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
524	Callery pear	6	1	1	1	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
525	Callery pear	7	2	1	1	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
526	Callery pear	6	2	1	1	Likely installed as part of COA for earlier project - may be protected tree - shooting up root suckers	x	Remove	
527	Coast redwood	7	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
528	Coast redwood	7	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	

Tree Number	Species	Diameter	Health	Structure	Suitability	Comments	Neighbor rights	Impact	Heritage tree
529	Coast redwood	~8	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
530	Coast redwood	~9	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
531	Coast redwood	~10	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
532	Coast redwood	~10	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
533	Coast redwood	~10	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
534	Coast redwood	~10	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
535	Coast redwood	~10	2	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
536	Coast redwood	~10	3	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
537	Coast redwood	~10	3	4	1	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
538	London plane	7	2	4	3	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
539	London plane	5	2	4	2	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
540	London plane	4	1	4	2	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
541	London plane	5	2	3	2	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
542	London plane	5	1	4	2	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
543	London plane	4	1	5	2	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
544	London plane	6	2	4	3	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
545	London plane	8	3	4	3	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
546	London plane	9	3	4	4	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
547	London plane	10	3	4	4	Likely installed as part of COA for earlier project - may be protected tree - Severe dieback from drought stress	x	Remove	
548	Hollywood juniper	10	3	4	3	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	

Tree Number	Species	Diameter	Health	Structure	Suitability	Comments	Neighbor rights	Impact	Heritage tree
549	Hollywood juniper	10	3	4	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
550	Hollywood juniper	10	3	4	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
551	Hollywood juniper	10	3	4	3	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
552	Hollywood juniper	10	3	4	3	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
553	Hollywood juniper	10	3	4	3	Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
554	Crape myrtle	2,2,2,2,2,2	4	2	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
555	Crape myrtle	2,2,2,2,1,1,1,2,2	4	2	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
556	Crape myrtle	2,2,2,2,2,1,1,1	4	2	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
557	Crape myrtle	2,2,2,2,1,1,1,1,1	3	2	3	No tag - Likely installed as part of COA for earlier project - may be protected tree	x	Remove	
566	Chinese pistache	9	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
567	Chinese pistache	11	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
568	Chinese pistache	11	1	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Moderate	
569	Chinese pistache	11	1	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Moderate	
570	Chinese pistache	12	2	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
571	Chinese pistache	10	2	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
572	Chinese pistache	9	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
573	Chinese pistache	8	2	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
574	Chinese pistache	9	2	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
575	Chinese pistache	10	2	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
576	Chinese pistache	10	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
577	Chinese pistache	9	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	

Tree Number	Species	Diameter	Health	Structure	Suitability	Comments	Neighbor rights	Impact	Heritage tree
578	Chinese pistache	10	3	2	3	Likely installed as part of COA for earlier project - may be protected tree - topped at nursery ~6 feet, topped by PGE beneath HV lines	x	Slight-Moderate	
579	London plane	11	2	3	2	Likely installed as part of COA for earlier project - may be protected tree - topped by PGE beneath HV lines, thin canopy, anthracnose, severe dieback	x	Moderate	
580	London plane	10	1	3	2	Likely installed as part of COA for earlier project - may be protected tree - topped by PGE beneath HV lines, thin canopy, anthracnose, severe dieback	x	Moderate	
581	Valley oak	~28	4	4	4	No tag, behind fence. Codominant at 10', small live oak at base should be removed. Root system impacted by Bigge material dumping - Full expected impact from construction TBD as plans are redeveloped in conjunction with design team in efforts to minimize impact to tree.	x	TBD	x
582	Mexican fan palm	~24	2	4	2	No tag, invasive species, harbors rodents. Remove - 20' brown trunk		Remove	x
583	River redgum eucalyptus	~24	3	1	1	No tag, behind fence. Neighbor owned tree - topped at 15' beneath HV. Work with neighbors for removal	x	Remove	x
584	River redgum eucalyptus	~20	3	1	1	No tag, behind fence. Neighbor owned tree - topped at 15' beneath HV. Work with neighbors for removal	x	Remove	x
585	River redgum eucalyptus	~30	3	1	1	No tag, behind fence. Neighbor owned tree - topped at 15' beneath HV. Work with neighbors for removal	x	Remove	x

TREES AT 3300 BUSCH AVENUE
PLEASANTON, CA

OCTOBER 24, 2024
SCALE, 1" = 60'

McNEIL ARBORICULTURE CONSULTANTS, LLC
3 HALTEN COURT, PLEASANT HILL, CA 94523
925-676-5232
TODD@OAKPERSON.COM
WWW.OAKPERSON.COM

Typical location for temporary protective fencing will be shown on future revisions or provided as addenda to this report, and will be located just outside the limits of demo, grading, or other proposed site improvements.

Final location will be set on-site, prior to demolition or construction, as acceptable to both the project arborist for root protection and the general contractor for access. I will indicate tree protection fencing to protect the root zone from encroachment for material and vehicle storage or access in addenda to this report.

EXHIBIT C

Summary of Anticipated Incentive/Concession or Waiver Requests (Updated 8.27.24)

Relevant Comment Letter	Relevant Objective Standard or Other	Description of Standard	Incentive / Concession or Waiver?	Basis
July 17 Letter, #2	N/A	Chapter 18.88 of the Pleasanton Municipal Code (PMC) which would require a total of 151 parking spaces.	Waiver	Providing the amount of parking specified in PMC Chapter 18.88 would require the Project to be configured in such a way so as to preclude the project from being developed at its proposed density / total unit count. (See Gov. Code § 65915 (e)(1).)
July 17 Letter, #3	N/A	Multiple-family development is required to provide a minimum of 168 cubic feet of enclosed, secured storage space for residential/bicycle storage.	Waiver	Providing this amount of storage would require the Project to be reconfigured in such a way so as to result in a reduction in the number of units proposed by the Project. (See Gov. Code § 65915 (e)(1).)
July 17 Letter, #7	A1.3	Pedestrian circulation shall not be routed directly through parking area, parking drive aisles, or alleys and shall comply with the Standards in Section A7 through use of ta fence or low wall and landscaping.	Waiver	With respect to Villages 2 and 3 and the multi-family component, the Applicant will request a waiver from this standard under the Density Bonus Law as compliance with these pedestrian circulation standards would require the Project to be reconfigured in such a way so as to preclude the project from being developed at its proposed density / total unit count. (See Gov. Code § 65915(e)(1).)

July 17 Letter, #10	A1.7	Paseos required for Multifamily Development to provide connections to adjacent streets.	Waiver	The multi-family site includes a paseo beside the bioretention area. Staff has accepted the proposed walkway as a link between multi-family buildings A-1 and A-2. Including additional paseos would preclude the project from achieving the proposed density.
July 17 Letter, #11	A1.8B	Corner lots for residential use shall be platted wider than interior lots in order to permit conformance with the required street side yard requirements of Title 18 of the Pleasanton Municipal Code (§18.84.090).	Waiver	The Applicant is seeking a Density Bonus waiver for the side yard setback on lot 285. Without receiving a waiver for the side yard setback, lot 285 would not accommodate one of the planned floor plans, which would preclude the project from being developed at its proposed density.
July 17 Letter, #20	A7.2	Requires that vehicular parking on grade adjacent to streets, paseos or open spaces be screened from the back of the sidewalk by a landscape buffer.	Waiver	Compliance with standard A7.2 would require the Project to be reconfigured in such a way that would preclude development of the Project with the number of units proposed. (See Gov. Code § 65915(e)(1).)
July 17 Letter, #22, 50	A7.7	Requires shade trees in surface parking area with various minimum clear widths.	Waiver	Compliance with standard A7.7 would require a reconfiguration of the Project that would preclude the Project from being developed with the number of units proposed. (See Gov. Code § 65915(e)(1).)

July 17 Letter, #22, 50	A7.8	Surface parking lots larger than 10 stalls shall provide a minimum shade coverage of 50 percent of the gross surface parking area.	Waiver	Compliance with standard A7.8 would require a reconfiguration of the Project that would preclude the Project from being developed with the number of units proposed. (See Gov. Code § 65915(e)(1).)
July 17 Letter, #23	A7.9	Requires Class I weather-protected and secured parking spaces to be provided for a miniumum ratio of .8 space per dwelling unit.	Waiver	The Applicant will request a Density Bonus Law waiver to exempt the multi-family component of the Project from providing long-term bicycle parking compliant with standard A7.9 would have the effect of reducing the number of units proposed by the Project. (See Gov. Code § 65915(e)(1).)
July 17 Letter, #25	A8.3	The edges of Group Usable Open Spaces shall be bordered by building faces, public streets, internal streets, or paseos.	Waiver	Compliance with standard A8.3 would require the Project to be reconfigured in such a way so as to preclude the Project from being developed with the the number of units proposed by the Project. (See Gov. Code § 65915(e)(1).)
July 17 Letter, #39	B2.1	Requires single-family residential development to have front doors directly face Public Street, Internal Street, Open Spaces or Paseos.	Waiver	Compliance with this standard would require the Project to be reconfigured in such a manner that would physically preclude construction of / reduce the number of units proposed by the Project. (See Gov. Code § 65915(e)(1).)

July 17 Letter, #40	B2.2	Requires front door of single-family homes be located in a porch scaled to a minimum of 20% percent of the frontage width of the building.	Waiver	Compliance with standard B2.2 would require the Project to be reconfigured in such a manner that would physically preclude / reduce the number of units proposed by the Project. (See Gov. Code § 65915(e)(1).)
July 17 Letter, #41	B3.3	Requires a minimum of 50 percent of the windows on south-facing elevation to be provided with sun shading.	Incentive/Concession	The Applicant intends to request a Density Bonus Law incentive to relax Standard B3.3 with respect to single-family homes. Adhering to Standard B3.3 would result in increased costs for the construction of the single-family homes, therefore by not adhering to Standard B3.3 will result in identifiable and actual cost savings that help provide for affordable housing costs or rents. (*See* Gov. Code § 65915(d)(1).)
July 17 Letter, #70	CAP 2.0	15-percent of dwelling units shall provide one Level 2 EVCS space and 85-percent of dwelling units shall provide one Level 2 EV ready space.	Waiver	Compliance with this requirement would require the applicant to add additional transformers and conduit, which would require the Applicant to reconfigure the Project and Project parking lots in a manner that would preclude the Project from being built at its proposed density.
July 17 Letter, #73	CAP2.0 Program 8	Bicycle storage shall be provided for multifamily development.	Waiver	The Applicant will request a Density Bonus Law waiver to exempt the multi-family component of the Project from providing bicycle parking compliant with CAP 2.0 Program 8, as compliance with this standard would have the effect of reducing the number of units proposed by the Project. (See Gov. Code § 65915(e)(1).)

February 22 Letter, # 4.1, Traffic Comment 2.	Pleasanton Municipal Code Section 18.84.080(A).	Establishes driveway setback of 23 feet.	Waiver	Applying a 23-foot drivway setback would physically preclude construction of the Project as designed and force the Applicant to reconfigure and reduce the number of units it proposes. Please see the attached letter from Miller Starr Regalia discussing why the City cannot lawfully deny this waiver request on non-existent health and/or safety grounds.
February 22 Letter, #4.6	Standard A1.2	From the City: "Alleys and parking areas should not be used for primary circulation to the building entreis and a maximum of 25 percent of individual unit entries in each building shall be allowed to front Alleys and Parking Areas."	Waiver	To the extent the City interprets this standard as requiring a "vertical path" through Village 1, the Applicant is requesting a waiver of this standard because it would require reconfiguration of the Project, resulting in a reduction in unit count and/or size.

February 22 Letter, # 4.37	Standard B1.5	From the City "Standard B1.5 requires residential floor area above the ground floor to be no greater than 80% of allowed building coverage for lots up to 4,500 square feet. This standard was revised in May 2023 ODS where it states the Residential floor area for each floor above the ground floor shall not exceed 75% of the ground floor area inclusive of any attached garages."	Waiver	The Applicant will request a waiver of this requirement which would require it to significantly reduce the square footage of units proposed and/or reconfigure the Project in a manner that would reduce, potentially significantly, the total number of units the Project proposes.

May 17 Letter, HSCR Comment # 35	Standard B1.3	From the City "Standard B1.3 requies that elevations fronting Public Streets, Internal Streets, Paseos, Open Spaces, or the City of Pleasanton Trial System shall limit any continuous plane to 40% of the total façade length through the use of recesses or projections not less than three fet in depth from adjacent wall."	Waiver	The Applicant will request a waiver/reduction of this requirement, strict compliance with which would require it to reduce the square footage of units proposed and/or reconfigure the Project in a manner that would reduce the total number of units the Project proposes.
July 23, 2024 email from J. Soo.	Cap 2.0 Strategy BE-3	When solar panels are installed, covered projects will be required to install energy storage systems. This standard could apply to the multi-family buildings in the Project where solar panels may be installed.	Waiver	The Applicant will request a waiver/reduction of this requirement, strict compliance with which would require it to reduce the square footage of units proposed and/or reconfigure the Project in a manner that would reduce the total number of units the Project proposes.

Discussions with City staff.	Pleasanton Municipal Code § 17.44.050(A)	Inclusionary units shall be dispersed throughout the project unless otherwise approved by the city.	Incentive/concession.	We note this standard is not objective and therefore not enforceable under the Housing Accountability Act. However, because the City has raised this as an issue in recent discussions, the Applicant is requesting an incentive to eliminate this standard. Compliance with this dispersal requirement would *significantly* increase the the costs to provide affordable housing. (See Gov. Code § 65915(d)(1).)

EXHIBIT D

2023-2031 (6th Cycle) Housing Element Update Program EIR CEQA Guidelines Section 15183 Consistency Checklist for the Villages at the Quarry Project City of Pleasanton, Alameda County, California

Prepared for:
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566-0802
925.931.5615

Contact: Jenny Soo, Associate Planner

Prepared by:
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597
888.826.5814

Contact: Mary Bean, Project Director
Laura Campion, Project Manager

Date: March 12, 2024

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ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACE	Altamont Corridor Express
ACEH	Alameda County Environmental Health
ADWF	average dry weather flow
AERMOD	American Meteorological Society/EPA Regulatory Model
AIA	Airport Influence Area
Alameda CTC	Alameda Countywide Travel Demand
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUPP	Airport Land Use Policy Plan
APN	Assessor's Parcel Number
AQP	Air Quality Plan
ARB	California Air Resources Board
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Basin Plan	Water Quality Control Plan
BERD	California Built Environment Resource Directory
BGS	below ground surface
BMP	Best Management Practice
BRA	Biological Resources Analysis
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Health and Safety Administration
Caltrans	California Department of Transportation
CAP 2.0	Climate Action Plan 2.0
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Standards Code
CC&R	Conditions Covenants and Restrictions
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey

CHL	California Historical Landmarks
CHPI	California Points of Historical Interest
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
COA	Condition of Approval
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRRP	Community Risk Reduction Plan
CRZ	Critical Root Zone
CWA	Clean Water Act
dBA	A-weighted decibel
DMA	Drainage Management Area
DPM	diesel particulate matter
DSRSD	Dublin San Ramon Services District
DTSC	California Department of Toxic Substances Control
du/acre	dwelling units per acre
EACCS	East Alameda County Conservation Strategy
EBCE	East Bay Community Energy
ECAP-MDR	East County Area Plan–Medium Density Residential
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
EQ Zapp	California Earthquake Hazards Zone Application
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EV	electric vehicle
FAA	Federal Aviation Administration
FCS	FirstCarbon Solutions
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FRA	Federal Responsibility Area
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
GHAD	Geologic Hazard Abatement District

GHG	greenhouse gas
GIS	Geographic Information System
gpd	gallons per day
gpm	gallons per minute
GSP	Groundwater Sustainability Plan
HARP2	Hot Spots Analysis and Reporting Program 2
HCP	Habitat Conservation Plan
HEPA	high-efficiency particulate air
HERS	Home Energy Rating System
HESO	Housing Element Sites Overlay
HI	hazard index
HOZ	Housing Opportunity Zone
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
in/sec	inches per second
IPaC	Information for Planning and Consultation
JADU	junior accessory dwelling unit
kg	kilogram
kWh	kilowatt hour
LAVWMA	Livermore-Amador Valley Water Management Agency
lbs	pounds
L_{dn}	day/night average sound level
L_{eq}	equivalent noise/sound level
LHMP	Local Hazard Mitigation Plan
L_{max}	maximum noise/sound level
LOS	Level of Service
LPFD	Livermore-Pleasanton Fire Department
LRA	Local Responsibility Area
LSAA	Lake and Streambed Alteration Agreement
LWRP	Livermore Water Reclamation Plant
MBTA	Migratory Bird Treaty Act
MDR-HDR	Medium Density Residential to High Density Residential
MEIR	Maximally Exposed Individual Resident
MEIW	Maximally Exposed Individual Worker
MERV	Minimum Efficiency Reporting Values
mgd	million gallons per day
MM	Mitigation Measure
MMBTU	Million Metric British Thermal Units

MMRP	Mitigation Monitoring and Reporting Program
MT	metric tons
MTC	Metropolitan Transportation Commission
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	ozone
ODS	Objective Design Standards
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	California Governor's Office of Planning and Research
PCB	polychlorinated biphenyl
PDWF	peak dry weather flow
PFAS	polyfluoroalkyl substances
PG&E	Pacific Gas and Electric Company
PGS	Pleasanton Garbage Service, Inc.
Phase I CRA	Phase I Cultural Resources Assessment
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
PUD	Planned Unit Development
PUSD	Pleasanton Unified School District
PWWF	peak wet weather flow
RA	Removal Action
RAST	Health Risk Assessment Stand-alone Tool
RAW	Removal Action Workplan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
REL	Reference Exposure Level
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
RWTF	Regional Wastewater Treatment Facility
SB	Senate Bill
SLF	Sacred Lands File

SCH	State Clearinghouse
SFBAAB	San Francisco Bay Air Basin
SOI	Sphere of Influence
SPSA	School Plan for Student Achievement
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TPZ	Tree Protection Zone
UCMP	University of California Museum of Paleontology
UGB	Urban Growth Boundary
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VTR	Vehicle Trip Reduction
WAF	worker adjustment factor
WEAP	Worker Environmental Awareness Program
WELO	Water Efficient Landscape Ordinance
WDR	Waste Discharge Requirements
Zone 7	Zone 7 Water Agency

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SECTION 1: INTRODUCTION

This Consistency Checklist and attached supporting materials have been prepared to determine and document whether and to what extent the City of Pleasanton 2023-2031 (6th Cycle) Housing Element Update Program Environmental Impact Report (State Clearinghouse [SCH] No. 2022040091), including all appendices attached thereto (Housing Element Update Final EIR [FEIR]), addresses the potential impacts of the proposed Villages at the Quarry Project (proposed project) and whether the proposed project qualifies for a mandatory streamlining exemption from additional environmental review due to its consistency with the development density and land use characteristics established by the City as required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], § 21000, *et seq*. and California Code of Regulations [CCR], Title 6, Chapter 3, §15000 *et seq*.).

As detailed more fully herein, the proposed project is located on a housing opportunity site considered and evaluated in the certified Housing Element Update FEIR. The proposed project consists of the construction and operation of a total of 412 dwelling units (both single- and multi-family) and a total of 57 junior accessory dwelling units (JADUs), an approximately 2-acre public park, internal streets, an amenity facility/open space, and other related on- and off-site improvements to serve the proposed project.

1.1 - CEQA Assessment

Pursuant to CEQA Guidelines, an EIR was prepared and certified by the City on January 26, 2023 (City of Pleasanton 2023-2031 6th Cycle Housing Element Update Program Final Environmental Impact Report, SCH No. 2022040091), and a Mitigation Monitoring and Reporting Program (MMRP) and related findings were adopted in connection therewith. This document will be referred to as the Housing Element Update FEIR throughout this Consistency Checklist.

Among other things, the Housing Element Update FEIR considered and evaluated the impacts associated with the development of a total of 25 sites proposed for redesignation and rezoning for residential uses, and 20 of those sites were ultimately included in the Housing Element Update adopted by the City on January 26, 2023 (and as further revised in August 2023). Because the Housing Element Update FEIR analyzed all 25 sites, some of those sites are referred to in the discussion below even though they are not included in the

adopted Housing Element Update. The land upon which the proposed project would be located was considered and included in the adopted Housing Element Update and is identified therein and in the Housing Element Update FEIR as Sites 21a and 21b (collectively, Kiewit Site, project site, or Site 21).

The following Consistency Checklist has been prepared pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) to determine whether the proposed project requires additional environmental review. CEQA Guidelines Section 15183 mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which a FEIR was certified (in this case the Housing Element Update FEIR) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site.

This streamlining provision thereby limits the review of such projects and reduces the need to prepare repetitive environmental studies. Specifically, Section 15183 provides that examination of environmental effects shall be limited to those effects that: (1) are peculiar to the project or the parcel on which the project would be located, (2) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent, (3) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the zoning action, general plan, or community plan, or (4) are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Public Resources Code Section 21083.3(d) and CEQA Guidelines Section 15183(c) further specify that an impact shall not be considered peculiar to the parcel or to the proposed project if the project is subject to uniformly applied development policies or standards that were adopted to substantially mitigate the relevant impact(s) unless substantial new information shows that the policies and standards will not substantially mitigate the impact(s) at issue.

1.2 - Summary of Results

As illustrated by the following Consistency Checklist, the proposed project is consistent with the development density established in the Housing Element Update and related zoning and has been found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR and is exempt from further environmental review. This determination is based on the following criteria pursuant to CEQA Guidelines Section 15183:

1. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR;
2. There are no new significant off-site or cumulative impacts that were not analyzed in the Element Update FEIR, and
3. There are no previously significant effects which, as a result of substantial new information was not known when the Housing Element Update FEIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element Update FEIR.

The following mitigation measures identified in the Housing Element Update FEIR are applicable to the proposed project, as described in each environmental topic:

- Mitigation Measure (MM) AIR-1a
- MM AIR-1b
- MM BIO-1
- MM GEO-6
- MM TRANS-2

For the reasons set forth herein as well as in the attached appendices, this evaluation concludes that the proposed project qualifies for a mandatory streamlining exemption from additional environmental review under Section 15183 because it is consistent with the development density and land use characteristics established by the City in its Housing Element Update and related zoning, as analyzed by the Housing Element Update FEIR. Further, the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project, identified applicable feasible mitigation measures necessary to reduce project-specific impacts, and the proposed project would be required to implement these mitigation measures.

The Housing Element Update FEIR is available at:

City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566-0802
Website: https://www.cityofpleasantonca.gov/our-government/community-development/

SECTION 2: PROJECT DESCRIPTION

2.1 - Project Details

1. Project Title and Number

Villages at the Quarry

2. Lead Agency Name and Address

City of Pleasanton
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566-0802

3. Contact Person and Phone Number

Jenny Soo, Associate Planner
Phone: 925.931.5615
Email: jsoo@cityofpleasantonca.gov

4. Project Location and Assessor's Parcel Number (APN)

3300 Busch Road, APNs: 946-125-10-0704, -0809, and -3300

5. Project Sponsor's Name and Address

Jason Quintel, Senior Vice President–West Region
Seefried Industrial Properties, Inc.
2201 East Camelback Road, Suite 222
Phoenix, AZ 85016

Craig H. Solomon, Managing Principal
Square Mile Pleasanton LLC
c/o Square Mile Capital
350 Park Avenue, 15th Floor
New York, NY 10022

6. General Plan Designation

The project site is currently designated as Medium Density to High Density Residential (MDR-HDR) with a Housing Element Sites Overlay (HESO) by the City of Pleasanton General Plan (General Plan).

7. Zoning and Density

The project site was previously zoned General Industrial (I-G-40). With the approval and certification of the Housing Element Update in 2023, the subject site was rezoned to Housing Opportunity Zone (HOZ) District. Accordingly, the project proposes affordable High Density Residential development of up to 150 units on approximately five acres of the site, and a mix of up to 375 single-family detached and attached units on the remainder of the site, as well as a dedicated park/open space area.

8. Description of Proposed Project

The project applicant seeks to implement the City's approved 6th Cycle Housing Element Update (Housing Element Update) by developing a residential project on the project site, consisting of four "villages," resulting in a maximum total of 412 dwelling units (single- and multi-family) and a total of 57 JADUs:

- **Village 1** would consist of a total of approximately 135 market-rate single-family residential lots and would result in a total of approximately 312,673 square feet of living areas.
- **Village 2** would consist of a total of approximately 85 market-rate single-family residential lots and would result in a total of approximately 221,780 square feet of living areas.
- **Village 3** would consist of a total of approximately 90 market-rate single-family residential units and result in a total of approximately 283,429 square feet of living areas. 57 of the single-family residential units would have JADUs.
- **Village 4** would consist of four multi-family residential buildings and one multi-family residential/amenity building with a total of approximately 102 affordable residential units, resulting in a total of approximately 81,993 square feet of rentable space.

The proposed project would also include an approximately 2.1-acre public park at the center of the project site, as well as several related on- and off-site improvements consisting of a looped trail: the extension of the Iron Horse Trail on Busch Road from Valley Avenue to the proposed project's entrance; on Valley Avenue from Busch Road to the proposed project's entrance; and an in-tract trail along the west side of the main street connecting development entrances on Busch Road and Valley Avenue.

9. Requested Permits/Approvals

- Vesting Tentative and Final Maps (City of Pleasanton).
- Affordable Housing Agreement (City of Pleasanton).
- Housing Site Compliance Review (City of Pleasanton).
- Grading and building permits, certificates of occupancy, and encroachment permits for on-site and off-site work (City of Pleasanton).

2.2 - Project Location and Setting

2.2.1 - Location

3300 Busch Road, Pleasanton, CA 94566 (Exhibit 1)

2.2.2 - Existing Environmental Setting

Project Site

The approximately 51.37-acre project site is of a triangle shape. The current unimproved site has been used by Construction Crane Company, operating under a short-term lease, as an outdoor storage yard.

The project site is bordered to the southwest by CubeSmart Self Storage, Pleasanton Ready Mix Concrete, Inc., and Valley Avenue. The project site is bordered to the north by Busch Road and Ironwood residential community on the north side of Busch Road along with the City of Pleasanton Public Works Departments and its service facilities, including a training facility for the Livermore-Pleasanton Fire Department (LPFD) and a shooting range for Pleasanton Police Department. The project site is bordered to the east by vacant land and Pleasanton Garbage Service, Inc. (PGS)(Exhibits 2 and 2a).

As a result of contamination related to prior land uses, the California Department of Toxic Substances Control (DTSC) is the designated oversight agency in charge of remediation. A Removal Action Workplan (RAW) was prepared to address contaminants at the site, and the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[1]

[1] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Surrounding Land Uses

North: City of Pleasanton General Plan–Other Public and Institutional/General and Limited Industrial/Medium and High Density Residential; East County Area Plan–Medium Density Residential (ECAP-MDR)

South: General and Limited Industrial in general

East: General and Limited Industrial

West: General and Limited Industrial

2.2.3 - Land Use Designation and Zoning

The project site is designated by the General Plan as Medium Density to High Density Residential (MDR-HDR) with an HESO (Exhibit 3). The Housing Element Update designates the project site as Sites 21a and 21b (collectively referred to as Kiewit Site, project site, or Site 21) and allows for a density range between 8 dwelling units per acre (du/acre) to 30 du/acre.

The project site has recently been rezoned to Planned Unit Development (PUD)-MDR-HDR/HOZ Districts as shown on the City's zoning maps (Exhibit 4).

2.3 - Project Background and Previous Environmental Review

2.3.1 - General Plan Housing Element

Concurrent with the adoption of the Housing Element Update on January 20, 2023 (and as further revised in August 2023), the City Council also adopted the other necessary, conforming General Plan amendments to allow residential development on the various identified housing opportunity sites (including the project site) at the prescribed density identified in the Housing Element Update. These sites are each covered by an HESO in the General Plan Land Use Map and development on each of the sites must comply with the site-specific densities set forth in the Housing Element Update. These sites are designated and zoned for residential development, consistent with the applicable Objective Design Standards (ODS) established by the City on May 2, 2023, with the intent of ensuring well-designed and attractive projects that feasibly minimize aesthetics and land use impacts, as described more fully below.

The City has adopted the ODS to implement development consistent with the Housing Element Update, applicable to each of the housing opportunity sites which, among other components, include standards that regulate

height, setbacks, massing, site planning, lighting, landscaping, and building design to ensure that projects will be compatible with their surroundings, attractively designed and landscaped, and feasibly minimize impacts to aesthetic resources and land use. Each project proposed on a housing opportunity site, including the proposed project, would be required to comply with the applicable ODS.

Consistent therewith, the Housing Element Update also sets forth development standards for the Kiewit Site, including a density of 8 to 13 du/acre for Medium Density Residential uses and a density of 30 du/acre for the High Density Residential uses.

2.3.2 - Housing Element Update Final Environmental Impact Report

The City prepared a Program EIR for the Housing Element Update and other related General Plan amendments and certified the Housing Element Update FEIR on January 26, 2023. The Housing Element Update FEIR identified significant environmental effects that could result from implementation of the Housing Element Update as well as ways the impacts could feasibly be reduced to less than significant through implementation of applicable laws, regulations and mitigation measures. The FEIR also identified significant and unavoidable environmental impacts related to Vehicle Miles Traveled (VMT) and water supply and adopted a Statement of Overriding Considerations for each significant and unavoidable impact prior to certifying the Housing Element Update FEIR and approving the Housing Element Update. The Housing Element Update FEIR's conclusions are summarized in Section 4, Environmental Analysis, of this document.

2.4 - Project Characteristics

2.4.1 - Development Summary

The proposed project would construct a maximum total of 412 dwelling units (both single- and multi-family) and 57 JADUs (Exhibit 5) divided into four "villages." The proposed project would have an average density of approximately 8.2 dwelling units per acre. Between the four villages, the proposed project would also include an approximately 2.1-acre public park with a play structure, picnic area, and turf area. In addition to the foregoing, related on-site improvements (consisting of streets, sidewalk, curb/gutter, trail, bioretention area) and off-site improvements (consisting of streets, sidewalk, curb/gutter, trail, storm drain/sanitary sewer/water systems) would be developed to serve the proposed project.

Village 1

Village 1 is located in the southeastern portion of the project site and contains a total of 135 market-rate, single-family homes. These homes would range in size from approximately 1,996 square feet to 2,392 square feet. The homes would have 4 to 5 bedrooms and 3 to 3.5 bathrooms, and the homes would have a maximum height of approximately 26 feet and 11 inches.

Village 2

Village 2 is located in the northwestern portion of the project site and contains a total of 85 market-rate, single-family homes. These homes would range in size from approximately 2,394 square feet to 2,949 square feet. The homes would have 4 to 5 bedrooms and 3 to 3.5 bathrooms, and the homes would have a maximum height of approximately 28 feet and 2 inches.

Village 3

Village 3 is located in the southwestern portion of the project site and contains a total of 90 market-rate, single-family homes. These homes would range in size from approximately 2,949 square feet to 3,425 square feet. The homes would have 3 to 5 bedrooms and 3.5 to 4.5 bathrooms, and the homes would have a maximum height of approximately 29 feet and 9 inches.

Village 4

Village 4 consists of five multi-family residential buildings with a total of 102[2] affordable residential units, resulting in approximately 81,993 square feet of rentable space. It is anticipated that approximately 45 of these units would be 1-bedroom units, approximately 26 would be 2-bedroom, and 31 would be 3-bedroom. The buildings would range in size from approximately 14,269 square feet to 24,072 square feet, and the units would range in size from approximately 490 square feet to 1,063 square feet. The maximum height of the multi-family buildings would be 38 feet and 10 inches. Village 4 would include an amenity center, picnic and play areas, and a pedestrian connection to the Iron Horse Trail along the project frontage on Busch Road.

2.4.2 - Design and Appearance

Both the market-rate and affordable homes would implement uniformly applied design standards in accordance with applicable laws and regulations. For example, it is anticipated that the units would include

[2] 101 of these units would be deed-restricted for specified affordability levels, with the remaining one unit being made available to the on-site property manager.

accessible entrances at the front of the proposed project, at least one bathroom, and at least one bedroom in each unit.

The exterior surfaces of the proposed buildings would employ materials such as cementitious panel, cementitious board and batten, cementitious lap sliding, vinyl windows, and stone veneer. Exhibit 6a through 6d show elevations of proposed building styles.

Villages 1 through 3 would include 6-foot fences around each unit. A 6- to 8-foot-high precast wall would surround the entirety of the project site.

2.4.3 - Landscaping

Landscaping would be included throughout the project site, with an emphasis on surrounding pedestrian circulation areas. Landscaping and related irrigation would be required to comply with applicable provisions of the City's Water Efficient Landscaping Ordinance (WELO). Landscaping would be designed for aesthetic appeal, to enhance and complement building entrances and façades, and to facilitate circulation.

Landscaping along Busch Road, Valley Avenue, and the interior roads would also include various street trees including, but not limited to, Tilia cordata, Robinia "Purple Robe," Fraxinus "Fan West," Pistacia chinenesis, and other comparable species that meet the City requirements (Exhibit 7).

2.4.4 - Access and Circulation

Vehicular Circulation

Vehicle access to the project site would be provided by new roadway connections on Busch Road through (currently known as) Street D and Valley Avenue through Boulder Street. Internal circulation would be provided via various internal roadways throughout the project site (Exhibit 5).

Alternative Transit

The project site is located within approximately 1 mile of the closest bus stop at Santa Rita and Valley Avenue and approximately 1.8 miles from the next closest bus stop at Main Street and Vervais Avenue.

The project site is approximately 2.8 miles from the Pleasanton Station of the Amtrak Thruway Connecting Service, servicing the Altamont Corridor Express (ACE) rail line. The West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station is about 7.3 miles from the project site.

Pedestrian Access

Pedestrian access would be provided throughout the project site. The proposed project would include sidewalks on both sides of interior streets to ensure that pedestrians have a continuous route throughout the community. Residents would also have access to other communities through Busch Road and Valley Avenue, both of which incorporate pedestrian connectivity features such as trails along the development frontage on Busch Road (from Valley Avenue to project entrance) and Valley Avenue (from Busch Road to project entrance). The proposed project would include a looped trail: the extension of the Iron Horse Trail on Busch Road from Valley Avenue to the proposed project's entrance; on Valley Avenue from Busch Road to the proposed project's entrance; and an in-tract trail along the west side of the main street connecting development entrances on Busch Road and Valley Avenue (Exhibit 5)

2.4.5 - Parking

Villages 1 Through 3

The single-family component of the proposed project would be required to comply with all applicable parking standards. Between Villages 1–3, there would be approximately 620 off-street parking spaces in the form of garage parking spaces. In addition, it is anticipated that approximately 365 street parking spaces would be available to serve the proposed project.

Village 4

The multi-family component of the proposed project would be required to comply with all applicable parking standards. Pursuant to the benefits granted via State Density Bonus Law for Village 4's affordable residential units, 1-bedroom units would require a maximum of one parking space, while 2-bedroom and 3-bedroom units would require a maximum of 1.5 parking spaces. Therefore, the proposed project would be required to provide a total of approximately 131 parking spaces for Village 4. The proposed project would exceed these requirements by including a total of approximately 134 parking spaces, inclusive of 56 electric vehicle (EV) parking spaces given the requirements of the California Green Building Standards Code (CALGreen). Although Village 4 would otherwise require 102 EV parking spaces according to the Pleasanton Municipal Code, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application and thus would meet all applicable CALGreen requirements.

2.4.6 - Off-site Improvements

The proposed project would include off-site improvements along Busch Road and Valley Avenue, such as curb, gutter, roadway, sidewalk/trail, extension of Ironhorse Trail, storm/sanitary sewer/water systems, and landscaping.

2.4.7 - Utilities

Water and Wastewater

The proposed project would connect to existing water and sewer lines in Valley Avenue and Busch Road. Water and sewer service would be provided by the City, and sewer treatment would be provided by the Dublin San Ramon Services District (DSRSD).

Storm Drainage

Stormwater runoff is collected by inlets and directed toward an underground storm system where it would either be pumped or gravity-drained into six different bioretention basins for treatment. The bioretention basins are located in the northern and southwestern portion of the project site. Treated storm waters would then be discharged into the City's storm drain system pursuant to applicable laws and regulations.

Solid Waste

Solid waste disposal services would be provided by Pleasanton Garbage Services, Inc. (PGS).

Natural Gas and Electricity

The proposed project would be all-electric per the City's local building codes and the City's Climate Action Plan 2.0 (CAP 2.0) (see Strategies BE-1, 2, and 3 and Primary Action P1). The City adopted the East Bay Community Energy (EBCE) community choice aggregation program in 2021, meaning EBCE would be the proposed project's electricity provider. However, EBCE would provide energy via connections to existing electricity infrastructure that would be provided by Pacific Gas and Electric Company (PG&E).

Telecommunications

Telephone service would be provided by AT&T, and Cable TV service would be provided by Comcast Xfinity.

2.4.8 - Construction Schedule and Phasing

Construction of the proposed project is expected to last for a total of approximately 5 years, from 2025 through 2030. The proposed project may be constructed in phases (i.e., not concurrently) dependent upon market demand and other considerations.

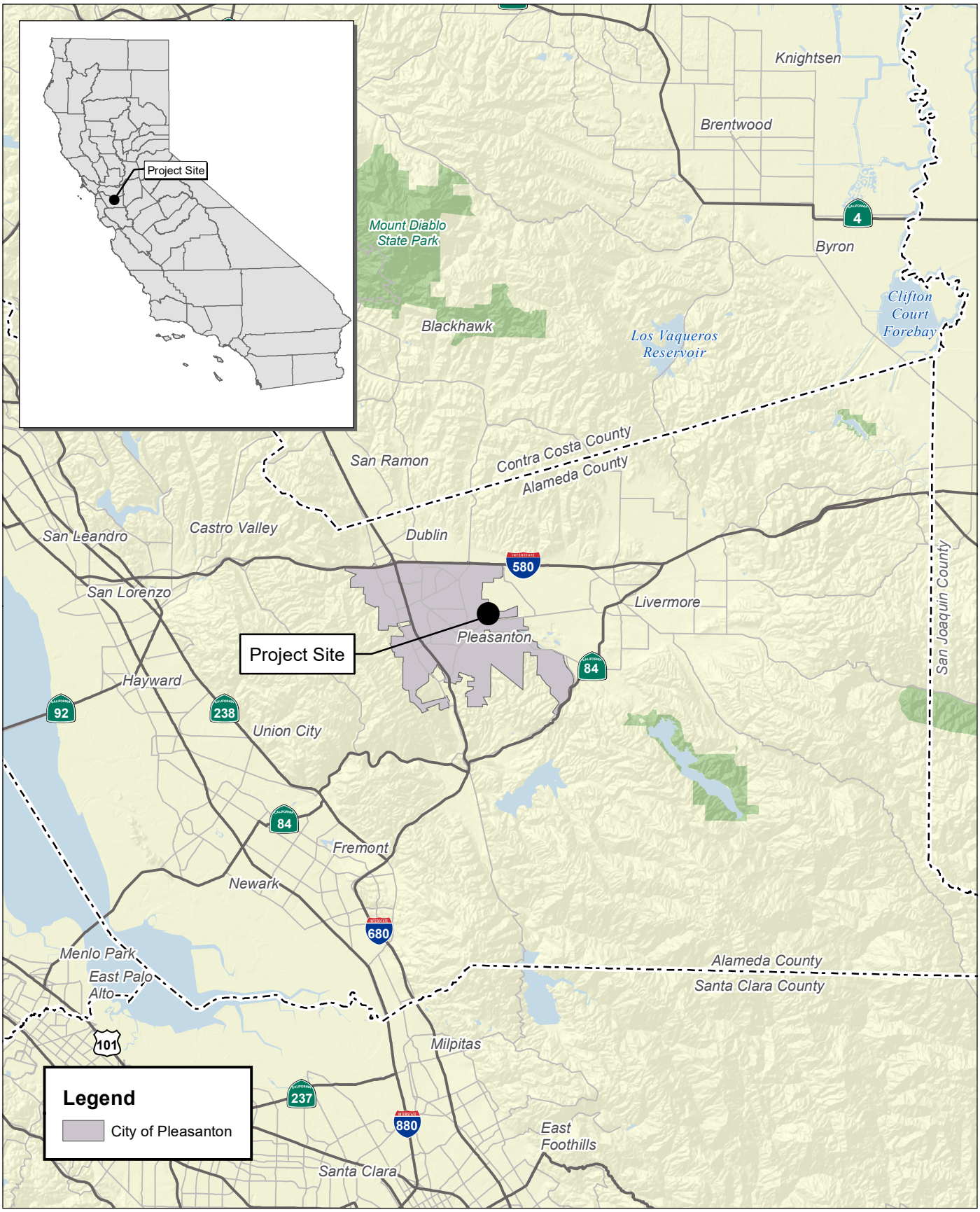
2.5 - Discretionary Approvals

The City of Pleasanton has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Section 15183 Checklist. In order to implement the proposed project, the following permits and/or approvals would need to be granted:

- Design Review, Vesting Tentative, and Final Maps (City of Pleasanton).
- Affordable Housing Agreement (City of Pleasanton).
- Grading and building permits, certificates of occupancy, and encroachment permits for on-site and off-site work (City of Pleasanton).

2.6 - Exhibits

Exhibit 1: Regional Location Map
Exhibit 2: Local Vicinity Map
Exhibit 2a: Detailed Vicinity Map
Exhibit 3: General Plan Land Use Map
Exhibit 4: Zoning Map
Exhibit 5: Site Plan
Exhibit 6a: Village 1 Plan 1 Elevations
Exhibit 6b: Village 2 Plan 2 Elevations
Exhibit 6c: Village 3 Plan 3 Elevations
Exhibit 6d: Village 4 Elevations
Exhibit 7: Street Tree Plan



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

FIRSTCARBON SOLUTIONS™

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

21480028 • 05/2024 | 1_regional_location.mxd

CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Bing Aerial Imagery. County of Alameda.

FIRSTCARBON SOLUTIONS™

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Bing Aerial Imagery. County of Alameda.

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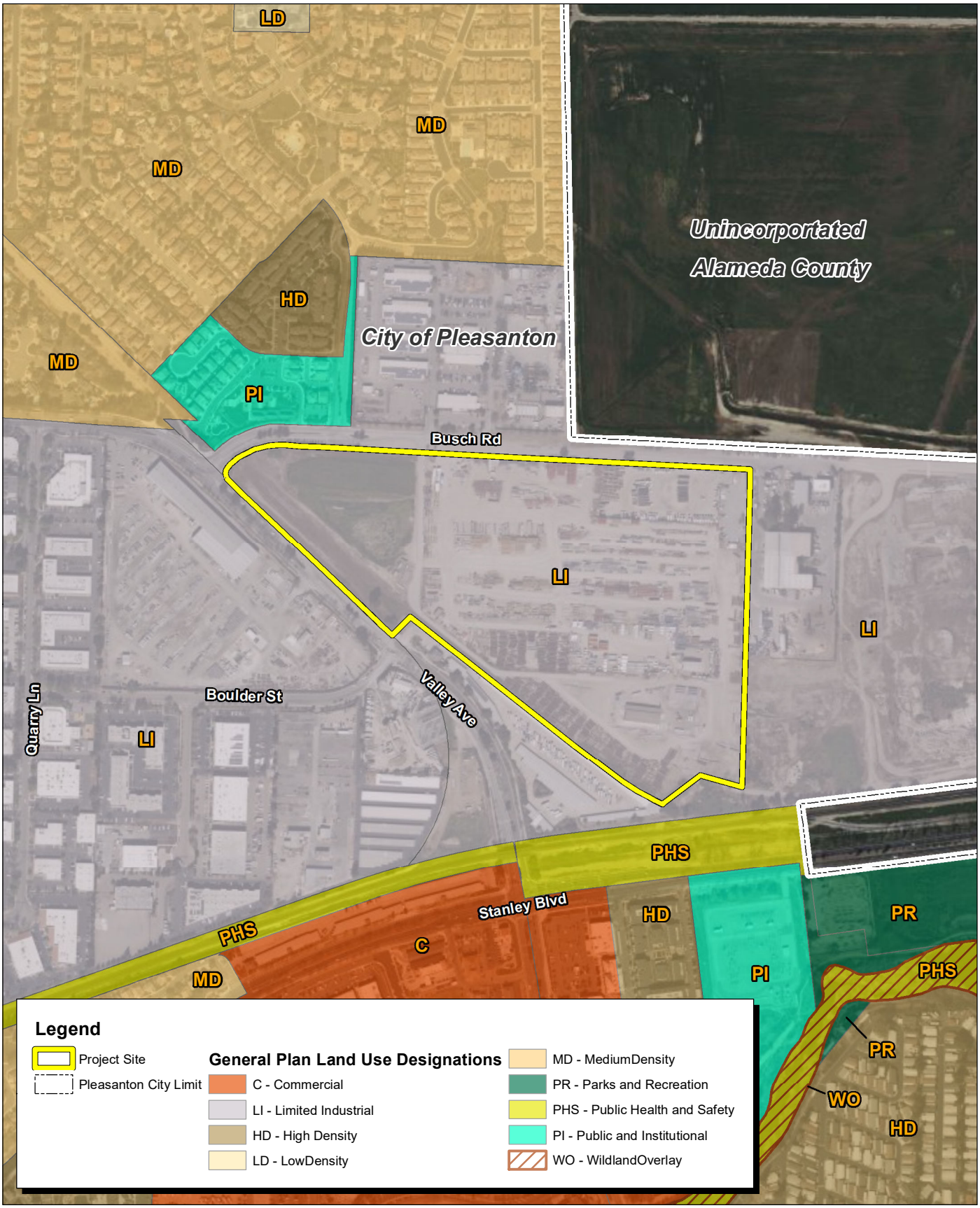
360 180 0 360
Feet

Exhibit 2a
Detailed Vicinity Map

21480028 • 07/2024 | 2a_detailed_local_vicinity.mxd

CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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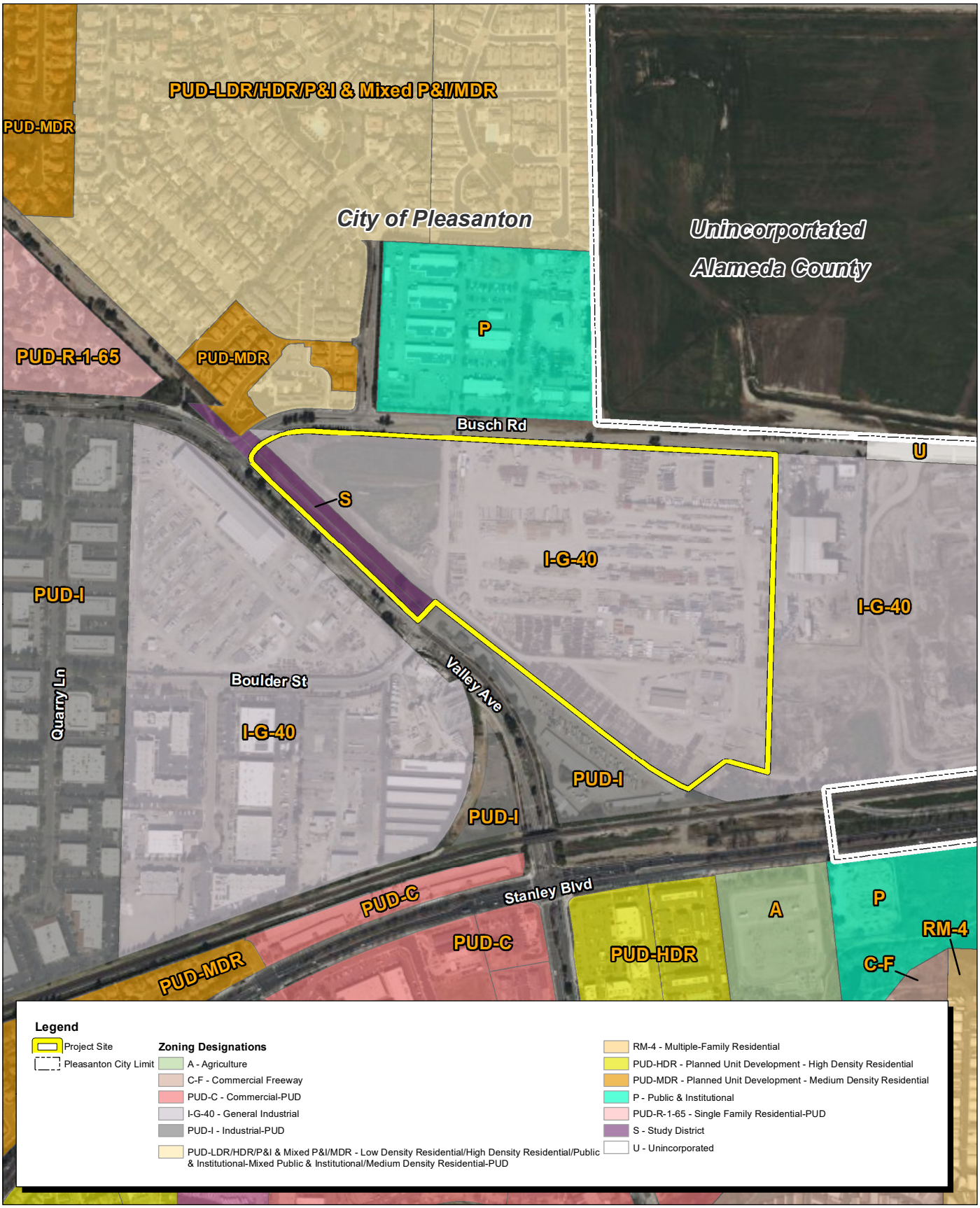
Source: Bing Aerial Imagery. County of Alameda. City of Pleasanton.

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620 310 0 620
Feet

Exhibit 3
General Plan Land Use Map

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Source: Bing Aerial Imagery. County of Alameda. City of Pleasanton.

FIRSTCARBON SOLUTIONS™

620 310 0 620 Feet

Exhibit 4
Zoning Map

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CITY OF PLEASANTON
VILLAGES AT THE QUARRY PROJECT
CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST

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Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 5
Site Plan

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P1 ELEVATION - A STYLE

P1 ELEVATION - B STYLE

P1 ELEVATION - C STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6a
Village 1 Plan 1 Elevations

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P2 ELEVATION - C STYLE

P2 ELEVATION - B STYLE

P2 ELEVATION - A STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6b
Village 2 Plan 2 Elevations

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P3 ELEVATION - C STYLE

P3 ELEVATION - B STYLE

P3 ELEVATION - A STYLE

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

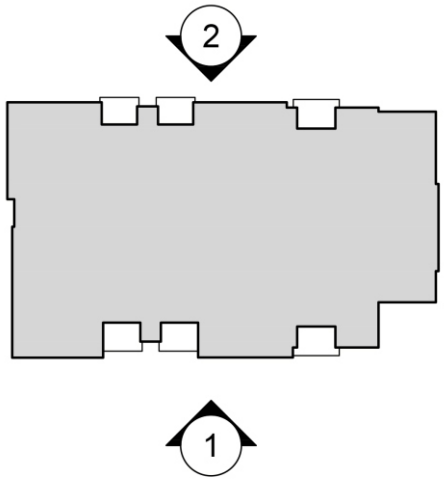
FIRSTCARBON SOLUTIONS™

Exhibit 6c
Village 3 Plan 3 Elevations

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1. Rear Elevation





2. Front Elevation

Legend:

1. Cementitious Panel
2. Cementitious Board and Batten Siding
3. Cementitious Lap Siding
4. Vinyl Window
5. Porch Gate
6. Stone Veneer
7. Trellis
8. Cementitious Trim
9. Precast Wall Cap
10. Composite Panel
11. Composite Roof
12. Railing

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 6d
Village 4 Elevations

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TREE LEGEND

- Tilia cordata
- Robinia 'Purple Robe'
- Fraxinus 'Fan West' (Min. 8' Branching Height at Traffic Circle for Visibility)
- Pistacia chinenesis
- Carpinus beteulus 'Fastigiata'
- Ulmus parvifolia
- Cercis occidentalis
- Quercus agrifolia (BIO)
- Arbutus marina (BIO)
- Zelkova serrata 'City Sprite'
- Landscape Common Open Space: 7,724 sq ft

Source: Kimley Horn; KTGY Architecture + Planning; Gates + Associates, 04/17/2024.

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Exhibit 7
Street Tree Plan

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SECTION 3: CEQA GUIDELINES SECTION 15183: PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

CEQA Guidelines Section 15183 establishes that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an FEIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the proposed project or its site. Section 15183 streamlines the review process by providing a statutory exemption for consistent projects and reduces the need to prepare repetitive environmental studies.

Proposed Project Qualifies for No Further Environmental Review Under CEQA Guidelines Section 15183

CEQA Section 15183 applies to the proposed project since it is consistent with the General Plan, as amended in conjunction with the 6th Cycle Housing Element Update, for which the Housing Element Update FEIR has been certified.

The City of Pleasanton adopted the Housing Element Update and certified the Housing Element Update FEIR on January 26, 2023. The project site is included in the Housing Element Update FEIR as Housing Site 21 (Kiewit).

The General Plan designates the project site MDR-HDR with a HESO. The site is shown as having an approximately 5-acre area designated at 30 du/acre, with the remainder designated at a density of 8 to 13 du/acre. The proposed market-rate project would have a density of 8.1 du/ac (based on 310 units on 38.25 gross developable acres when excluding easements, public roadways, and trails); and the affordable housing project would have a density of 35.9 (based on 102 units on 2.84 gross developable acres). Hence the proposed density satisfies the MDR-HDR designations.

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SECTION 4: CONSISTENCY CHECKLIST

Public Resources Code Section 21083.3(d) states that:

> An effect of a project upon the environment shall not be considered peculiar to the parcel or to the project, for purposes of this section, if uniformly applied development policies or standards have been previously adopted by the city or county, with a finding based upon substantial evidence, which need not include an environmental impact report, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

CEQA Guidelines Section 15183(b) states that:

> In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located;
>
> (2) Were not analyzed as significant effects in a prior FEIR on the zoning action, general plan, or community plan, with which the project is consistent;
>
> (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior FEIR prepared for the general plan, community plan or zoning action, or
>
> (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the FEIR was certified, are determined to have a more severe adverse impact than discussed in the prior FEIR.

The following pages of this document contain a Consistency Checklist that examines the proposed project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b). The "Prior FEIR" used for comparison is the Housing Element Update FEIR certified by the City of Pleasanton on January 26, 2023, including all impact determinations and significance thresholds utilized therein.

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Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
I. Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact	No	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	Less than significant impact	No	No	No	No
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant impact	No	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact	No	No	No	No

a-c) Scenic Vista, Scenic Resources, Visual Character

Would the project: *a) Have a substantial adverse effect on a scenic vista?*

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

*c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experi*enced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Summary of Housing Element Update FEIR

Scenic Vistas

The eastern edge of the City is considered largely undeveloped with the exception of quarry lands that host sand and gravel operations; however, views of lakes, arroyos, and canals are available to the east of the City, including Arroyo las Positas, Arroyo Mocho, and Arroyo del Valle.

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in increased intensity, increased height, and greater bulk and mass of buildings, which could partially or fully obscure a presently visible scenic vista, resulting in a potentially significant impact to scenic vistas. The Housing Element Update FEIR concluded that compliance with the applicable goals, policies, and programs included as part of the General Plan, zoning requirements, Design Guidelines, ODS, and the ODS compliance review process would ensure that the City's scenic resources, including hillsides and ridgelines, would largely be protected from impacts resulting from development facilitated by the Housing Element Update and impacts would be less than significant with respect to scenic vistas.

Scenic Highways

The California Department of Transportation (Caltrans) identifies Interstate 680 (I-680) through the city limits as an officially designated State Scenic Highway. Caltrans identifies I-580 along the northern boundary of the City as eligible for designation as a State Scenic Highway (see Exhibit 3.1-2 in the Housing Element Update FEIR).

The City is surrounded by various scenic resources, including hillsides, ridge views, vast open spaces, valleys, arroyos, and canals. Many of these resources are visible from I-680 and I-580. For instance, views of the Pleasanton Ridgelands are visible to travelers along I-680, as well as westbound passengers along I-580. A significant impact would occur if future development consistent with the Housing Element Update would impact or obstruct views of the City's scenic resources from the eligible or officially designated State Scenic Highways.

The Housing Element Update FEIR concluded that development applications for subsequent development consistent with the Housing Element Update would be reviewed by the City for compliance with the goals, policies, and programs of the General Plan, applicable specific plans, applicable zoning requirements, design guidelines, and the Scenic Highway Plan, and compliance with these standards would ensure development consistent with the Housing Element Update would not substantially damage scenic resources within view of a State Scenic Highway and impacts would be less than significant.

Consistency with Scenic Quality Regulations

The sites for housing, including the proposed project, are generally located in urbanized areas. The Housing Element Update FEIR indicated that the sites for housing are mostly vacant or underutilized parcels, currently developed with a mix of uses including surface parking lots, restaurants, hotels, office buildings, retail, industrial, and warehouse and distribution. The existing land use designations for these sites include residential, commercial, industrial, office, mixed use, community facilities, agriculture, public health and safety, parks and recreation, and public and institutional. The existing zoning designations include agriculture, residential, commercial, office, mixed use, industrial, and public and institutional.

As part of the Housing Element Update, the applicable sites were rezoned to allow for residential development. To the extent any projects may be subject to review through the PUD process, the PUD zoning would provide flexibility in residential development standards and housing types, in conjunction with the applicable design standards established by the City, with the intent of ensuring well-designed and attractive projects that minimize aesthetics impacts.

The Housing Element Update FEIR concluded that compliance with the applicable goals, policies, and programs included as part of the General

Plan, zoning requirements, Design Guidelines, Objective Design and Development Standards, the design review process, the Vineyard Avenue Corridor Specific Plan, and Measures PP and QQ would ensure that future development projects consistent with the Housing Element Update are cohesive, appropriately designed in terms of potential aesthetic impacts, and reflect the character of the City.

On a programmatic level, development consistent with the Housing Element Update would have a less than significant impact related to scenic quality regulations.

Proposed Project Analysis and Conclusion

Scenic Vistas, Scenic Highways, and Visual Character

The project site is not one of the sites identified in the Housing Element FEIR for which development could result in aesthetic impacts. Views of scenic resources from the project site, including Mount Diablo to the north, as well as lakes, arroyos, and canals to the north and east, are largely obscured by existing development. Furthermore, the nearest officially designated State Scenic Highway, I-680, is located over 2.5 miles west of the project site, and the nearest eligible State Scenic Highway, I-580, is located approximately 1.8 miles north of the project site. The project site is not visible from either of these highways due to distance, intervening topography, and existing development.

The project site is generally vacant except for its current use as storage for construction equipment. Introduction of new residential uses would have the potential to alter the visual character of the site, although residential uses are already existing or proposed to the north and west, and the proposed project would be consistent in visual character with surrounding residential neighborhoods. Furthermore, the proposed project would be required to be considered through the Senate Bill (SB) 330 process, including compliance with the General Plan Land Use and Community Character Element goals and policies, as well as Municipal Code requirements, which require design review prior to project approval. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Light and Glare

Would the project: *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could introduce artificial light from new development and outdoor parking areas, which could result in potentially significant impacts with respect to light and glare.

The Housing Element Update FEIR concluded that all future development would be required to comply with the applicable light and glare standards in fthe Municipal Code and California Energy Code. Compliance with the applicable lighting and energy requirements elucidated in the Municipal Code and California Energy Code would ensure that light and glare associated with future development would not spill over onto adjacent land uses and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The approximately 51.37-acre site is currently undeveloped and is currently used for storage of construction equipment. Thus, the project site currently emits little light to the surrounding areas. The proposed project would create additional sources of light and glare beyond existing conditions through additional street lighting, additional indoor and outdoor lighting, and additional traffic at the project site.

To minimize impacts from light and glare, the proposed project would be required to comply with applicable light and glare standards in the Municipal Code and California Energy Code. As described above, the proposed project would also be subject to the ODS compliance review prior to project approval. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Aesthetics, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures are necessary because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
II. Agricultural and Forest Resources *Would the project:*					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	Less than significant impact	No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	Less than significant impact	No	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No impact	No	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	Less than significant impact	No	No	No	No

a-e) Conversion of Important Farmland to Nonagricultural Use, Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts, Conflict with Existing Forest Land Zoning, Conversion of Forest Land to Non-Forest Use, and Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-Forest Use

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 nonagricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

c) Conflict with existing zoning for forest land or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Summary of Housing Element Update FEIR

Conversion of Important Farmland to Nonagricultural Use

The Housing Element FEIR concluded that the project site is not mapped as Important Farmland, which precludes an impact related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. However, some of the housing opportunity sites contain Important Farmland. Therefore, the impacts would be less than significant.

Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts

The Housing Element Update FEIR concluded that because the project site is not zoned for agricultural uses, the Housing Element Update would not conflict with existing zoning for agricultural uses. Therefore, the impacts are less than significant with respect to conflicts with existing zoning for agricultural use.

The Housing Element Update FEIR concluded that none of the rezoned housing sites are encumbered by a Williamson Act Contract, which precludes an impact related to conflict with an existing Williamson Act Contract. Therefore, there is no impact.

Conflict with Existing Forest Land Zoning

The Housing Element Update FEIR indicated that none of the housing sites, including the current Sites 21a and 21b, contain any forest land or timberland, as defined by Public Resource Code Section 4526, nor do they contain any timberland zoned Timberland Production, as defined by Government Code Section 51104(g), and concluded that this precludes the possibility of the Housing Element Update to conflict with forest zoning of forest land or timberland. No impact would occur.

Conversion of Forest Land to Non-Forest Use

The Housing Element Update FEIR indicated that aside from Site 1 (Lester), the housing sites are adjacent to urbanized land uses and do not contain any forest land. The Housing Element Update FEIR concluded that this condition precludes the possibility of the development consistent with the Housing Element Update converting forest land to non-forest use and concluded no impacts would occur.

Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-Forest Use

The Housing Element Update FEIR indicated that most of the housing sites are urban infill sites that are surrounded by development; several of them are currently developed.

There is no forest land within the City's Sphere of Influence (SOI). This condition precludes the possibility of the Housing Element Update converting forest land to non-forest uses.

Therefore, the Housing Element Update FEIR concluded that impacts related to the conversion of Farmland to nonagricultural use or forest land to non-forest use would be less than significant.

Proposed Project Analysis and Conclusion

The project sites (Sites 21a and 21b) are not listed in the Housing Element Update FEIR as sites for which development could result in impacts to agricultural or forestry resources. The project site does not contain Farmland or Forest Land and has a General Plan land use designation of MDR-HDR with a HESO and a zoning designation of MDR-HDR.

The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not encumbered by a Williamson Act Contract or zoned for Timberland Production. As such, there would be no loss or conversion of farmland or forest land, and the proposed project would not conflict with any zoning for farmland or forest land. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Agriculture and Forestry Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.

3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
III. Air Quality *Where available, the significance criteria established by the applicable air quality management district 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact with mitigation incorporated	No	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant impact	No	No	No	No

a) Consistency with Air Quality Management Plan

Would the project: *Conflict with or obstruct implementation of the applicable air quality plan?*

Summary of Housing Element Update FEIR

Support Primary Goals of the Air Quality Plan

The Housing Element Update FEIR indicated that the current Air Quality Plan (AQP) applicable to the Housing Element Update is the 2017 Clean Air Plan. According to the Bay Area Air Quality Management District (BAAQMD) guidance, a proposed land use plan is consistent with the AQP if it would (1) support the primary goals of the AQP, (2) include applicable control measures from the AQP, (3) not disrupt or hinder implementation of any AQP control measures, and (4) the plan's projected VMT increase must be less than or equal to its projected population growth.

With regard to the primary goals of the AQP, it was determined that because of the BAAQMD's recommended significance thresholds and that the San Francisco Bay Area Air Basin (SFBAAB) is currently in nonattainment for particulate matter standards, individual development projects facilitated by the Housing Element Update would be considered to have potentially significant site-specific or project-specific impacts related to the generation of fugitive dust during construction activities if they do not implement Best Management Practices (BMPs) targeting dust control and sediment migration. Therefore, MM AIR-1a, which would require individual development projects to employ dust control measures recommended by the BAAQMD during construction, would ensure that all future development projects facilitated by the Housing Element Update would not result in potentially significant impacts related to construction fugitive dust and contribute to the region's current nonattainment status for PM. Furthermore, for project sites that would be located within siting distances recommended by the BAAQMD and the California Air Resources Board (ARB), currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City as the lead agency, MM AIR-1b would be required. For these project sites, MM AIR-1b requires that a site-specific Health Risk Assessment (HRA) be conducted and mitigation be developed to reduce any identified significant health risk to sensitive receptors to less than significant levels.

Applicable Control Measures from the AQP

With regard to applicable control measures, it was determined, as outlined in Table 3.2-7 of Page 3.2-41 through 3.2-49 of the Housing Element Update FEIR, that the Housing Element Update includes the applicable control measures from the AQP. The General Plan, which the Housing Element Update

constitutes an update to, and the Municipal Code include policies and requirements that incorporate and implement the control measures included in the 2017 Clean Air Plan. As such, the Housing Element Update would be consistent with the 2017 Clean Air Plan.

Hinder Implementation of AQP Control Measures

With regard to disruption or hinderance of the implementation of any AQP control measures, the Housing Element Update FEIR indicated that the Housing Element Update incorporates policies that are consistent with the control measures included in the 2017 Clean Air Plan. The Housing Element Update does not include any components that would disrupt or hinder implementation of any control measures, nor would the Housing Element Update inhibit the General Plan's policies that support the implementation of AQP control measures.

Vehicle Miles Traveled Per Capita

With regard to an increase in VMT, the Housing Element Update FEIR determined that implementation of the Housing Element Update would result in a population growth which outpaces forecasted VMT growth, and the Housing Element Update would not be considered to exceed BAAQMD-approved significance thresholds or conflict with or obstruct implementation of the AQP.

In conclusion, overall development facilitated by the Housing Element Update would be consistent with the 2017 Clean Air Plan with the implementation of MM AIR-1a and -1b, and impacts would be less than significant after mitigation.

Proposed Project Analysis and Conclusion

The BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), implements specific plans to meet the applicable federal and State laws, regulations, and programs. The most recent and comprehensive plan is the Bay Area 2017 Clean Air Plan.[3] The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce greenhouse gas (GHG) emissions and protect the climate. The BAAQMD has also recently updated its CEQA Guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by

[3] Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan.

local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The 2017 Clean Air Plan, adopted by BAAQMD in April 2017, includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the Clean Air Plan. The Housing Element Update FEIR includes mitigation measures that would ensure that certain Clean Air Plan measures are properly implemented so that some projects developed under the Housing Element Update would not have significant air quality impacts.

MM AIR-1 would reduce construction period emissions by requiring individual projects to incorporate Basic Construction Mitigation Measures recommended by BAAQMD or additional construction mitigation measures if the BAAQMD Thresholds of Significance are exceeded. MM AIR-2 would be required to ensure that future development would result in less than significant impacts related to exposing sensitive receptors to substantial pollutant concentrations.

The proposed project is consistent with the Housing Element Update FEIR and, therefore, would not conflict with the latest Clean Air planning efforts. Additionally, the proposed project would have construction and operational emissions below the BAAQMD thresholds as demonstrated below.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Cumulative Criteria Pollutant Emissions Impacts

Would the project: *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development facilitated by the Housing Element Update would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. As the SFBAAB is currently designated as a nonattainment area for particulate matter, and considering that the BAAQMD's recommended significance threshold for construction fugitive

dust is binary—meaning if a project includes dust control BMPs then construction fugitive dust emissions would be less than significant, but if a project does not explicitly include dust control BMPs then construction fugitive dust emissions would be potentially significant—MM AIR-1a would be required to ensure that individual development projects facilitated by the Housing Element Update would result in less than significant construction fugitive dust impacts. As previously discussed in Impact III(a), by complying with the AQP and implementation of MM AIR-1a and -1b, operational related criteria pollutant emissions would not have an adverse effect on air quality.

Therefore, the Housing Element Update FEIR concluded that, with the implementation of MM AIR-1a and 1b, a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard would not occur and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The Bay Area is considered a nonattainment area for ground level ozone (O_3) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) under both the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The area is also considered nonattainment for particulate matter less than 10 microns in diameter (PM_{10}) under the CAAQS, but not the NAAQS. The area has attained both State and federal ambient air quality standards for carbon monoxide (CO). As part of an effort to attain and maintain ambient air quality standards for O_3, $PM_{2.5}$ and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. The O_3 precursor pollutant thresholds are for reactive organic gases (ROG) and nitrogen oxides (NO_x), while PM_{10} and $PM_{2.5}$ have specific thresholds. The thresholds apply to both construction period emissions and operational period emissions.

Summary of Computed Construction Period Emissions

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions and dividing those emissions by the number of active workdays during that year. Table 1 shows the annualized average daily construction emissions of ROG, nitrogen oxides (NO_X), PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the proposed project. As indicated in Table 1, predicted annualized project construction emissions would not exceed the BAAQMD significance thresholds during any year of construction.

Table 1: Construction Period Emissions

Year	ROG	NO_X	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Total (tons)				
2025–2030*	1.36	9.62	0.33	0.31
Average Daily Construction Emissions (pounds/day)				
2025–2030* (1,330 construction workdays)	2.05	14.47	0.50	0.46
BAAQMD Thresholds (pounds per day)	54 lbs/day	54 lbs/day	82 lbs/day	54 lbs/day
Exceeds Threshold?	No	No	No	No

Notes:
BAAQMD = Bay Area Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
ROG = reactive organic gases
lbs = pounds
*Includes 2 months of 2030.
Source: Appendix B

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site deposit mud on local streets, which is an additional source of airborne dust after it dries. BAAQMD recommends all projects include a "basic" set of BMPs to manage fugitive dust and considers impacts from dust (i.e., fugitive PM_{10} and $PM_{2.5}$) to be less than significant if BMPs are implemented to reduce these emissions. The Housing Element Update FEIR MM AIR-1a requires implementation of BAAQMD recommended BMPs. With implementation of MM AIR-1a, construction impacts would be less than significant.

Summary of Computed Operational Period Emissions

Long-term operational emissions would be generated by daily operations. Operational emissions would include area, energy, and mobile sources. Area sources would include emissions from architectural coatings, consumer products, and landscape equipment. Mobile sources include exhaust and road dust emissions from automobiles that would drive to and from the

project site. Pollutants of concern include ROG, NO_x, total PM_{10}, and total $PM_{2.5}$.

The daily emissions were calculated assuming 365 days of operation. Table 2 shows average daily emissions of ROG, NO_x, total PM_{10}, and total $PM_{2.5}$ during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds. Operation impacts would be less than significant.

Table 2: Operational Period Emissions

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
2030 Project Operational Emissions (tons/year)	5.98	2.18	3.55	0.92
BAAQMD Thresholds (tons /year)	**10 tons**	**10 tons**	**15 tons**	**10 tons**
Exceed Thresholds?	**No**	**No**	**No**	**No**
Total (lb./day)	32.75	11.96	19.77	5.33
BAAQMD Thresholds (lb./day)	**54 lb.**	**54 lb.**	**82 lb.**	**54 lb.**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
BAAQMD = Bay Area Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
ROG = reactive organic gases
Assumes 365-day operation.
Source: Appendix B

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Sensitive Receptors Exposure to Toxic Air Contaminant Concentrations

Would the project: *Expose sensitive receptors to substantial pollutant concentrations?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could expose sensitive receptors to substantial pollutant concentrations.

Within the SFBAAB, localized risks are primarily associated with exposure to toxic air contaminants (TACs) and $PM_{2.5}$ emissions. Although it is not anticipated that development consistent with the Housing Element Update would include any new, large stationary sources of emissions, it would result in new sensitive receptors (primarily residential receptors) near existing sources of emissions. The BAAQMD Guidelines recommend a Community Risk Reduction Plan (CRRP) that would bring TAC and $PM_{2.5}$ concentrations in the SFBAAB down to acceptable levels as identified by the local jurisdiction and approved by BAAQMD.

Plan Land Use Diagram Special Overlay Zones

The Housing Element Update FEIR concluded that, consistent with BAAQMD's CEQA Air Quality Guidelines, the Housing Element Update would not result in a significant community risk and hazard impact if the land use diagram identifies special overlay zones around existing and planned sources of TACs and $PM_{2.5}$, including special overlay zones of at least 500 feet on each side of all freeways and high-volume roadways, and the plan identifies goals, policies, and objectives to minimize potentially adverse impacts. Compliance with goals, policies, and programs included as part of the General Plan would ensure these zones and overlays are implemented. For potential sites for rezoning that would be located within siting distances recommended by the BAAQMD and ARB, currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City as the lead agency, MM AIR-1b is required, which would require the preparation of a site-specific HRA and to mitigate potential risk to potential new sensitive receptors to less than significant levels. Furthermore, future development projects consistent with the Housing Element Update would need to demonstrate compliance with the strategies included in the CAP 2.0, including measures that have air quality benefits, such as sustainable design, energy conservation, and strategies to reduce VMT.

Goals, Policies, and Objectives for Reducing Impacts

A proposed plan must identify goals, policies, and objectives to minimize potential impacts and create overlay zones around sources of TACs, $PM_{2.5}$, and hazards to be considered to result in less than significant impacts related to exposing sensitive receptors to substantial pollutant concentrations. The General Plan (which would include the Housing Element Update, once adopted) contains several policies and programs that aim to reduce the potential growth of vehicle use through encouraging the use of alternative

modes of transportation, monitoring and improving existing sources of TACs throughout the City and reducing overall health impacts related to air quality in general.

Furthermore, for project sites that would be located within siting distances recommended by the BAAQMD and ARB, currently published in the ARB Air Quality and Land Use Handbook: A Community Health Perspective, or the latest available guidance as determined by the City of Pleasanton as the lead agency, MM AIR-1b requires the preparation of a site-specific HRA and to mitigate potential risk to potential new sensitive receptors to less than significant levels. Adherence to the policies and programs of the General Plan would ensure compliance with existing BAAQMD policies to ensure the reduction of sensitive receptor exposure to TACs. The Housing Element Update FEIR concluded that with the implementation of MM AIR-1b, sensitive receptors would not be exposed to substantial pollutant concentrations, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Project impacts related to increased health risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. The proposed project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions).

Housing Element Update FEIR MM AIR-1b addresses exposure of sensitive receptors to TACs and air pollution. Under this mitigation measure, projects that may result in TAC emissions within 1,000 feet of sensitive receptors are required to prepare an HRA. Based on the results of the HRA, the proposed project may be required to identify and implement measures (such as air filtration systems) to reduce potential exposure to PM, CO, diesel fumes, and other potential health hazards. Measures identified in the HRA are to be included into the site development plan as a component of a proposed project.

There are existing sensitive receptors, including residences and a school, within 1,000 feet of the project site, and project construction activity would generate dust and equipment exhaust that could affect nearby sensitive receptors. The project would not include stationary sources of air pollutants or TACs, but traffic generated by the project would consist of mostly light-duty

gasoline-powered vehicles, which would produce low levels of TAC and air pollutant emissions in the local area.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs was assessed in terms of the cumulative risk which includes the project contribution, as well as the risk to the new sensitive receptors introduced by the project.

Health Risk from Project Construction

The primary health risk impact issues associated with construction projects are cancer risks associated with diesel exhaust (i.e., diesel particulate matter [DPM]), which is a known TAC, and exposure to high ambient concentrations of dust (i.e., $PM_{2.5}$). DPM poses both a potential health and nuisance impact to nearby receptors. An HRA of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$. This assessment included dispersion modeling to predict the off-site concentrations resulting from project construction so that lifetime cancer risks and non-cancer health effects could be estimated.

Summary of Construction Health Risk Impacts

The maximum increased cancer risks were calculated using the modeled TAC concentrations combined with BAAQMD CEQA guidance for age sensitivity factors and exposure parameters. Age sensitivity factors reflect the greater sensitivity of infants and small children to cancer-causing TACs. Third trimester, infant, child, and adult exposures were assumed to occur at all residences during the entire construction period.

Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated. The maximum modeled annual $PM_{2.5}$ concentration was calculated based on combined exhaust and fugitive dust concentrations. The maximum computed hazard index (HI) value was based on the ratio of the maximum DPM concentration modeled and the chronic inhalation DPM Reference Exposure Level (REL) of 5 micrograms per cubic meter ($\mu g/m^3$).

The modeled maximum annual DPM and $PM_{2.5}$ concentrations were identified at nearby sensitive receptors to find the Maximally Exposed Individual Resident (MEIR). Results of this assessment indicated that the construction MEIR was located at a residence near the northwestern border

of the proposed project site. The location of the MEIR and nearby sensitive receptors are shown in Appendix B. Table 3 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and HI for project-related construction activities at the MEIR.

Health Risks from Project Operation

Project Traffic

Diesel powered vehicles are the primary concern with local traffic-generated TAC impacts. Per BAAQMD recommended risks and methodology, a road with less than 10,000 total vehicles per day is considered a low-impact source of TACs. The proposed project would generate 3,688 daily trips. The project traffic would be dispersed onto the roadway system with a majority of the trips being from light-duty vehicles (i.e., passenger automobiles). Projects with the potential to cause or contribute to increased cancer risk from traffic include those that have high numbers of diesel powered on-road trucks or use off-road diesel equipment on-site, such as warehouse distribution centers, quarries, or manufacturing facilities, and may potentially expose existing or future planned receptors to substantial cancer risk levels and/or health hazards. This is not a project of concern for mobile sources. Therefore, emissions from project traffic are considered negligible and not included within this analysis.

Summary of Project-Related Health Risks at the Off-site Project MEIR

The HRA was conducted utilizing the ARB's Hot Spots Analysis and Reporting Program Version 2 (HARP2) to automatically calculate risks for the project using the California Office of Environmental Health Hazard Assessment's (OEHHA's) promulgated cancer potency and REL. HARP2 is the recommended model for calculating and presenting HRA results because it follows the BAAQMD's risk assessment guidance methodology and is consistent with the BAAQMD Regulation 2-5. The American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) was run with project emission rates to directly calculate potential DPM and $PM_{2.5}$ concentrations, and the Health Risk Assessment Stand-alone Tool (RAST) version of HARP2 was also used.

The HRA intake methodology addresses children's greater sensitivity and health impacts from early exposure to carcinogenic compounds. The chemical intake or dose describing the frequency and duration of the exposure is estimated using receptor's breathing rates, exposure duration, and exposure frequency. The calculations include the use of age-specific weighting factors, breathing rates, fraction of time at home, and reduced

exposure durations. The project MEIR is identified as the sensitive receptor that is most impacted by the proposed project's construction. In identifying the MEIR, the HRA also considered future potential residential receptors for a proposed project to the east that is also within the proposed project site's 1,000-foot zone of influence. It conservatively assumed that these new residences at Arroyo Lago would be constructed and occupied prior to the proposed project's construction, which represents the most conservative case.

Summary of Project-related Health Risks at the Off-site Project MEIW

Cancer risk and the chronic HI was calculated for the off-site Maximally Exposed Individual Worker (MEIW) based on the maximum DPM concentration at identified off-site receptors. 8-hour breathing rates for moderate intensity activities of 230 liters per kilogram for 8 hours (L/kg per 8 hours) (applicable to 16–70-year-old adults) were used to calculate the daily dose via the inhalation route to the worker. The analysis assumes a start age of 16 years and an exposure duration equivalent to the construction duration of 5.1 years.

Since the construction emissions were modeled as a non-continuous source, the worker adjustment factor was used to adjust for the proper exposure concentration. When modeling a non-continuously emitting source (e.g., operating for 8 hours per day and 5 days per week), the modeled long-term average concentrations are based on 24 hours a day and 7 days per week for the period of the meteorological data set. Even though the emitting source is modeled using a non-continuous emissions schedule, the long-term concentration is still based on 24 hours a day and 7 days per week. Thus, this concentration includes the zero hours when the source was not operating.

The worker adjustment factor (WAF) is used to determine the long-term concentration the worker is breathing during their work shift. Therefore, the long-term concentration is adjusted so it is based only on the hours when the worker is present. For this proposed project, assuming the emitting source and worker's schedules are the same, the adjustment factor is 4.2 = (24 hours per day/8 hours per shift) x (7 days in a week/5 days in a work week).

HARP2 provides for the specification of the WAF for worker cancer risk assessments, and this was entered as 4.2 to make this adjustment.

Summary of Project-Related Health Risks to Students

Student cancer risk and chronic hazards were determined for the Montessori School of Pleasanton (within 1,000 feet of the proposed project site). The

student risk calculations utilized a starting exposure age appropriate to the youngest preschool students (18 months) in attendance and a project-specific exposure construction duration of 5.1 years.

Cancer risks utilized the 95th percentile 8-hour breathing rates for moderate activity specific to this age range. These breathing rates are documented in Table 5.8 of the OEHHA 2015 guideline document. For ages 0–2 the assessment utilizes a breathing rate of 1200 (L/kg per 8 hours) and for ages 2–9 years the breathing rate is 640 (L/kg per 8 hours).

Similar to the worker scenario, student exposures occur only when the non-continuous construction sources are emitting and thus students similarly inhale air with concentrations that are higher than AERMOD predicted long-term average concentrations. Therefore, the Worker (or Student) Adjustment Factor of 4.2 is also applied to the AERMOD predicted annual concentrations for the evaluation of student cancer risk.

Table 3 shows the cancer risk, $PM_{2.5}$ concentrations, and HI risks at the MEIR, the MEIW, and at the school (student risk). Chronic RELs are used to assess not only residential health impacts but also worker and student health impacts. Potential chronic non-cancer health impacts use the long-term annual average concentration regardless of the emitting facility's schedule. As per the OEHHA guidance, no adjustment factors were used to adjust this concentration for workers or students. As shown in Table 3, the unmitigated cancer risk, annual $PM_{2.5}$ concentration, and HI from construction and operational activities at the MEIR, MEIW, and Student location would not exceed the BAAQMD single source significance thresholds. In this case, additional measures are not required under Housing Element Update FEIR MM AIR-1b to reduce impacts below the thresholds.

Table 3: Construction Risk Impacts of the Off-site MEIR, MEIW, or Student Locations

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
MEIR Project Construction Unmitigated	4.6	0.01	0.00
MEIW Project Construction Unmitigated	1.2	0.02	0.00
Student Project Construction Unmitigated	4.7	0.01	0.00
BAAQMD Single Source Threshold	**10.0**	**0.3**	**1.0**
Exceeds Threshold?	**No**	**No**	**No**

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Notes: $\mu g/m^3$ = micrograms per cubic meter BAAQMD = Bay Area Air Quality Management District MEIR = Maximally Exposed Individual Resident MEIW = Maximally Exposed Individual Worker $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter			

Cumulative Health Risks of all TAC Sources at the Off-site Project MEIR

Cumulative health risk assessments look at all substantial sources of TACs located within 1,000 feet of a project site (i.e., influence area) that can affect sensitive receptors. These sources include rail lines, freeways or highways, busy surface streets, and stationary sources identified by BAAQMD.

A review of BAAQMD's stationary source Geographic Information Systems (GIS) map tool identified six existing stationary sources of TACs with the potential to affect the project MEIR. Appendix B shows the location of the sources. Cumulative health risk impacts from these sources upon the MEIR are reported in Table 4.

Summary of Cumulative Health Risk Impact at Construction MEIR

Table 4 reports the cumulative community risk impacts at the sensitive receptors most affected by construction (i.e., the MEIR) from project construction, and nearby roads, rail lines and stationary sources. The project would not have an exceedance with respect to health risk caused by project construction activities since the cancer risk, annual $PM_{2.5}$ concentration, and HI do not exceed the BAAQMD single source and cumulative-source thresholds. Therefore, the impacts would be less than significant.

Table 4: Impacts from Combined Sources at Project MEIR

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Cumulative Impacts			
MEIR Project Construction Unmitigated	2.57	0.03	0.00
Roadways	6.37	0.27	0.03
Railroad and Railyards	0.96	0.00	0.00
Facility ID: 14553, Generator	0.06	0.00	0.00

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Facility ID: 23992, No data	57.97	0.46	0.13
Facility ID: 107767, Gas Station	0.12	0.00	0.00
Facility ID: 108344, Gas Station	0.25	0.00	0.00
Facility ID: 111031, Gas Station	0.00	0.00	0.00
Facility ID: 111346, Gas Station	0.29	0.00	0.00
TOTAL	**68.59**	**0.76**	**0.16**
BAAQMD Cumulative Source Threshold	**100**	**0.8**	**10.0**
Exceeds Threshold? Unmitigated	**No**	**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
BAAQMD = Bay Area Air Quality Management District
MEIR = Maximally Exposed Individual Receptor
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
The health risks were calculated from each source to the MEIR using appropriate decay factors and distance multipliers provided by BAAQMD.

Summary of Cumulative Health Risks at the Project Site

Health risk impacts from the existing TAC sources upon the project site are reported in Table 5. The risks from the TAC sources are compared against the BAAQMD cumulative threshold. To conduct this analysis, 27 receptor points were placed at points across the proposed project site. The individual and cumulative health risks from roadways, rail lines and railyards, and stationary sources within 1,000 feet of the proposed project site were assessed at each receptor point. The maximum exposed on-site receptor is shown in Table 5 (including distance adjustment factors). As shown, the potential health risks exceed the cumulative-source thresholds without mitigation. Additional measures to reduce exposure to TACs and air pollutants under Housing Element Update FEIR MM AIR-1b are required and would be implemented. As shown in Table 5, after implementation of MM AIR-1b (which includes Minimum Efficiency Reporting Values [MERV] filtration), the cumulative impacts would be less than significant.

Table 5: Impacts from Nearby Sources to the Maximum Exposed Project Site Receptor

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Cumulative Total (Unmitigated)	177.2	1.5	0.4

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
BAAQMD Cumulative Threshold	**100.0**	**0.8**	**10.0**
Exceeds Thresholds?	**Yes**	**Yes**	**No**
Cumulative Total (Mitigated)[1]	68.5	0.57	0.16
BAAQMD Cumulative Threshold	**100.0**	**0.8**	**10.0**
Exceeds Thresholds?	**No**	**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
BAAQMD = Bay Area Air Quality Management District
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
1 Mitigation includes the incorporation of MERV 13 filtration. Assumes 62 percent effectiveness at reducing PM_{10} and $PM_{2.5}$.
Source: Appendix B

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Objectionable Odors Exposure

Would the project: *Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Housing Element Update would facilitate future development of sensitive receptors within the identified screening distances of existing odor sources such as the Dublin San Ramon Wastewater Treatment Plant, the Pleasanton Garbage Service Transfer Station, various coffee roasters, and Vulcan Materials. Vulcan Materials is located approximately 1.5 miles east of Sites 21 (Kiewit) and 20 (Boulder Court) and 1 mile north of Site 27 (PUSD-Vineyard).

The Housing Element Update FEIR concluded that compliance with applicable regulations in the General Plan and applicable BAAQMD rules and regulations would minimize odor emissions from adversely affecting a substantial number of people within the City and impacts would be less than significant.

Proposed Project Analysis and Conclusion

As stated in the BAAQMD 2022 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard. The ability to detect odors varies considerably among the population and is subjective. The BAAQMD does not have a recommended odor threshold for construction activities. However, the BAAQMD recommends operational screening criteria based on the distance between receptors and types of sources known to generate odors.

The type of uses that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of DPM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

As stated, land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not be considered an odor generator as identified above. Therefore, the proposed project would not be a generator of objectionable odors during operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints but are known to have temporary and less concentrated odors. In summary, the proposed project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions.

The proposed project is not anticipated to generate objectionable odors that may affect nearby sensitive receptors. Therefore, this impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Air Quality, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM AIR-1a and MM AIR-1b from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM AIR-1a Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development or designee. Air quality construction measures shall include (1) Basic Construction Mitigation Measures, as approved by the Bay Area Air Quality Management District (BAAQMD) in 2017, or the then currently adopted guidelines and, (2) where construction-related emissions would exceed the applicable thresholds as

demonstrated by a qualified consultant documented pursuant to methodologies considered acceptable at that time, Additional Construction Mitigation Measures, as recommended by the BAAQMD, shall be implemented to reduce emissions to acceptable levels. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction and for access roads, parking areas, and staging areas at construction sites.

MM AIR-1b The following measures pertain to project sites where residences would be located within distances where the Bay Area Air Quality Management District (BAAQMD) or the California Air Resources Board (ARB) recommends not siting residential uses due to exposures to toxic air contaminants (TACs). For example, the current 2005 ARB Land Use Book recommends that agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Indoor Air Quality: In accordance with the recommendations of the BAAQMD, appropriate measures (refer to Section 5 of the BAAQMD CEQA Guidelines) shall be incorporated into building design in order to reduce the potential health risk due to exposure of sensitive receptors to TACs, including, but not limited to:

(a) Locate sensitive receptors as far as possible within each project site from any freeways, major roadways or other non-permitted TAC sources (e.g., loading docks, parking lots);
(b) Incorporate tiered plantings of trees (such as redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and sensitive receptors;
(c) Install, operate and maintain in good working order a central heating ventilation and air conditioning (HVAC) system or other air take system in the building, or in each residential unit, that meets or exceeds an efficiency standard of Minimum Efficiency Reporting Values (MERV) 13, including the following features: installation of high-

efficiency filter and /or carbon filter to filter particulates and other chemical matter from the building (either high-efficiency particulate air [HEPA] filters or ASHRAE 85 percent supply filters);

(d) Retain a qualified HVAC consultant or Home Energy Rating System (HERS) rater during the design phase of the project to locate air ventilation and the HVAC system intakes based on exposure modeling from pollutant sources;

(e) Install indoor air quality monitoring in buildings; and

(f) Applicants shall maintain ensure that HVAC systems and air ventilation systems are maintained, repaired, or replaced on an ongoing and as-needed basis. If the project includes for-sale units, then the applicant shall prepare two operation and maintenance manuals for the HVAC systems and the filters: one manual shall be included in the recorded Conditions Covenants and Restrictions (CC&Rs) that shall be recorded, and the manual shall be distributed to building maintenance staff; the other manual shall be written for homeowners' with operating instructions and maintenance and replacement schedule for the HVAC system and filters, and that manual shall be distributed to owners.

Project applicants shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with BAAQMD requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a grading permit, or issuance of a building permit, whichever is sooner. The HRA shall be submitted to the Community Development Department for review and approval.

For individual projects, the HRA shall be completed and identify recommendations in order to reduce exposure to TACs below BAAQMD Thresholds of Significance, if any, in the HRA shall be incorporated into design and construction documents as Conditions of Approval prior to issuance of grading permit or building permit, whichever is sooner.

Outdoor Air Quality: Individual and common exterior open space, including playgrounds, patios, and decks, shall either be

shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

Mitigation Measures for the Proposed Project

Implement MM AIR-1a and MM AIR-1b.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
IV. Biological Resources *Would the project:*					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant with mitigation incorporated	No	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or	Less than significant impact with	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	mitigation incorporated				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact	No	No	No	No
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?	No impact	No	No	No	No

a) Special-status Species

Would the project: *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR states that 19 special-status plant species and 29 special-status wildlife species have been historically recorded within approximately 5 miles of the rezoned housing sites. The habitats required for these special-status species typically include chaparral, serpentinite soils, riparian woodland, marshes, and/or swamps. However, the rezoned housing sites do not generally contain habitat that would support special-status species. The Housing Element Update indicated the likelihood of encountering special-status species on the rezoned housing sites is low given the built-out nature of the project vicinity. Significant impacts on special-status plant species associated with individual subsequent projects consistent

with the Housing Element Update could include the direct loss of individual plants and of habitat areas associated with these special-status plant species. However, several of the sites, including Site 21 (Kiewit), are not built out. Wildlife species adapted to urban environments, such as birds and bats, may find suitable nesting habitat in urbanized areas within buildings and other human-made structures where most of the rezoning is proposed.

Indirect impacts to special-status plant species could include habitat degradation due to potential impacts to water quantity and quality. Subsequent development consistent with the Housing Element Update could result in indirect/indirect loss or indirect disturbance of special-status plant or animal species or their habitats.

The General Plan includes policies and programs specifically designed to address potential impacts on special-status species. Chapter 7, Conservation and Open Space Element of the General Plan contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policy 1 requires the preservation and enhancement of natural wildlife habitats and wildlife corridors.
- Program 1.1 requires the completion of a comprehensive study of the ecosystems and habitat areas within the Planning Area.
- Program 1.2 requires the identification of land within the Planning Area which could be reclaimed as viable wildlife habitat, study methods to re-establish viable plant and animal communities in these areas and development of standards to accomplish habitat reclamation to ensure the protection and use of wildlife corridors.
- Program 1.5 requires investigation of existing incentive programs that encourage property owners to cooperate in the preservation and restoration.
- Program 1.6 requires the analysis of potential impacts on wildlife populations and habitats before developing projects, using the CEQA process or other processes, as relevant. of wildlife habitat.

The United States Fish and Wildlife Service (USFWS) generally requires a permit under Section 10 of the Endangered Species Act for incidental take of federally listed species from development activities. The California Department of Fish and Wildlife (CDFW) generally requires a California Endangered Species Act (CESA) Section 2081(b) permit for incidental take of

State-listed species from development activities. Compliance with the federal and State endangered species acts, as well as implementation of the General Plan and specific plan goals, policies, and programs discussed previously would reduce potential direct and indirect impacts on special-status species within the rezoned housing sites. Additionally, special-status species receive protection from various federal and State laws and regulations, including the Endangered Species Act and ESA) Nonetheless, the potential for impacts to special-status species, migratory birds, or nesting birds remains potentially significant, requiring implementation of MM BIO-1, which requires a qualified Biologist to prepare a project-specific Biological Resources Analysis prior to the issuance of grading permits.

The Housing Element Update FEIR concluded that with regulatory compliance and implementation of MM BIO-1, development consistent with the Housing Element Update would not result in significant adverse effects to special-status species and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The approximately 51.37-acre site is one of the sites within the City of Pleasanton Planning Area (Planning Area), which includes the land within the City limits, SOI, and Urban Growth Boundary (UGB), that is currently not built out. In compliance with Housing Element Update FEIR MM BIO-1, FirstCarbon Solutions (FCS) conducted a field survey in April 2024 and associated literature review, to provide a project-specific Biological Resources Analysis (BRA). Additional supporting reports can be found in Appendix C.

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. The Housing Element Update FEIR found that the Planning Area is currently disturbed, semi-developed, and used for storage of construction equipment. The proposed project would construct a total of 412 dwelling units and 57 JADUs with associated off-site improvements (Exhibit 5).

As noted above, with adherence to Housing Element Update FEIR MM BIO-1, a project-specific BRA was conducted by FCS, to determine the likelihood of special-status species on-site. Findings from the reconnaissance surveys are summarized below.

- **General Biological Survey**: FCS Biologists Hannah Carney and Jeremy Reinhard conducted a general biological field survey of species habitat within the project site on April 24, 2024. The purpose of the habitat survey was to evaluate plant and wildlife habitats and the potential for any protected species to occur on or adjacent to the site. The survey

consisted of walking the project site boundaries and adjacent areas. Findings of the general biological survey are incorporated into this analysis.

- **Arborist Report**: A Preliminary Arborist Report was prepared in December 2022 and updated in July 2024 by McNeil Arboriculture Consultants LLC (McNeil). This report includes all such trees on the project site or immediately adjacent to neighboring properties. The purpose of this report is to identify each of these trees, describe their condition, and provide probable impacts that would occur to them as a result of the proposed demolition and construction, as well as general measures for managing and reducing impacts to trees that would be preserved, to hold impact levels to those described. The updated 2024 Arborist Report can be found in Appendix C.

The project site is a semi-developed site comprised of developed and disturbed areas with supporting ruderal vegetation. Surrounding land uses include residential homes, industrial, and mixed-use developments. The project site was previously graded in 2002, creating infill mounds in the western portion of the site. Small areas of non-native annual grassland have since recolonized throughout the existing infill area. The majority of the project site continues to serve as a construction equipment storage yard. Because of the semi-developed nature and high levels of disturbance on the project site, land covers and vegetation types are limited to ruderal species within the project site. The vegetation present on-site mainly consists of non-native annual grassland and has little to no habitat value for special-status species. A summary of the existing land cover and vegetation present on-site is further discussed below.

Land Cover and Vegetation

The project site supports two habitat types, developed and non-native annual grassland. The habitat type and a description of the plant species present within the habitat type are provided below.

Developed

The majority of the project site consists of developed land. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. Developed areas are typically unvegetated or landscaped with a variety of ornamental (usually non-native) plants. The developed portions of the project site include the eastern portion of the site and compacted internal dirt roads. This

disturbed, developed area is used for storage of construction equipment. Indicators of previous grading and filling are present throughout the project site. Vegetation observed in this habitat includes a variety of ornamental species planted around the perimeter of the project site, including oleander (*Nerium oleander*) and coyote brush (*Baccharis pilularis*). Additional non-native species found on-site include field bindweed (*Convolvulus arvensis*), woolly clover (*Trifolium tomentosum*), brome (*Bromus spp.*), and wild oat (*Avena fatua*).

Non-native Annual Grassland

The western portion of the project site is dominated by non-native annual grassland habitat. Much of this vegetative cover was present on highly disturbed soils that have been graded and filled. Soils observed on-site mainly consisted of rocky infill and lacked distinct texture and visible horizons. Previous aerial imagery shows the project site fully graded in 2002. Dominant vegetation observed within this habitat type includes invasive non-native wild oat, brome, black mustard (*Brassica nigra*), Italian thistle (*Carduus tenuiflorus*), geranium (*Geranium aequale*), jointed charlock (*Raphanus sativus*), square-stemmed vetch (*Vicia monantha*), and field bindweed.

Common Wildlife Species

Common wildlife species were observed in the developed and annual grassland portions of the site. A comprehensive list of avian species observed during the April 2024 field survey includes house finch (*Haemorhous mexicanus*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), barn swallow (*Hirundo rustica*), common raven (*Corvus corax*), turkey vulture (*Cathartes aura*), mourning dove (*Zenaida macroura*), Eurasian collared-dove (*Streptopelia decaocto*), California gull (*Larus californicus*), red-tailed hawk (*Buteo jamaicensis*), bushtit (*Psaltriparus minimus*), California towhee (*Melozone crissalis*), and Say's pheobe (*Sayornis saya*). Mammalian species observed during the field survey include black-tailed jackrabbit (*Lepus californicus*), as well as signs (tracks and scat) of raccoon (*Procyon lotor*) and coyote (*Canis latrans*).

Special-status Plant Species

Qualified FCS Biologists conducted a survey for sensitive biological resources, and also completed a review and analysis of relevant background publications and natural resource databases. Specifically, staff analyzed all entries of the CDFW California Natural Diversity Database (CNDDB), reviewed the special-status species and plant community observations database, the

USFWS, Information for Planning and Consultation (IPaC) system, and the California Native Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the *Livermore, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. All species information gathered through the database searches was evaluated and synthesized, and the relevant information is provided in the Special-status Species Occurrence Evaluation (Appendix C).

Of the 43 special-status plant species analyzed in the CNDDB/CNPS database review, no special-status plant species have the potential to occur on-site based on present habitat types and the long-term use of the site as a storage yard. The project site does not contain rhyolitic, sandy, or alkaline soils to support special-status plant species. There is no suitable habitat to support special-status plant species, such as coastal scrub, coastal prairie, closed-cone coniferous forest, North Coast coniferous forest, lower montane coniferous forest, chaparral, meadows, seeps, marshes, swamps, or vernal pools. A comprehensive list of special-status plant species with the potential to occur within and/or adjacent to the project site and their habitat types are referenced in Table 1: Special-status Plant Species Evaluation Table (Appendix C). No special-status species or suitable habitat were observed during the April 2024 field survey.

The analysis under the FEIR remains consistent with respect to the proposed project. A project-specific BRA has already been completed in compliance with the Housing Element Update FEIR MM BIO-1, and no special-status plants were observed or found to have the potential to occur. Accordingly, no impacts to special-status plant species would occur.

Special-status Wildlife Species

Qualified FCS Biologists conducted a survey for sensitive biological resources on the site in April 2024. Additionally, a review and analysis of relevant background publications and natural resource databases was conducted. Specifically, this included an analysis of all entries of the CDFW, USFWS, and IPaC system for the *Livermore, California*, USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. All species information gathered through the database searches was evaluated and synthesized, and the relevant information is provided in the Special-status Species Occurrence Evaluation (Appendix C).

Of the 40 special-status wildlife species analyzed in the CNDDB database review, seven species have the potential to occur on-site based on present habitat types and nearby CNDDB occurrences. A comprehensive list of special-status wildlife species with the potential to occur within and/or adjacent to the site and their habitat types are referenced in Table 2: Special-status Wildlife Species Evaluation Table (Appendix C). Special-status wildlife species with the potential to occur on-site are further discussed below.

Cooper's Hawk

Although there are no CNDDB occurrences of Cooper's hawk (*Accipiter cooperi*) within 5 miles of the project site, this species is known to inhabit suburban areas and could be found foraging and roosting within the area of the project. Because of the lack of riparian vegetation or live oak woodlands in the vicinity of the project site, it is unlikely that this species would nest on the project site. Approval of the proposed project would require adherence to federal and State regulations that protect nesting and migratory birds, including Cooper's hawk. In compliance with MM BIO-1 and as described in this analysis, the applicant shall hire a qualified Biologist to conduct pre-construction surveys and implement avoidance measures, if necessary (MM BIO-1). With adherence to project-specific recommendations, impacts to this species would be less than significant.

Sharp-shinned Hawk

Although there are no CNDDB occurrences of Sharp-shinned Hawk (*Accipiter striatus*) within 5 miles of the project site, this species is known to inhabit suburban areas and could be found foraging and roosting within the area of the project site. Because of the lack of riparian areas or bodies of water within 275 feet of the project's vicinity, it is unlikely that this species would nest on the project site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1), as well as compliance with federal and State regulations that protect nesting and migratory birds. This includes avoidance and minimization measures for special-status species, including Sharp-shinned Hawk. With adherence to project-specific recommendations, impacts to this species would be less than significant.

White-tailed Kite

The white-tailed kite (*Elanus leucurus*) may forage within the non-native annual grassland habitat on the project site. There are two CNDDB occurrences of white-tailed kite located within 5 miles of the project site. The nearest occurrence (#158) is located approximately 4 miles northwest of the project site near 12th Street and Cromwell Avenue in the City of Dublin. This occurrence is from 2009 in which two adults and two recently fledged young were observed at their nest tree. This occurrence is presumed extant. Because of the lack of any marshes, lakes, rivers, or ponds in the immediate vicinity, it is unlikely that this species would nest on the project site.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including white-tailed kite. With adherence to project-specific recommendations, impacts to this species would be less than significant.

California Horned Lark

There is one CNDDB occurrence of California horned lark (*Eremophila alpestris actia*) located within 5 miles of the project site. This occurrence (#26) is located approximately 4.97 miles to the north, east of Tassajara Road and north of I-580. This occurrence is from 1992, during which one breeding pair and several juveniles were observed in the Tassajara Valley. The species is presumed extant in the area of this occurrence.

While no individuals were observed during the April 2024 field survey, the non-native grassland and ruderal vegetation within the developed areas of the project site may provide marginal habitat for this species, and individuals utilizing the adjacent grassland to the north could disperse onto the project site. Therefore, it was determined that this species has potential, albeit low, to occur on-site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including California horned lark. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Prairie Falcon

There are two CNDDB occurrences of prairie falcon (*Falco mexicanus*) within 5 miles of the project site. The exact locations of these occurrences (#485 and #487) are obscured in the database, but they are both located in a 60-square-mile area that lies between 3.25 and 13.15 miles southeast of the project site. The species is presumed extant in the area of these occurrences.

Although the project site does not contain suitable cliffs for nesting, the adjacent grassland to the north could provide foraging habitat for this species, and individuals could be found dispersing onto the project site. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including prairie falcon. With adherence to project-specific recommendations, impacts to this species would be less than significant.

American Peregrine Falcon

There are three CNDDB occurrences of American peregrine falcon (*Falco peregrinus anatum*) within 5 miles of the project site. The exact locations of these occurrences (#2, #36, and #43) are obscured in the database, but they are located in a 60-square-mile area that lies between 3.25 and 13.15 miles southeast of the project site. The species is presumed extant in the area of these occurrences.

Although the project site does not contain suitable cliffs or ledges for nesting, individuals foraging near the lakes to the north and east may disperse onto the project site, and the project site's cranes and other human-made structures provide perching habitat. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including American peregrine falcon. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Loggerhead Shrike

Although there are no CNDDB occurrences of loggerhead shrike (*Lanius ludovicianus*) within 5 miles of the project site, suitable habitat is present within the grassland to the north of the project site, and individuals utilizing this area may disperse onto the project site to forage. The project site does

not contain suitable dense shrubs and brush to provide nesting habitat for this species. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures for special-status species, as well as for migratory and nesting birds, including loggerhead shrike. With adherence to project-specific recommendations, impacts to this species would be less than significant.

Protected Functional Groups

Nesting Birds

No unique biological features are present on-site to support migratory and/or nesting birds. However, on-site and adjacent trees could provide marginally suitable nesting habitat for special-statutes bird species, as well as birds protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code Section 3503.5. Because of the lack of suitable habitat and high level of disturbance, the presence of special-status bird species would be considered low. Construction activities that occur during the nesting season (generally February 1 to August 31) could disturb special-status species. The MBTA and California Fish and Game Code protect native, special-status species that may reside on or adjacent to the project site.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes species-specific avoidance and minimization measures to migratory birds and nursery sites. Implementation of these conditions, including pre-construction surveys, would ensure that any potential biological resource impacts remain less than significant as described in the Housing Element Update FEIR.

Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Sensitive Natural Communities or Riparian Habitat and

Would the project: *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated the Planning Area is likely to contain sensitive communities (e.g., oak woodlands, wetlands, and riparian habitat). Based on the generalized habitats presented in Exhibit 3.3-1 of the Housing Element Update FEIR, Site 1 (Lester) may contain undisturbed oak woodland habitat, which is considered a sensitive natural community. Therefore, development consistent with the Housing Element Update could result in direct or indirect effects on riparian habitat and other sensitive communities due to project construction and operation. Chapter 7, Conservation and Open Space Element of the General Plan, contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policies 1 and 3 of Goal 2 call for the preservation and enhancement of natural wildlife habitats and wildlife corridors and preservation and enhancement of streambeds and channels in a natural state, respectively.
- Program 1.6 directs the analysis of impacts on wildlife populations and habitats prior to project development.

The Housing Element Update FEIR concluded future development consistent with the Housing Element Update would be required to comply with adopted State, federal, and local regulations for the protection of riparian habitat and other sensitive natural communities. It should be noted that some sensitive natural communities, such as wetlands or aquatic habitats, qualify as jurisdictional features. These sensitive habitats are regulated under the Clean Water Act (CWA); CDFW's Lake and Streambed Alteration Agreement (LSAA); and the General Plan's goals, policies, and programs (identified above) protecting riparian habitat and other sensitive natural communities.

Nonetheless, the potential for impacts to sensitive natural communities or riparian habitat remains potentially significant, requiring implementation of MM BIO-1, which requires a qualified Biologist prepare a project-specific BRA prior to the issuance of grading permits.

Implementation of these goals, policies, programs, requirements, and MM BIO-1 would reduce potential impacts to less than significant. Therefore, the Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would not result in significant adverse effects to riparian habitat or other sensitive natural communities, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. As discussed above, the project site supports two habitat types containing developed and non-native annual grassland (see descriptions above).

Based on the most recent site plan (Exhibit 5), the proposed project would result in permanent impacts of 9.2 acres on non-native annual grassland. However, no sensitive natural communities or riparian habitat were observed on-site during the April 2024 survey conducted by FCS. Therefore, development of the project site would not result in adverse effects related to sensitive natural communities or riparian habitat. The proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) State or Federally Protected Waters and Wetlands

Would the project: *Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that wetlands are found throughout the Planning Area and could be within the rezoned housing sites. Therefore, individual development projects consistent with the Housing Element Update could result in impacts to State and federally protected waters and wetlands.

Although subsequent projects may impact protected wetlands, the regulatory process that is established through Section 404 of the CWA would ensure that there is "no net loss" of protected wetlands. Section 401 of the CWA (33 United States Code [USC] § 1341) requires an applicant who is seeking a 404 permit to also obtain a water quality certification from the

Regional Water Quality Control Board (RWQCB), which must indicate that the proposed fill is consistent with the standards set forth by the State and confirm that any discharge into regulated wetlands comply with applicable water quality standards.

Compliance with these goals, policies, programs, and State and federal requirements would reduce impacts; however, the potential for impacts to State or federally protected waters and wetlands remains potentially significant. Accordingly, prior to the issuance of grading permits, a qualified Biologist/wetland regulatory specialist would conduct a site investigation and assessment for projects on sites where potentially jurisdictional wetlands or waterways are present. MM BIO-1 further requires that if a feature is found to be jurisdictional or potentially jurisdictional that the applicant would be required, prior to disturbance of the feature, to comply with the appropriate permitting process of each agency claiming jurisdiction.

The Housing Element Update FEIR concluded that with mandatory regulatory compliance and implementation of MM BIO-1, future development projects consistent with the Housing Element Update would have less than significant adverse effects related to federally protected wetlands, waters of the United States, or waters of the State.

Proposed Project Analysis and Conclusion

A general biological survey was performed by FCS in April 2024 to determine biological resources present on-site, including potential jurisdictional features. The proposed project site currently functions as a construction equipment storage yard. The project site does not contain State or federally protected wetlands or other waters. Therefore, development of the project site would not result in adverse effects related to federally protected wetlands, waters of the United States, or waters of the State. The proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Fish and Wildlife Movement Corridors

Would the project: *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 wildlife nursery sites?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated some of the rezoned housing sites may contain wildlife movement corridors. Therefore, future development consistent with the Housing Element Update could result in impacts to wildlife movement corridors or nursery sites and also has the potential to interfere with the movement of native resident migratory fish or wildlife species. Chapter 7, Conservation and Open Space Element of the General Plan contains policies (Policy 1) and programs (Programs 1.1, 1.2, 1.5, and 1.6) relevant to the rezoned housing sites (detailed above).

Future development consistent with the Housing Element Update would be required to comply with adopted State, federal, and local regulations for the protection of fish and wildlife movement corridors in addition to the goals, policies, and programs related to fish and wildlife movement corridors in the General Plan. Compliance with these goals, policies, programs, and State and federal requirements would reduce impacts; however, the potential for impacts to fish and wildlife movement corridors remains potentially significant, and would require the implementation of MM BIO-1, which requires that focused surveys be conducted to determine whether special-status species, nesting birds, or migratory birds occur on a given project site, and that potential impacts to special-status species be avoided and minimized. MM BIO-1 also requires that a site investigation and assessment be conducted for projects on sites where potentially jurisdictional wetlands or waterways are present, and compliance with the appropriate permitting process of each agency claiming jurisdiction prior to disturbance of the feature would also protect wildlife movement corridors.

Therefore, the Housing Element Update FEIR concluded that with mandatory regulatory compliance and implementation of MM BIO-1, future development consistent with the Housing Element Update would not result in significant adverse effects to wildlife corridors or native wildlife nursery sites, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, eliminate a plant or animal community, or substantially reduce the number or restrict the range of a species, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. According to CDFW's Areas of Conservation Emphasis, the project site is in an area with limited terrestrial connectivity opportunity and would not interfere substantially with the movement of any native

resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.[4] However, existing stored equipment and structures on-site may serve as a potential nesting location for birds.

Potential direct and indirect impacts could occur to resident and migratory species during project construction, which would render the project temporarily unsuitable for birds because of the noise, vibrations, and increased activity levels associated with various construction activities. These activities could potentially subject birds to risk of death or injury, and they would likely avoid using the area until such construction activities have dissipated or ceased. Relocation, in turn, could cause hunger or stress among individual birds by displacing them into adjacent territories belonging to other individuals.

Existing resident bird species, including killdeer, were observed on-site during the April 2024 survey. These species are known to nest in disturbed, gravelly areas. If project-related activities take place during the nesting season (February through August), pre-construction surveys would be required prior to grading and/or vegetation removal. If any bird listed under the MBTA or nursery site is found within or adjacent to the project site, an adequate buffer zone would be established to avoid potential impacts. Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific BRA (MM BIO-1). This includes avoidance and minimization measures to riparian habitat. Implementation of these conditions, including general avoidance and minimization measures, would ensure that any potential biological resource impacts remain less than significant as described in the Housing Element Update FEIR. Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Local Biological Resources Policies/Ordinances Consistency

Would the project: *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that Heritage Trees are located throughout the Planning Area and could be within the rezoned housing sites.

[4] California Department of Fish and Wildlife (CDFW). 2024. Areas of Conservation Emphasis. Website: https://apps.wildlife.ca.gov/ace/. Accessed May 6, 2024.

Therefore, development within the rezoned housing sites could impact Heritage Trees, resulting in conflicts with local policies or ordinances protecting biological resources. Chapter 7, Conservation and Open Space Element of the General Plan contains policies and programs relevant to the rezoned housing sites. A short summary of relevant policies and programs are provided below:

- Policy 2 requires the preservation of Heritage Trees.
- Program 2.1 strongly encourages preservation of Heritage Trees, and, where preservation is not feasible, the City would require tree replacement or a contribution to the Urban Forestry Fund.
- Program 2.2 requires adherence to the provisions of the City's Heritage Tree Ordinance, Pleasanton Municipal Code Chapter 17.16, Tree Preservation, when reviewing future development projects.

Future development consistent with the Housing Element Update would be subject to all applicable local policies and regulations related to the protection of biological resources (as described above), including the City's Tree Preservation Ordinance (Chapter 17.16 of the Municipal Code), which would protect Heritage Trees by requiring a permit for Heritage Tree removal. The City defines a Heritage Tree as any tree, regardless of species, with a trunk circumference of 55 inches or more; or that is 35 feet or more in height. Permitting the removal of a Heritage Tree requires a tree survey plan or tree report be prepared by a certified Arborist at the discretion of the City's Community Development Director. The Housing Element Update FEIR concluded that compliance with applicable goals, policies, programs, and State and federal requirements would reduce impacts to less than significant.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. Any future specific or individual development proposed would be required to demonstrate consistency with the City's Urban Forest Management Plan and Tree Preservation Ordinance (Chapter 17.16 of the Municipal Code). All proposed tree removals must be approved by the City and appropriate mitigation incorporated by a qualified Arborist.

According to the Preliminary Arborist Report prepared by McNeil in July 2024, the survey and corresponding report considered 68 trees, one of which is located within the project boundaries and the remaining 67 of which are located directly adjacent to the site boundaries. Fourteen of the trees are

considered Heritage Trees. At the time of this analysis, 52 trees are proposed to be removed as a part of project development. Ownership of the 67 trees immediately adjacent to the project site is unclear at this time. A full understanding of property line, easement, and right-of-way boundaries is required to determine tree ownership.

Approval of the proposed project would be conditioned upon compliance with recommendations provided in the project-specific biological assessment (MM BIO-1), including the 2024 Preliminary Arborist Report. These Conditions of Approval include avoidance and minimization measures to Heritage Trees (i.e., temporary protective fencing, tree protection zones, avoidance or critical root zones, mulching, etc.). Additionally, adherence to the City's Urban Forest Management Plan and Tree Preservation Ordinance would ensure that project implementation would not conflict with the City's local policies or ordinances. Potential biological resource impacts would remain less than significant as described in the Housing Element Update FEIR. Therefore, the proposed project would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Habitat/Natural Community Conservation Plan Consistency

Would the project: *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that none of the rezoned housing sites are within any Habitat Community Plan (HCP), natural community conservation plan, or other approved HCP.

All the rezoned housing sites are within the boundaries of the East Alameda County Conservation Strategy (EACCS); however, the EACCS is not considered an HCP. The EACCS is intended to provide guidance during the project planning and permitting process to ensure that impacts are offset in a biologically effective manner. Individual development projects would be required to comply with the EACCS, which would be confirmed during each project's approval process. As such, there would be no conflicts with any HCP or natural community conservation plan and the Housing Element Update FEIR concluded there would be no impact.

Proposed Project Analysis and Conclusion

The analysis under the Housing Element Update FEIR remains consistent with the proposed project. The project site is not located within a habitat conservation or natural community conservation plan; therefore, development of the site as proposed would not result in any significant environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Biological Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM BIO-1 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM BIO-1 Biological Resource Assessment

Prior to the approval of any site-specific entitlement, applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are determined to be present by a qualified Biologist, then the applicants or sponsors of projects shall retain a qualified Biologist and/or Wetland Regulatory Specialist to prepare a Biological Resource Assessment (BRA).

The BRA shall include a project-specific analysis of potential impacts on all biological resources, including impacts on special-status species and their habitat, migratory birds and other

protected nesting birds, roosting bats, rare plants, sensitive communities, protected waters and wetlands (analyze project-specific compliance with Clean Water Act [CWA], Porter-Cologne Water Quality Act, and Fish and Game Code, as applicable), wildlife corridors and nursery sites. The BRA shall develop and define prescriptive and site-specific measures reducing potential impacts to a less than significant level. These measures shall be included as Conditions of Approval for the project and be incorporated into building and grading permits issued for demolition and construction. If a water feature is found to be jurisdictional or potentially jurisdictional, the applicant shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the water feature.

The project applicant or sponsor shall ensure that, if development of habitat occupied by special-status species, migratory or nesting birds must occur as determined by a qualified Biologist and/or Wetland Regulatory Specialist, species impacts shall be avoided or minimized, and, if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants shall be fully compensated on a site. If on-site mitigation is not feasible in the City's or regulatory agency's discretion, it shall occur within the City of Pleasanton Planning Area whenever possible, with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified Biologist and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring; the time frame for the funding shall be detailed in the long-term management plan and monitoring program completed prior to disturbance of occupied habitat.

Mitigation Measures for the Proposed Project

Implement MM BIO-1.

Conditions of Approval

Housing Element Update FEIR MM BIO-1 has been partially satisfied via the preparation of the project-specific analysis prepared by FCS and included

herein. In accordance with the analysis, and to demonstrate full compliance with MM BIO-1 and goals, policies, and programs included as part of the General Plan, prior to the issuance of grading permits, the applicant shall submit proof of completion of the following actions:

COA BIO-1 Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found).

- Removal of trees shall be limited to the extent feasible to only those reasonably necessary to construct the proposed project as reflected in the relevant project approval documents.
- If the proposed project requires vegetation to be removed during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) in connection with the subject individual development phase to determine whether or not active nests are present.
- If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. (The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
- In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate), the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged.

COA BIO-2 Temporary Protective Fencing, Tree Protection Zones

To assure against intrusion into root zones by material storage or construction equipment, temporary protective fence will be required, and will be shown on the referenced drawing. This fencing will be intended to provide sufficient room for construction activity while protecting root zones and will define the Tree Protection Zone (TPZ). All such fencing will protect trees on neighboring properties.

There must be no disposal of waste or equipment washout that could drain off-site into the protected zone. The fencing should be minimum 5-foot chain-link securely fastened to the ground or on driven posts, to prevent casual displacement by site workers who may not understand its purpose. The location shown on the drawing should be reviewed on-site to the satisfaction of both the Arborist and the General Contractor or site supervisor.

Each fence section must have 8.5-by-11-inch plasticized signs fastened every 50 feet, reading, "THIS FENCE MAY BE MOVED ONLY WITH PERMISSION OF THE PROJECT ARBORIST." A template sign is attached to this report. Fencing to protect retained trees should be in place as shown before any grading, construction or other site work begins. Fencing should remain in place during the entire demolition, grading, or construction phases and should not be moved by any subcontractor for any reason, without approval of the Project Arborist.

Fencing to protect retained trees must be in place as shown before any demolition, grading, construction or other site work past layout begins. Fencing shall remain in place during the entire demolition, grading or construction phases and shall not be moved by any subcontractor for any reason, without approval of the Project Arborist.

COA BIO-3 Mulching Under Trees

Mulch is highly beneficial for trees being preserved. The ideal, and by far the most beneficial supplemental or replacement mulch for the trees, is chips from a tree service. This mulch can be a permanent feature of the landscape, and a maintained depth of four inches over as much of the rootzone as is

compatible is probably the single most effective measure that can be taken to assure health of the trees.

Mulch should gradually recede in depth from four inches to zero within three feet of the trunk, as to not place mulch directly against tree trunks. Decorative mulch may be used instead of the natural mulch, but is far less effective in maintaining tree health, and is typically much more expensive.

COA BIO-4 Valley Oak No. 581

The property owner shall discuss potential impacts to Valley Oak Number (No.) 581 and other trees immediately south of the property boundary with the Project Arborist.

To help assure safe retention of this tree, all grading and construction work within the Critical Root Zone (CRZ) shall be performed under Project Arborist supervision. Adhere to the following guidelines to further reduce root loss within the CRZ and overall impact to trees:

- Prior to grading in this area, an inspection trench shall be dug, either by hand or Airspade[5] at the furthest extent of excavation required for excavation and construction to expose roots critical for health and overall tree stability. The approximate locations of these trenches will be shown on the site map in green on future addenda to this report and will be finalized in-field by the Project Arborist.
- Any trenches that must remain open for over 24 hours during the dry season from April to October shall be covered with three layers of burlap and kept moist until trenches are backfilled.
- The Project Arborist shall be on-site to document the size, number, and location of roots impacted or removed from these trees.
- Roots up to two inches in diameter may be severed cleanly with a reciprocating saw just behind the face of soil.

[5] An Airspade is a specialized excavation tool that uses high-pressure air to break up and remove soil with minimal damage.

- The Project Arborist shall determine removal of roots larger than two inches in diameter, as these roots may be critical to overall tree health and stability.
- If roots must remain intact in this area, they shall be cleaned, coated with three to four inches of insulating foam sealant, such as Great Stuff Pro or equivalent, and capped with a PVC pipe sleeve.
- Brush the roots carefully prior to foam application to remove all loose soil and as much dust as possible. This will assist with bonding, to prevent the foam sleeve from slipping off during the concrete pour. Pour concrete with care to avoid dislodging the root protection.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
V. Cultural and Tribal Cultural Resources *Would the project:*					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	Less than significant impact	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant impact	No	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact	No	No	No	No
Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:					
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less than significant impact	No	No	No	No
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Less than significant impact	No	No	No	No

a-b) Historical Resources and Archaeological Resources

Would the project: a) *Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?*

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Summary of Housing Element Update FEIR

Historic Resources

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would result in additional development throughout the City. Many of the rezoned housing sites contain existing commercial or residential buildings, which could potentially be historic resources. Therefore, subsequent development consistent with the Housing Element Update could affect known historic resources or previously unidentified or undesignated resources.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code related to the protection of historical resources.

Individual development projects that propose to alter a building or structure greater than 45 years of age at the time an application is deemed complete would be required to undergo project-specific environmental review in compliance with CEQA Guidelines Section 15064.5 to determine whether the building or structure may be a historic resource and take appropriate action such as requiring additional site-specific or project-specific measures to reduce any potential impacts.

Therefore, the Housing Element Update FEIR concluded that compliance with applicable federal, State, and local laws would ensure that future development consistent with the Housing Element Update would not have the potential to eliminate important examples of major periods of California history or prehistory or cause a substantial adverse change in the significance of a designated historical resource, or otherwise result in significant adverse effects to historical resources, and impacts would be less than significant.

Archaeological Resources

As described in the General Plan, Conservation and Open Space Element, areas of Pleasanton have been surveyed for archaeological resources and several known archaeological resource sites are located within the City. According to a review of available records by the Northwest Information Center (NWIC), there are several recorded and reported prehistoric and historic archaeological sites in the City, and undiscovered archaeological sites could also exist within the rezoned housing sites. The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would result in additional development throughout the City and could, therefore, affect known archaeological resources or previously unidentified or undesignated archaeological resources.

Based on previous cultural resources surveys, it is anticipated that the valley portions of the City have a low sensitivity for prehistoric sites, except along drainages. However, the hills to the west and south, especially around springs and creeks, are anticipated to have a relatively high sensitivity for the presence of prehistoric sites.[6] Most of the rezoned housing sites are in the valley area, on parcels that have been previously disturbed with development.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, as well as goals, policies, and programs in the General Plan, along with the applicable regulations of the Municipal Code, would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. Consistent with the General Plan policies and programs, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts and ensure that impacts remain less than significant.

Proposed Project Analysis and Conclusion

A Phase I Cultural Resources Assessment (Phase I CRA) (Appendix D) was prepared for the proposed project by FCS on September 27, 2024.

In order to determine the presence or absence of historic and archaeological resources within the project site, a records search and literature review were conducted for the project site and a 0.5-mile radius on

[6] City of Pleasanton. 2011. City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Draft Supplemental Environmental Impact Report. September.

March 21, 2024, at the NWIC, located at Sonoma State University in Rohnert Park, California, in compliance with Program 5.1 of the General Plan. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, and historic maps and to evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

To identify additional historic properties or resources, the records search included the current inventories of the NRHP, the CRHR, the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CHPI) list, and the California Built Environment Resource Directory (BERD) for Alameda County.

The results of the records search indicate that four historic era resources and one pre-contact resource have been recorded within a 0.5-mile radius of the project site. None of these resources are located within the project site. In addition, 16 area-specific survey reports are on file with the NWIC for the project site and its 0.5-mile search radius; four reports partially address the project site. This indicates that the project site has partially been previously surveyed for cultural resources. The record search results and analysis can be found in Appendix D.

As described in the Phase I CRA, pedestrian surveys of the project site were completed on April 24, 2024, and August 7, 2024, by an FCS Senior Archaeologist.

Survey conditions were documented using digital photographs and field notes. During the survey, all areas of the exposed ground surface were examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics).

The pedestrian field survey produced positive results for the presence of potential historic era archaeological resources within the project boundaries. The southern corner of the property was the location of the Kaiser Sand and Gravel Company during the 1930s. All of the buildings and equipment relating to the mining operation have been demolished or removed; however, four cement building foundations and patches of the railroad ties

that served are present within the project boundaries. The foundations are over 50 years in age and had not been previously evaluated for significance as a potential historic resource at the local, State, or national level.

An FCS Senior Archaeologist recorded and assessed the remaining concrete building foundations and rail segments for potential significance. These features do not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR or NRHP.

No pre-contact or additional historic era archaeological resources were encountered over the course of the pedestrian survey. The buried site potential of the proposed project indicated that the project site is situated on Pleistocene-Holocene deposits that have a low to moderate potential to yield unanticipated buried cultural resources.

Based on the results of the NWIC records search, NAHC Sacred Lands File (SLF) search, pedestrian survey, and assessment of existing concrete foundations and rail segments, FCS considers the potential for the project to have an adverse effect on historic or pre-contact cultural resources to be moderate.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, along with the applicable regulations of the Municipal Code, would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. FCS identified project-specific requirements based on the results of the records search, geological review, and pedestrian survey. In compliance with General Plan Programs 5.1 and 5.2, FCS determined that archaeological and Tribal Cultural Resources (TCR) training for construction staff shall be required prior to the start of any ground-disturbing activities. Furthermore, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist, but full-time archaeological monitoring is not recommended at this time.

The proposed project would also be required to follow the City's standard condition of approval that all construction stop if cultural resources are uncovered during excavation. In this case, procedures for inadvertent discovery are required under federal, State, and local laws. Therefore, the

development of the site as proposed would not result in environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Burial Sites

Would the project: *Disturb any human remains, including those interred outside of formal cemeteries?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that excavation and construction activities consistent with the Housing Element Update may uncover human remains that may not be marked in formal burial locations. Therefore, new development could result in a potentially significant impact on human remains, including those outside of formal cemeteries.

The Housing Element Update FEIR concluded that compliance with applicable goals, policies, and programs in the General Plan, as well as compliance with applicable current State, federal and local regulations, including Public Resources Code 5097 and CEQA Guidelines Section 15064.5(d), Effects on Human Remains, and Health and Safety Code Section 7050.5, would ensure that future development consistent with the Housing Element Update would not result in significant adverse effects to human remains. Therefore, the Housing Element Update FEIR concluded that the impacts would be less than significant.

Proposed Project Analysis and Conclusion

Results of the records search did not identify any human remains or cemeteries within the project site or a 0.5-mile radius of the project site. In addition, the pedestrian survey failed to identify any human remains or cemeteries. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown, buried human remains.

FCS identified project-specific requirements based on the results of the record search and pedestrian survey. In compliance with General Plan Program 5.1 and 5.2, FCS determined that archaeological and TCR training for construction staff shall be required prior to the start of any ground-disturbing activities in case any resources are inadvertently discovered. Furthermore, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the

inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist, but full-time archaeological monitoring is not recommended at this time. The proposed project would be required to follow the City's standard condition of approval that would require all construction to stop in the event that human remains were uncovered during excavation.

The proposed project would also be required to follow procedures outlined in Section 7050.5 of the California Health and Safety Code and Public Resources Code Section 5097.98 as well as General Plan Program 5.3, which requires the cessation of all construction and grading activities within the vicinity of any discovered prehistoric or historic artifacts, including burial sites, until any such find is evaluated by a qualified professional Archaeologist and appropriate mitigation is approved by the City. Environmental effects would be avoided by the imposition of uniformly applied development policies or standards. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d-e) Listed or Eligible Tribal Cultural Resources and Lead Agency Determined Tribal Cultural Resources

Would the project: *d) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

e) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Summary of Housing Element Update FEIR

Listed or Eligible Tribal Cultural Resources

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could affect known or previously unidentified TCRs. Therefore, potential unidentified eligible TCRs could be adversely affected by development consistent with the Housing Element Update, resulting in a potentially significant impact.

However, the Housing Element Update FEIR concluded that the implementation of policies and programs in the General Plan and Municipal Code, as well as compliance with applicable current State, federal, and local regulations, including, but not limited to SB 18 and Assembly Bill (AB) 52, would reduce potential impacts to existing or undiscovered eligible TCRs within the rezoned housing sites to less than significant.

Lead Agency Determined Tribal Cultural Resources

The Housing Element Update FEIR indicated that the City, in its capacity as Lead Agency, has not identified TCRs on the rezoned housing sites pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 that would be adversely impacted by development consistent with the Housing Element Update. The City notified the Amah Mutsun Tribal Band, the Coastanoan Rumsen Carmel Tribe, the Indian Canyon Mutsun Band, the Muwekma Ohlone Indian Tribe of San Francisco Bay, the North Valley Yokuts Tribe, the Ohlone Indian Tribe, and Wilton Rancheria of the Housing Element Update and invited the Tribes to participate in consultation. As of the date of certification of the EIR, no responses were received. Nonetheless, as described under Impact V(d), future development consistent with the Housing Element Update could affect previously unidentified TCRs.

As discussed under Impact V(a) through Impact V(d), the Housing Element Update FEIR concluded that the General Plan includes policies and programs to conserve and reduce impacts to TCRs. Therefore, the Housing Element Update FEIR concluded that implementation of applicable goals, policies, and actions in the General Plan and applicable current State, federal and local regulations, including, but not limited to, SB 18 and AB 52, would ensure that potential impacts to existing or undiscovered eligible TCRs within the rezoned housing sites would be less than significant.

Proposed Project Analysis and Conclusion

The results of the records search indicate that four historic era resources and one pre-contact resource have been recorded within a 0.5-mile radius of the

project site. None of these resources are located within the project site. In addition, 16 area-specific survey reports are on file with the NWIC for the project site and its 0.5-mile search radius; four reports partially address the project site. This indicates that the project site has partially been previously surveyed for cultural resources.

On March 18, 2024, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its SLF for the project site. A response was received on March 22, 2024, indicating that the SLF search was negative for the presence of Native American cultural resources in the immediate project area. The NAHC included a list of 18 Tribal representatives available to provide additional information pertaining to TCRs.

To ensure that all Native American knowledge and concerns over potential TCRs that may be affected by the proposed project are addressed, a letter containing project information and requesting any additional information was sent to each Tribal representative on March 26, 2024. One response was received on March 27, 2024, from the Amah Mutsun Tribal Band of San Juan Bautista recommending cultural sensitivity training and qualified archaeological and Tribal monitoring during any earth movement if there is any cultural or historic resource sensitivity within 1 mile of the project site. No additional responses have been received to date. Correspondence related to the NAHC letters and Tribal representatives can be found in Appendix D.

While unlikely, the possibility remains that TCRs in the form of archaeological resources or human remains may be encountered during project construction.

FCS identified project-specific requirements based on the results of the record search and pedestrian survey. In compliance with General Plan Programs 5.1 and 5.2, FCS determined that archaeological and TCR training for construction staff shall be required prior to the start of any ground-disturbing activities in case any resources are inadvertently discovered. Furthermore, FCS determined that a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for the inadvertent exposure of possible cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist.

The proposed project would be required to follow the City's standard condition of approval that all construction shall stop if TCRs are uncovered

during project construction. In such a case, procedures for inadvertent discovery under federal, State, and local laws would apply.

Environmental effects would be avoided by the imposition of uniformly applied development policies or standards. Therefore, development of the site as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Cultural and Tribal Cultural Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Applicable General Plan Policies

General Plan Program 5.1 When reviewing applications for development projects, use information regarding known archaeological finds in the Planning Area to determine whether an archaeological study, construction monitoring or other mitigations are appropriate. Require that archaeological studies meet the requirements of the CEQA Guidelines Section 15064.5 in identifying mitigation measures if an archaeological site is encountered. Include provisions for the interpretation of cultural resources. Consult with

the California Archaeological Inventory, Northwest Information Center (NWIC), as necessary.

General Plan Program 5.2 Follow the recommendations contained within archaeological and historical architecture studies regarding rehabilitation or preservation of archaeologically or historically significant structures and sites.

General Plan Program 5.1 has been partially satisfied via preparation of the project-specific analysis prepared by FCS. In accordance with the Phase I Cultural Resources Analysis, and to demonstrate full compliance with General Plan Program 5.1, the proposed project is required to comply with the following prior to the start of any ground disturbance:

COA CUL-1 Archaeological and Tribal Cultural Resources Training for Construction Staff

An Archaeologist who meets the Secretary of the Interior's qualification standards for archaeology shall attend the pre-construction meeting with the contractors to provide Worker Environmental Awareness Program (WEAP) training for all construction personnel who will be engaging in ground-disturbing activities. The training shall include a brief review of the cultural sensitivity of the proposed project and the surrounding area; what resources could potentially be identified during earthmoving activities, along with visual aids/appropriate examples of those resources; applicable federal, State, and local statutes governing the protection of archaeological resources; and the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly assessed. A sign-in sheet shall be circulated and returned to the lead agency as confirmation the training has taken place.

In addition, a qualified Archaeologist shall be present to monitor during the clearing and grubbing phases of ground disturbance to check for inadvertent exposure of cultural materials. In the event exposed soils indicated cultural materials may be present, this may be followed by regular or periodic archaeological monitoring as determined by the Archaeologist.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VI. Energy *Would the project:*					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact	No	No	No	No
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	Less than significant impact	No	No	No	No

a, b) Energy Use, Energy Efficiency and Renewable Energy Standards Consistency

Would the project: a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of Housing Element Update FEIR

Construction Energy Usage

The Housing Element Update FEIR indicated that the implementation of the Housing Element Update could result in an increase in new residential land uses and construction which could potentially result in a wasteful, inefficient, or unnecessary consumption of energy resources during construction.

The Housing Element Update does not expressly authorize construction of any development. Construction activities associated with individual development

projects consistent with the Housing Element Update would consume energy in the form of petroleum fuel for heavy equipment, as well as from worker trips and material delivery trips to construction sites. Temporary electrical grid power may also be provided to construction sites. Development consistent with the Housing Element Update would be required to comply with standards for new construction established by the State and BAAQMD and development standards in the California Energy Code, CALGreen, the Municipal Code, and other applicable federal, State, and local laws. The Housing Element Update FEIR concluded that with adherence to applicable regulations, development consistent with the Housing Element Update would not result in wasteful, inefficient, or unnecessary consumption of energy during construction.

Operational Energy Usage

The Housing Element Update would be considered to result in a potentially significant impact if it would result in wasteful, inefficient, or unnecessary consumption of energy resources defined as conflicting with three energy conservation goals. These are (1) decreasing overall per capita energy consumption, (2) decreasing reliance on fossil fuels such as coal, natural gas, or oil, and (3) increasing reliance on renewable energy sources.

Development consistent with the Housing Element Update is considered consistent with the decreasing overall per capita energy consumption criterion for the following reasons. Energy consumption related to per capita transportation would decrease from that experienced by the region's current per capita transportation energy consumption patterns. Development consistent with the Housing Element Update could result in a maximum of 18,029 residents, and the per capita energy consumption is estimated at 1,946 kilowatt hours (kWh) per year and 5.28 Million Metric British Thermal Units (MMBTU) per year, both of which would be below the County's average electricity and natural gas consumption rates.

Development consistent with the Housing Element Update is considered consistent with the decreasing reliance on fossil fuels criterion for the following reasons. Implementation of the Housing Element Update would result in population growth which outpaces the forecasted VMT growth, which would result in a relative decrease from the County per capita consumption rates for natural gas and electricity. Because of the incremental increase of renewable and carbon-free generation sources for in-state electricity sales through 2045 as required under SB 100—a decrease in per capita natural gas and transportation fuels translate directly to a decrease in

reliance on fossil fuel energy resources. Various strategies contained in the CAP 2.0 would further reduce energy consumption and reliance on fossil fuel energy resources.

Development consistent with the Housing Element Update is consistent with the increasing reliance on renewable energy sources criterion for the following reasons. New construction would be designed and constructed consistent with the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features. Additionally, the CAP 2.0 contains several measures which would further increase reliance on renewable energy resources.

For these reasons, the Housing Element Update FEIR concluded that energy consumption associated with development consistent with the Housing Element Update would not be wasteful, inefficient, or unnecessary, consistent with the energy considerations contained in CEQA Guidelines Appendix F, and this impact would be less than significant.

Proposed Project Analysis and Conclusion

During construction, the proposed project would be required to comply with standards for new construction established by the State and BAAQMD and development standards in the California Energy Code, CALGreen, the Municipal Code, and other applicable federal, State, and local laws.

The proposed project would be consistent with the City's CAP 2.0 strategies for renewable energy and energy efficiency. The proposed project would be all electric and would not include natural gas plumbing. In addition, the proposed project would include solar installation that meets the power needs of the proposed project and an energy storage system with battery storage. Thus, the proposed project would decrease overall per capita energy consumption. Furthermore, the proposed project would be designed and constructed consistent with the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with the CAP 2.0's plan for renewable energy or energy efficiency.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more

severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Energy, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VII. Geology, Seismicity, and Soils *Would the project:*					
a) Directly or indirectly cause 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.	Less than significant impact	No	No	No	No
ii) Strong seismic ground shaking?	Less than significant impact	No	No	No	No
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	No	No	No	No
iv) Landslides?	Less than significant impact	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact	No	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact	No	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Less than significant impact	No	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation incorporated	No	No	No	No

a) Earthquakes

Would the project: *Directly or indirectly cause 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; (ii) Strong Seismic Ground Shaking; (iii) Seismic-related ground failure, including liquefaction; or (iv) Landslides.*

i) Surface Fault Rupture

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Calaveras Fault and its associated Alquist-Priolo Earthquake Fault Zone (EFZ) intersect the city limits along its western boundary. Various sites are within 1 mile of the Pleasanton and Verona Faults and their respective Alquist-Priolo Earthquake Zones. Refer to Housing Element Update FEIR Exhibit 3.6-2.

The Housing Element Update FEIR concluded that compliance with California Building Standards Code (CBC), applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would minimize structural damage and minimize the exposure of people to risk of injury or death from structural failure in the event of surface rupture during an earthquake and ensure that impacts would be less than significant.

Proposed Project Analysis and Conclusion

A Preliminary Geotechnical Report (Geotechnical Report) was prepared for the proposed project by ENGEO Incorporated (ENGEO) on June 19, 2024 (Appendix E). Additionally, a Geotechnical Peer Review was prepared by BSK Associates on July 12, 2024 (Appendix E).

According to the Geotechnical Report, there are no known faults that transect the project site, and the project site is not within an established EFZ.[7] The nearest EFZs to the project site are the Verona Fault Zone (2.5 miles southwest of the project site), Pleasanton Fault Zone (2.6 miles northwest of the project site), and the Northern Calaveras Section of the Calaveras Fault Zone (approximately 3.2 miles southwest of the project site).[8] As with all development in the City, the proposed project would comply with the CBC

[7] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

[8] California Geological Survey (CGS). 2024. California Earthquake Hazards Zone Application (EQ Zapp). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 24, 2024.

design standards as well as the Earthquake Hazards Reduction Act, Goal 1, Policies 1 and 2 of the General Plan Public Safety Element.

The Housing Element Update FEIR concluded that compliance with applicable current federal, State, and local laws, along with the applicable Municipal Code requirements, would ensure that future development projects are appropriately reviewed and designed in terms of potentially geological impacts.

The Geotechnical Report concluded that since there are no known active faults within the project site, it is unlikely that ground rupture would occur at the project site. Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

ii) Strong Seismic Ground Shaking

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the Calaveras, Hayward, and San Andreas Faults are most likely to produce the greatest level of ground shaking at the rezoned housing sites. "Violent" or "severe to violent" ground shaking is expected to occur throughout the City including at several of the rezoned housing sites. Refer to Housing Element Update FEIR Exhibit 3.6-3.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would ensure that future development projects are appropriately investigated in terms of potential seismic hazards and that any new buildings and structures are constructed to withstand strong seismic ground shaking and, therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the project site is not within an established EFZ. However, the project site is in a seismically active area and is surrounded by EFZs. Faults that are in proximity to the project site are the Verona, Pleasanton, and the Northern Calaveras Section of the Calaveras Fault Zones. The Mount Diablo Thrust (not an EFZ) is approximately 4.3 miles northeast of the project site, and the Las Positas Fault Zone is approximately 6.6 miles east of the project site.

As described above, General Plan Program 2.2 requires that the proposed project be designed in accordance with CBC requirements and with all recommendations outlined in the Geotechnical Report prepared for the proposed project (Appendix E). According to the Geotechnical Report, structures designed under the CBC should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural and nonstructural damage. As such, the proposed project would not collapse or cause loss of life in a major earthquake due to compliance with the CBC. Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

iii) Seismic-related Ground Failure, Including Liquefaction

Summary of Housing Element Update FEIR

As indicated in the Housing Element Update FEIR, several sites are within areas susceptible to very low and moderate liquefaction during an earthquake (refer to Housing Element Update FEIR Exhibit 3.6-5). The Housing Element Update FEIR also indicated that liquefaction-induced lateral spreading could occur in low lying areas within the City. As such, development consistent with the Housing Element Update could potentially be exposed to the effects of landslides, slope instability, liquefaction, subsidence, and lateral spreading from local and regional earthquakes.

The Housing Element Update FEIR concluded that compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would protect residents, structures, and infrastructure from the effects of surface fault rupture and strong seismic ground shaking, including the secondary effects of earthquake shaking such as, but not limited to, liquefaction. Therefore, it was concluded that impacts related to seismic-related ground failure, such as liquefaction, ground settlement, lurching, lateral spreading, and ground cracking would be less than significant at the programmatic level.

Proposed Project Analysis and Conclusion

According to the Geotechnical Report, the project site is not within an established liquefaction hazard zone based on data from the California Geological Survey (CGS); however, mapping from ABAG indicates that the

project site is within an area that has a moderate liquefaction potential. The Geotechnical Report concluded that, based on groundwater levels at the project site, the risk of liquefaction at the project site is low.[9] Furthermore, the proposed project would comply with the CBC, the Municipal Code, and the General Plan, which would minimize any potential environmental effects due to liquefaction or ground failure.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

iv) Seismic-related Ground Failure, Including Landslides

Summary of Housing Element Update FEIR

As indicated in the Housing Element Update FEIR, Site 21 is not located within a rainfall-induced landslide hazard zone. (Refer to Housing Element Update FEIR Exhibit 3.6-5.)

The Housing Element Update FEIR concluded that compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would protect residents, structures, and infrastructure from potential substantial adverse effects, including the risk of loss, injury or death involving landslides. Therefore, it was concluded that impacts related to landslides at the programmatic level would be less than significant.

Proposed Project Analysis and Conclusion

The Geotechnical Report does not include an analysis of landslide potential at the project site.[10] According to the California Earthquake Hazards Zone Application (EQ Zapp), available through the CGS website, the project site is not within an established landslide hazard zone.[11] The project site is relatively flat and has been graded with a low risk of landslides. Furthermore, the proposed project would comply with the CBC, the Municipal Code, and the General Plan, which would minimize any potential environmental effects due to landslides or ground failure.

[9] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.
[10] Ibid.
[11] California Geological Survey (CGS). 2024. California Earthquake Hazards Zone Application (EQ Zapp). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 24, 2024

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Soil Erosion or Topsoil Loss

Would the project: *Result in substantial soil erosion or the loss of topsoil?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities that could result in soil erosion or the loss of topsoil. Soil erosion is dependent on individual site locations and conditions on-site during construction.

The Housing Element Update FEIR concluded that, for construction activities that disturb one or more acre of land surface, compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ)[12] would require development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would result in erosion and sediment controls, runoff water quality monitoring, proper waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, and identification of maintenance responsibilities, as well as non-stormwater management controls. In addition, compliance with CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would reduce potential soil erosion and loss of topsoil from construction-related soil disturbance. As such, potential impacts related to soil erosion and loss of topsoil would be reduced to less than significant levels.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would be subject to the NPDES General Permit (Order WQ 2022-0057-DWQ) because the proposed project would disturb one acre or more of land surface. Also discussed above, the NPDES General Permit requires a SWPPP and associated BMPs, which include erosion and sediment controls, runoff water quality monitoring, proper waste

[12] The NPDES General Permit has been updated to Order WQ 2022-0057-DWQ).

disposal, implementation of approved local plans, control of construction sediment and erosion control measures, and identification of maintenance responsibilities, as well as non-stormwater management controls.

Lastly, per General Plan Program 2.2, the proposed project would be required to implement all erosion control measures recommended in the Geotechnical Investigation prepared for the proposed project, including those for surface and subsurface drainage (Appendix E).

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Unstable Geologic Location

Would the project: *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 landsliding, lateral spreading, subsidence, liquefaction, or collapse?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that unstable geologic units or soils, including geologic hazards, such as subsidence or collapse, are present. As such, development consistent with the Housing Element Update could occur within areas containing unstable geologic units or be located on soils that are unstable or could become unstable from such development.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan would ensure that potential impacts associated with development on unstable geologic units or unstable soils would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would be required to implement General Plan Public Safety Element Goal 1, Policy 2, and Goal 2, Policy 5 to mitigate and minimize the risk of soil erosion and its effects. Furthermore, the project site is considered an area with low liquefaction and landslide potential. The Geotechnical Report also concluded that the potential for

lateral spreading is low, due to the relatively flat topography and low liquefaction potential.[13]

The Geotechnical Report identified highly compressible existing fill deposits underlying the project site. However, the Geotechnical Report concluded that, due to the age of the fill placement, any settlement due to the existing fill is essentially complete. Because of the nature of the existing fill, the Geotechnical Report concluded that approximately 2 to 4.5 inches of potential total (long-term) settlement could be anticipated over a design life of 100 years.[14] However, the Geotechnical Report includes a ground improvement program for both the southern and northern portions of the project site, which would include, as applicable, partial removal and replacement of existing soils and surcharge.

Per General Plan Program 2.2, the recommendations contained in the Geotechnical Investigation regarding unstable soils are required to be implemented as part of the proposed project, which would reduce potential environmental impacts to less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Expansive Soils

Would the project: *Be located on expansive soil, creating substantial direct or indirect risks to life or property?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated new development constructed on expansive soils could be subject to damage or become unstable when underlying soil shrinks or swells.[15] The actual presence and extent of expansive soils can only be determined as part of site-specific soils and geologic reports.

The Housing Element Update FEIR concluded that compliance with the CBC, applicable Municipal Code requirements, as well as goals, policies, and

[13] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.
[14] Ibid.
[15] Ibid.

programs included as part of the General Plan would ensure that potential impacts associated with expansive soils would be less than significant.

Proposed Project Analysis and Conclusion

The Geotechnical Report concluded that the upper 10 feet of the existing fill is considered moderately to highly expansive.

Per General Plan Program 2.2, the proposed project would be required to comply with the recommendations of the Geotechnical Report, which include implementing the ground improvement program described above, using post-tensioned mat foundations, using a moisture reduction system, and using spread footings for auxiliary structures. As such, impacts related to expansive soils would be less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Wastewater Disposal Systems

Would the project: *Have soils incapable of supporting the use of septic tanks or other alternative wastewater disposal systems where sewers are not available?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated most of the rezoned housing sites are infill sites; thus, new development consistent with the Housing Element Update would primarily occur on parcels that already contain existing homes or businesses. As such, development consistent with the Housing Element Update would be served by the existing sewer system, and most new development would connect to existing sewer lines. However, should any new development require the installation of septic tanks or alternative wastewater disposal systems, the General Plan includes policies and programs to ensure that any new development can be feasibly constructed according to soil conditions.

The Housing Element Update FEIR concluded that implementation of policies and programs in the General Plan, as well as applicable Municipal Code requirements, would ensure that new septic tanks or alternative wastewater disposal systems are constructed on soils that can support such systems. Therefore, the impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would not include the installation of septic tanks or alternative wastewater disposal systems. As discussed in Section 2.4.7, Utilities, the proposed project would connect to existing sewer lines in Valley Avenue and Busch Road. Sewer service would be provided by the City, and sewer treatment would be provided by the DSRSD.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Destruction of Paleontological Resource or Unique Geologic Feature

Would the project: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the City is directly underlain by Quaternary Alluvium, which is unlikely to contain vertebrate fossils. However, it is possible that parts of the City are also underlain by older Quaternary deposits that are known to contain vertebrate fossils. Therefore, the City has moderate paleontological sensitivity.

While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils. Therefore, any project involving earthmoving activity could potentially result in inadvertent discovery and disturbance of paleontological resources during grading and excavation work. As such, construction-related and earth-disturbing actions from development consistent with the Housing Element Update on sites underlain by older Quaternary deposits have the potential to damage or destroy fossils resulting in significant impacts on paleontological resources.

The Housing Element Update FEIR concluded that compliance with federal and State laws that protect paleontological resources, including Section 5097 of the Public Resources Code, as well as implementation of MM GEO-6, which requires a site-specific paleontological resources survey to determine potential paleontological impacts for the rezoned housing sites, would reduce potential impacts to paleontological resources to less than significant. Should a site-specific paleontological resources survey determine that a site is underlain by older Quaternary deposits or any other soil with the

potential to contain vertebrate fossils, MM GEO-6 requires paleontological monitoring of all proposed excavations. As such, impacts related to destruction of a paleontological resource or unique geologic feature would be less than significant.

Proposed Project Analysis and Conclusion

Geologic mapping indicates that the project site is mapped within Holocene-age alluvial gravel, sand, and clay (Qa). While not mapped within the project site, Pleistocene-age alluvial gravel and sand (Qoa) and Pleistocene-age Livermore Gravel occur in proximity to the project site—south of Arroyo Valle.[16]

The Geotechnical Report confirms the presence of Holocene-age sediments underlying the project site; however, a subsurface investigation encountered existing fill across the project site, varying in thickness between approximately 17 and 50 feet.[17]

While Holocene- and Pleistocene-age sediments are known to contain significant paleontological resources, recent fill deposits are considered to have no potential. This is due to the relatively young age of fill deposits—which are too young to preserve fossils—and because fill deposits are disturbed and lack stratigraphic context.

According to the Geotechnical Report, excavations associated with the construction of the proposed project are not expected to extend into previously undisturbed Holocene- or Pleistocene-age sediments.[18] As such, the proposed project would not disturb sediments with a high potential to contain significant paleontological resources.

Although the potential to impact significant paleontological resources is low, as discussed above, Housing Element Update FEIR MM GEO-6 would be implemented. Housing Element Update FEIR MM GEO-6 would require a site survey to confirm that no paleontological resources occur at the project site, and includes proper protocols to follow if significant paleontological resources are discovered at the project site. Housing Element Update FEIR

[16] Dibblee, T.W., and J.A. Minch (Dibblee and Minch). Geologic Map of the Livermore Quadrangle, Contra Costa and Alameda Counties, California. Dibblee Foundation Map DF-196. Dibblee Geological Foundation. Map. Scale 1:24,000.

[17] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

[18] Ibid.

MM GEO-6 would ensure that any potential impacts to paleontological resources, however unlikely, are less than significant.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Geology, Seismicity and Soils, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM GEO-6 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM GEO-6 A professional Paleontologist, approved by the City of Pleasanton, shall conduct a site-specific paleontological resources survey on the potential sites for rezoning.

If any of the potential sites for rezoning are found to be underlain by older Quaternary deposits, or any other soil with the potential to contain vertebrate fossils due to their high paleontological sensitivity for significant resources, applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring, if recommended by the qualified Paleontologist. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by a future project construction

crew, project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional Paleontologist has assessed such discovered resources to determine whether they are significant and significant resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional Paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository where the collection shall be properly curated and made available for future research (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences).

Mitigation Measures for the Proposed Project

Implement MM GEO-6

Applicable General Plan Policies

General Plan Program 2.2 Design and construct all structures to address potential seismic and geologic hazard conditions according to the California Building Standards Code (CBC) standards or more stringent standards. All structures and facilities not addressed by the CBC shall be designed and constructed to mitigate potential seismic and geologic hazards as recommended by site-specific soils, geologic, and/or geotechnical engineering studies.

General Plan Program 2.2 has been partially satisfied by preparation of the project-specific Geotechnical Report described above. In accordance with the analysis, and to demonstrate full compliance with General Plan Program 2.2, the proposed project is required to comply with the recommendations included in the Geotechnical Report.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
VIII. Greenhouse Gas Emissions *Would the project:*					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant impact	No	No	No	No
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact	No	No	No	No

a, b) Greenhouse Gas Emissions Generation and Greenhouse Gases Emissions Reduction Plan Conflict

Would the project: *a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that both construction and operation activities have the potential to generate GHG emissions. Development consistent with the Housing Element Update would generate GHG emissions during temporary (short-term) construction activities such as site grading, operation of construction equipment, operation of on-site heavy-duty construction vehicles, hauling of materials to and from the future project sites, asphalt paving, and construction worker vehicle trips.

Long-term operational GHG emissions would result from project-generated vehicular traffic, utilization of any landscaping equipment, off-site generation of electrical power, use of energy required to convey water to and wastewater from the rezoned housing sites, hauling and disposal of solid waste from the rezoned housing sites, any fugitive refrigerants from air conditioning or refrigerators, and operation of any proposed stationary sources such as backup generators or fire pumps.

With respect to construction emissions, BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities at the plan level. Rather, BAAQMD encourages the incorporation of BMPs to reduce GHG emissions during construction. The BMPs recommended by BAAQMD to reduce construction-related GHG emissions include maximizing the use of alternative fueled construction vehicles and equipment and local building materials as well as recycling or reusing construction and demolition waste to the maximum extent practicable; the General Plan and Municipal Code include policies and programs specifically designed to address GHG emissions during project construction activities.

With respect to operation, development consistent with the Housing Element Update is anticipated to result in 3.2 metric tons (MT) carbon dioxide equivalent (CO_2e) per capita per year, which would not exceed the City's reduction goal of meeting 4.1 MT CO_2e per capita per year by 2030. This level of emission is consistent with BAAQMD's current GHG significance thresholds under Criterion A: meet the State's goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045.

The City's CAP 2.0 is considered a qualified GHG reduction strategy pursuant to CEQA Guidelines Section 15183.5(b). Therefore, the Housing Element Update FEIR analyzed the Housing Element Update pursuant to BAAQMD's current GHG significance thresholds under Criterion B: consistency with a local GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b). Development projects where the City is the lead agency would need to show consistency with the BAAQMD's current GHG significance thresholds and/or incorporate mitigation to reduce impacts to less than significant levels or, if they cannot demonstrate consistency with BAAQMD's recommended thresholds, demonstrate consistency with the CAP 2.0 (the local GHG reduction strategy) by completing and submitting the CAP 2.0 CEQA GHG Emissions Analysis Compliance Checklist.

The Housing Element Update FEIR concluded that the Housing Element Update is consistent with the goals and policies of the CAP 2.0, as applicable, and would support the State's goals to reduce emissions by 40 percent below 1990 levels by 2030 and to achieve carbon neutrality by 2045, since the CAP 2.0 was adopted to support the achievement of those goals.

To ensure that future development projects consistent with the Housing Element Update would be consistent with the CAP 2.0, future projects would be required to individually demonstrate consistency with the CAP 2.0 as a part of the City's permitting process. The emissions anticipated to be generated by development consistent with the Housing Element Update would support the City's GHG reduction goals outlined in the CAP 2.0. As such, development consistent with the Housing Element Update would be consistent with the CAP 2.0 for purposes of analysis under the BAAQMD Thresholds of Significance. As such, impacts related to GHG emissions generation and potential conflicts with a plan, policy, or regulation that reduces emissions would be less than significant.

Proposed Project Analysis and Conclusion

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

Construction GHG Emissions

GHG emissions associated with construction were computed at 3,294.47 MT CO_2e for the total construction period. These are the emissions from on-site operation of demolition, site preparation (such as grading), construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though the California Governor's Office of Planning and Research (OPR) recommends quantifying emissions and disclosing that GHG emissions would occur during construction, even in cases where BAAQMD does not. BAAQMD also encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable, which are adopted as MM AIR-1a. Therefore, the construction GHG emissions would have a less than significant impact and would not conflict with any GHG plans or policies.

Operational GHG Emissions

To assess operational-related GHG emissions and their potential to cause a significant impact, the proposed project is analyzed for its consistency with the City's CAP 2.0. As shown in the proposed project's CAP 2.0 checklist, the proposed project includes all applicable, mandatory measures required by the City's CAP 2.0, except for a battery storage back up system for solar energy, the full number of EV parking spaces, and the full number of bicycle parking spaces. First, although the proposed project would be otherwise required to provide a battery storage back up system for the proposed solar system under CAP 2.0, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application. Although Village 4 would otherwise require 102 EV parking spaces according to the Pleasanton Municipal Code and CAP 2.0, the proposed project has requested and would need to obtain a waiver pursuant to the density bonus application and thus would meet all applicable CALGreen requirements. Additionally, the proposed project would otherwise be required to provide one short-term and one long-term bicycle parking space for every three multi-family residential units; the applicant has requested and would need to obtain a waiver pursuant to the density bonus application to provide two spaces for every 50 units instead. As such, the proposed project would be consistent with all applicable, mandatory requirements of the CAP 2.0. Therefore, the proposed project is also consistent with the Housing Element Update FEIR, which meets the requirements of Criterion B of BAAQMD's 2022 CEQA Thresholds of Significance.

In regard to demonstrating project consistency with applicable GHG plans, the proposed project must be consistent with a local GHG reduction strategy (Threshold B) or meet the minimum project design elements recommended by BAAQMD (Threshold A). Threshold B is being applied to the analysis of this project as the City has adopted a qualified CAP that includes a CAP Consistency Checklist.

The City has a CAP, Housing Element Update, and enforces its building codes, all of which aim to reduce GHG emissions. Therefore, if individual projects conform to the CAP 2.0 and Housing Element Update, they would not conflict with local plans, policies, or regulations applicable to GHG emissions. Further, the Housing Element Update was shown to be consistent with the applicable measures and actions of the CAP 2.0. As shown above, the proposed project is consistent with the Housing Element Update and CAP 2.0. The proposed project would also be constructed in conformance with at

minimum the 2022 CALGreen and the Title 24 Building Codes, which requires high-efficiency water fixtures, water efficient irrigation systems, and compliance with current energy efficiency standards. Compliance with these standards ensures compliance with State and federal plans, policies, and regulations applicable to GHG emissions. The proposed project would result in a less than significant impact.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Greenhouse Gas Emissions, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
IX. 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?	Less than significant impact	No	No	No	No
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?	Less than significant impact with mitigation incorporated	No	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant impact	No	No	No	No
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?	Less than significant impact with mitigation incorporated	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse 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 or excessive noise for people residing or working in the project area?	Less than significant impact	No	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Less than significant impact	No	No	No	No

a) Routine Transport, Use, or Disposal of Hazardous Materials

Would the project: *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. Hazardous materials, such as fuel or solvents, could

accidentally spill, which could create hazards that could degrade groundwater quality or contaminate soil.

The Housing Element Update FEIR concluded that compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the United States Environmental Protection Agency (EPA), Resource Conservation and Recovery Act (RCRA), Caltrans, the Local Hazard Mitigation Plan (LHMP), Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. Therefore, the Housing Element Update FEIR concluded that impacts related to public hazard risk as a result of hazardous materials transport, use, or disposal during construction or operation would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project may utilize hazardous materials, such as fuels or solvents, during the construction phase of the project. During the operations phase, residents may also routinely use commonly available hazardous substances, like fuels, lubricants, and household cleaners. As discussed above, potential hazards arising from the transport, use, and disposal of these hazardous materials would be minimized and regulated in accordance with local, State, and federal policies, regulations, and standards. As such, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Hazardous Materials Risk of Upset

Would the project: *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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future construction activities would have the potential to release potentially hazardous soils and

groundwater-based materials into the environment during site grading and excavation operations. However, development of the rezoned housing sites is not expected to result in the transport, use, storage, or disposal of substantial amounts of hazardous materials, with the exception of common residential and commercial-grade hazardous materials such as household cleaners and paint, among others.

Several documented release sites are within 0.5 mile of the rezoned housing sites (see Housing Element Update FEIR Table 3.8-1 and Exhibits 3.8-1a and 3.8-1b). Construction activities at these sites would likely involve ground-disturbing activities that could expose workers, the public, and the environment to contaminated soil and groundwater, if present.

The Housing Element Update FEIR concluded that compliance with applicable federal, State, and local laws, plans and regulations, including the General Plan, Titles 8 and 17 of the California Code of Regulations, California Division of Occupational Health and Safety (Cal/OSHA) requirements, as well as implementation of MM HAZ-2, which requires the preparation of a Phase I Environmental Site Assessment (Phase I ESA) and Phase II ESA (as necessary) and completion of any necessary remedial activities to be conducted under the oversight of the appropriate regulatory agency, would provide public protection from hazards associated with the use, transport, treatment, and disposal of hazardous substances during construction and operation of development consistent with the Housing Element Update. Therefore, impacts related to upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with mitigation.

Proposed Project Analysis and Conclusion

As discussed above, the Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated. MM HAZ-2 was included in the Housing Element Update FEIR, which required the preparation of a Phase I ESA for sites affected by these areas.

A Phase I ESA was prepared on March 11, 2022, by Cameron-Cole for the proposed project (Appendix F). The goal of the Phase I ESA is to identify the presence (or likely presence) of hazardous substances or petroleum products at the project site, under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or

petroleum products into structures, the ground, groundwater, or surface water.

The Phase I ESA identified several potential Recognized Environmental Conditions (RECs) associated with the project site; however, the Phase I ESA concluded that only one REC was present at the project site.

Records that were reviewed by Cameron-Cole indicate hydrocarbon-impacted soils were previously documented in the southeastern portion of the project site. Remediation was performed at this area and a cleanup goal was achieved. Additional records indicate the presence of petroleum and polychlorinated biphenyl (PCB)-impacted soil in surface and subsurface samples at concentrations above acceptable environmental screening levels (ESLs). Groundwater samples collected also identified limited groundwater impacts. Vertical and lateral petroleum hydrocarbon impacts have been identified in the vicinity of the subsurface "silo" area. The Phase I ESA concluded that the presence of soil and groundwater impacts at the project site above acceptable ESLs constitutes a REC at the project site.

The presence of a REC at the project site constitutes a potentially significant impact. Because of the identified REC at the project site, further investigation and remediation would be required at the project site.

As discussed above, the Housing Element Update FEIR identified MM HAZ-2, which required the preparation of a Phase I ESA. Additionally, MM HAZ-2 requires the preparation of a Phase II ESA in the event that further investigation and remediation is needed at the project site. MM HAZ-2 further requires that documentation from the applicable overseeing agency would be required prior to receiving a certificate of occupancy.

A Removal Action Completion Report was completed in May 2024, which outlines the remedial excavation activities conducted in accordance with the DTSC-approved RAW for the project site. Remedial excavation activities were performed between February 1, 2024, and March 8. 2024, resulting in approximately 18,231 tons of contaminated soil being transported off-site for disposal. Based on the results from soil samples obtained during remediation as well as post-excavation confirmation sampling, the identified contaminated soils have been effectively removed and residual concentrations are below DTSC-approved Removal Goals.

The DTSC issued a Removal Action (RA) Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all

appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[19] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report.

Compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the EPA, RCRA, Caltrans, the LHMP, Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. Additionally, implementation of MM HAZ-2 would address potential impacts associated with the identified RECs at the project site and the potential accidental release of hazardous materials.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Hazardous Emissions Proximate to a School

Would the project: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that there are schools within 0.25 mile of the rezoned housing sites. However, use of hazardous materials during construction and operation the sites would not result in the handling of significant quantities of hazardous materials, substances, or wastes and such uses are not generally associated with any releases that would adversely affect any schools located within 0.25 mile of the rezoned housing sites.

[19] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

The Housing Element Update FEIR concluded that compliance with applicable local, State, and federal regulatory requirements related to the handling and storage of hazardous materials would ensure that the potential release of hazardous materials associated with development consistent with the Housing Element Update would be less than significant.

Proposed Project Analysis and Conclusion

The northwestern portion of the project site is immediately adjacent to the Montessori School of Pleasanton, approximately 73 feet south—directly across Busch Road.

The proposed project may utilize hazardous materials (i.e., fuels or solvents) during the construction phase of the project. During the operations phase, residents may also routinely use commonly available hazardous substances (i.e., fuels, lubricants, and household cleaners).

As discussed above, the Housing Element Update FEIR indicated that the use of hazardous materials during construction and operation of the proposed project would not result in the handling of significant quantities of hazardous materials, substances, or wastes and such uses are not generally associated with any releases that would adversely affect any schools located within 0.25 mile of the rezoned housing sites.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Hazardous Materials Sites, Government Code Section 65962.5 Sites

Would the project: *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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated; in addition, several former hazardous waste sites that have been fully remediated exist near rezoned housing sites (see Housing Element Update FEIR Table 3.8-1 and Exhibits 3.8-1a and 3.8-1b).

The Housing Element Update FEIR concluded that if a rezoned housing site is suspected to contain hazardous materials, further site characterization and/or remediation work would be required to ensure that construction activities would not expose people or the environment to adverse effects, as required by MM HAZ-2. Therefore, with implementation of MM HAZ-2 and compliance with applicable federal, State, and local laws, as well as compliance with appliable plans and regulations, as enumerated in more detail in Section 3.8, Hazards and Hazardous Materials of the Housing Element Update FEIR, impacts related to the creation of a hazard to the public or environment would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the Housing Element Update FEIR indicated that several of the rezoned housing sites are located near identified contamination sources that have not been fully remediated. MM HAZ-2 was included in the Housing Element Update FEIR, which requires the preparation of a Phase I ESA for sites affected by these areas.

A Phase I ESA was prepared on March 11, 2022 by Cameron-Cole for the proposed project (Appendix F). The goal of the Phase I ESA is to identify the presence (or likely presence) of hazardous substances or petroleum products at the project site, under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures, the ground, groundwater, or surface water.

The Phase I ESA identified several potential RECs associated with the project site; however, the Phase I ESA concluded that only one REC was present at the project site.

Records that were reviewed by Cameron-Cole indicate hydrocarbon-impacted soils were previously documented in the southeastern portion of the project site. Remediation was performed at this area and a cleanup goal was achieved. Additional records indicate the presence of petroleum and PCB-impacted soil in surface and subsurface samples at concentrations above acceptable ESLs. Groundwater samples collected also identified limited groundwater impacts. Vertical and lateral petroleum hydrocarbon impacts have been identified in the vicinity of the subsurface "silo" area. The Phase I ESA concluded that the presence of soil and groundwater impacts at the project site above acceptable ESLs constitutes a REC at the project site.

The presence of a REC at the project site constitutes a potentially significant impact. Because of the identified REC at the project site, the Phase I ESA recommended further investigation and remediation at the project site. As discussed above, the Housing Element Update FEIR identified MM HAZ-2, which requires the preparation of a Phase I ESA. Additionally, MM HAZ-2 requires the preparation of a Phase II ESA in the event that further investigation and remediation is needed at the project site. MM HAZ-2 further requires that, prior to receiving a certificate of occupancy, documentation from the applicable overseeing agency shall be issued indicating that all required remediation has been completed and no further action is required.

A Removal Action Completion Report (Appendix F) was completed in May 2024, which outlines the remedial excavation activities conducted in accordance with the DTSC-approved RAW for the project site. Remedial excavation activities were performed between February 1, 2024 and March 8, 2024, resulting in approximately 18,231 tons of contaminated soil being transported off-site for disposal. Based on the results from soil samples obtained during remediation as well as post-excavation confirmation sampling, the identified contaminated soils have been removed and residual concentrations are below DTSC-approved Removal Goals.

The DTSC issued an RA Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[20] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report. Compliance with applicable federal, State, and local regulations regarding hazardous materials, including the Hazardous Materials Transportation Act, California Public Resources Code, and General Plan, would reduce and limit the associated risks. Similarly, any handling, transporting, use, or disposal of hazardous materials during demolition, construction. or operation would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including, but not limited to, the EPA, RCRA, Caltrans, the LHMP, Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation.

[20] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Additionally, implementation of MM HAZ-2 would address potential impacts associated with the identified RECs at the project site.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

e) Proximity to Public Airport Safety Hazard

Would the project: *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 or excessive noise for people residing or working in the project area?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that some of the rezoned housing sites, not including Site 21 (Kiewit), are within the Alameda County Airport Land Use Policy Plan (ALUPP) Airport Influence Area (AIA) for the Livermore Municipal Airport, which is coterminous with the Alameda County Airport Land Use Commission Hazard Prevention Zone, but that none of the rezoned housing sites are within an Airport Protection Area (See Exhibit 3.8-2 of the Housing Element Update FEIR).

The Housing Element Update FEIR concluded that compliance with federal, State, and local regulations including the General Plan, Alameda County ALUPP AIA, 2011 California Airport Land Use Planning Handbook, Code of Federal Regulations Part 77, and Federal Aviation Administration regulations would ensure that impacts related to exposure of people to safety hazards or excessive noise in proximity to an airport would be less than significant.

Proposed Project Analysis and Conclusion

The Livermore Municipal Airport is approximately 1.8 miles northeast of the project site. According to the Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport, the project site is within the AIA for the airport; however, the project site is not within the established noise contours or safety zones.[21]

As discussed above, the proposed project would be compliant with federal, State, and local regulations—including the General Plan, Livermore Municipal

[21] Alameda County Airport Land Use Commission (ALUC). 2015. Livermore Municipal Airport – Airport Land Use Compatibility Plan. August 2012.

Airport ALUCP, 2011 California Airport Land Use Planning Handbook, Code of Federal Regulations Part 77, and Federal Aviation Administration regulations.

Therefore, development as proposed would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

f) Emergency Response and Evacuation

Would the project: *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that construction equipment and vehicles operated in support of development consistent with the Housing Element Update could potentially impede evacuation or emergency vehicle access. However, construction vehicles would comply with the Tri-Valley LHMP and the Comprehensive Emergency Management Plan, ensuring efficient response to emergency incidents associated with emergencies affecting the City. Therefore, construction impacts related to emergency response and evacuation would be less than significant.

The Housing Element Update FEIR concluded that, with adherence to the procedures of the Tri-Valley LHMP and the Comprehensive Emergency Management Plan, development consistent with the Housing Element Update would not conflict with an adopted emergency response plan. In addition, development consistent with the Housing Element Update would comply with applicable plans and regulations, including the Alameda County Disaster Plan and General Plan goals. Compliance with existing applicable local, State, and federal regulatory requirements related to emergency response and evacuation and policies would ensure consistency with emergency preparedness plans and ensure impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would have adequate vehicle circulation, including adequate circulation for large vehicles such as fire trucks. As described in the Transportation Impact Analysis (TIA) (Appendix I) prepared for the proposed project, the proposed internal roadways and access points would meet the regulations for emergency vehicle widths.

The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan and the Alameda County Disaster Plan. The proposed project would undergo review by LPFD to ensure adequate emergency access.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

g) Wildland Fires

Would the project: *Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that several of the rezoned housing sites are within Fire Hazard Severity Zones (FHSZ),[22] including Site 21 (Kiewit) where the land to the north is designated as a Moderate FHSZ Local Responsibility Area (LRA).

While most of the sites are not within FHSZs, development consistent with the Housing Element Update could result in additional residential and commercial development on the rezoned housing sites, some of which could occur in areas within or adjacent to lands mapped within State Responsibility Area (SRA) or LRA FHSZs. As such, development consistent with the Housing Element Update could expose people or structures, either directly or indirectly, to a risk of loss, injury, or death involving wildland fires.

The Housing Element Update FEIR concluded that future projects would be required to comply with fire protection measures included in the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by LPFD would assist in protecting life and property in the event of a wildfire. Compliance with existing applicable local, State, and federal regulatory requirements would ensure that impacts associated with wildland fires would be less than significant.

[22] California Department of Forestry and Fire Protection (CAL FIRE). 2022. CAL FIRE Fire and Resource Assessment Program (FRAP) Fire Hazard Severity Map. Website: https://frap.fire.ca.gov/. Accessed July 7, 2022.

Proposed Project Analysis and Conclusion

According to the California Department of Forestry and Fire Protection (CAL FIRE) FHSZs in SRAs map, the project site is not within an FHSZ within an SRA.[23]

Although construction of the proposed project would not occur within a FHSZ, the proposed project would be required to comply with fire protection measures included in the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by LPFD would assist in protecting life and property in the event of a wildfire.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Hazards and Hazardous Materials, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM HAZ-2 from the Housing Element Update FEIR would be required and would reduce potential impacts to below a level of significance consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM HAZ-2 Environmental Site Assessment

[23] California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area web viewer. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed July 24, 2024.

If a potential site for rezoning is suspected to contain hazardous materials, prior to building permits, the City shall ensure that each project applicant retain a qualified environmental consulting firm to prepare a Phase I Environmental Site Assessment (Phase I ESA) in accordance with the American Society for Testing and Materials (ASTM) Standards in effect at the time of request of issuance of grading or building permits, whichever is sooner, which would ensure the City is aware of any hazardous materials on-site. The Phase I ESA shall determine the presence of Recognized Environmental Conditions (RECs) and state whether further investigation is recommended (e.g., preparation of a Phase II ESA, if applicable). Prior to receiving a certificate of occupancy, project applicants shall provide documentation from any overseeing agency (e.g., Alameda County Environmental Health [ACEH], Department of Toxic Substances Control [DTSC], or Regional Water Quality Control Board [RWQCB]) to the Community Development Department, Planning Division that sites with identified contamination have been remediated to levels where no threat to human health or the environmental remains for the proposed uses.

Mitigation Measures for the Proposed Project

None. MM HAZ-2 has been fully implemented with the DTSC's approval of the RA Completion Report, as described above.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
X. Hydrology and Water Quality *Would the project:*					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant impact	No	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Housing Element Update may impede sustainable groundwater management of the basin?	Less than significant impact	No	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than significant impact	No	No	No	No
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant impact	No	No	No	No
(iii) 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; or	Less than significant impact	No	No	No	No
(iv) impede or redirect flood flows?	Less than significant impact	No	No	No	No
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant impact	No	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant impact	No	No	No	No

a) Surface and Groundwater Quality

Would the project: *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would involve grading, excavation, and removal of vegetative cover that has the potential to result in runoff that contains sediment and other pollutants that could degrade surface and groundwater quality if not properly controlled. Furthermore, all future development consistent with the Housing Element Update could add additional areas of impervious surfaces within the City and could therefore increase the volume of pollutants that are typically associated with urban runoff into the stormwater.

The Housing Element Update FEIR concluded that compliance with mandatory NPDES permit requirements, adherence to the Municipal Code, and implementation of General Plan goals, policies, and actions would ensure that impacts related to water quality degradation from construction activities would be less than significant.

Operation of future development consistent with the Housing Element Update would be required to comply with regulations enforced by the RWQCB. In addition to existing State regulations, future projects would also be required to comply with the requirements of the Alameda Countywide Clean Water Program, Municipal Code, and policies and actions included in the General Plan related to water quality. Therefore, during operation, future development consistent with the Housing Element Update would not violate any water quality standards or Waste Discharge Requirements (WDR) or otherwise substantially degrade surface or groundwater quality and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would involve grading, excavation, and removal of vegetative cover that has the potential to result in runoff that contains sediment and other pollutants that could degrade surface and groundwater quality if not properly controlled. Furthermore, the proposed project would include the addition of 1,348,814 square feet of new impervious surfaces, which could increase the volume of pollutants that are typically associated with urban runoff into the stormwater.

As detailed in the Preliminary Stormwater Control Plan (Appendix G), the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.[24] The Stormwater Control Plan describes the proposed Drainage Management Areas (DMAs) and associated treatment areas.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site.[25] The landscaping design would be required to meet State standards for water efficiency.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements (NPDES Permit No. CAS612008 Order No. Rs-2022-0018), the Municipal Code, the Alameda Countywide Clean Water Program, and General Plan goals, policies, and actions, which would ensure that impacts related to water quality degradation from construction activities are less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Groundwater

Would the project: *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update could increase the area of impervious surfaces, which could potentially reduce groundwater infiltration. The addition of new housing would also result in an increase in residential

[24] Kimley-Horn Associates. 2023. Preliminary Stormwater Control Plan, Tract 8680 Villages at the Quarry. November 2023.
[25] Ibid.

connections to the municipal water supply, which could potentially increase demand for groundwater supplies.

The Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would be required to comply with requirements of the Municipal Code and General Plan policies and actions related to maximizing infiltration and rainwater retention and requiring the identification of an adequate water supply. Therefore, future development consistent with the Housing Element Update would not substantially interfere with groundwater recharge or impede groundwater management of the basin, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

According to the Preliminary Geotechnical Report (Appendix E) prepared for the proposed project, no groundwater was encountered during subsurface explorations performed at the project site. However, previous subsurface explorations encountered groundwater between 50 and 60 feet below ground surface (BGS).[26]

The proposed project would include the addition of 1,348,814 square feet of new impervious surface.

As detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site. These proposed project design features would help to reduce the impact to groundwater recharge and sustainable basin management.

The proposed project would be required to comply with requirements of the Municipal Code and General Plan policies and actions related to maximizing infiltration and rainwater retention and requiring the identification of an adequate water supply.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

[26] ENGEO Incorporated (ENGEO). 2024. Preliminary Geotechnical Report for Kiewit Property, Pleasanton, California. March 8, 2021, Latest Revision June 19, 2024.

c) Drainage Leading to Erosion/Siltation, Flooding, Additional Sources of Polluted Runoff, or Impedance of Flood Flows

Would the project: *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) result in substantial erosion or siltation on- or off-site;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. This could result in an increase in stormwater runoff and the potential to cause erosion or sedimentation in drainage swales and creeks.

The Housing Element Update FEIR concluded that compliance with the NPDES, including the Construction General Permit, and SWPPP requirements and the policies and actions included in the General Plan would ensure impacts related to erosion and siltation would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. This could result in an increase in stormwater runoff and the potential to cause erosion or sedimentation in drainage swales and creeks. Additionally, the proposed project would include the addition of 1,348,814 square feet of new impervious surface. Construction activities and the addition of impervious surface could increase erosion and siltation at the project site.

As discussed above, the proposed project would be subject to the NPDES Construction General Permit (Order WQ 2022-0057-DWQ) because the proposed project would disturb one acre or more of land surface. Also discussed above, the NPDES Construction General Permit requires a SWPPP and associated BMPs, which include erosion and sediment controls, runoff water quality monitoring, proper waste disposal, implementation of approved local plans, control of construction sediment and erosion control

measures, and identification of maintenance responsibilities, as well as non-stormwater management controls.

In addition, compliance with applicable Municipal Code requirements, as well as goals, policies, and programs included as part of the General Plan, would reduce potential soil erosion and loss of topsoil from construction-related soil disturbance.

Therefore, the proposed project would not result in any environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update could increase the total impervious area within the City and increase stormwater runoff, which could result in flooding.

The Housing Element Update FEIR concluded that compliance with existing regulations, the policies and actions included in the General Plan, and adherence to the Municipal Code would maximize infiltration and rainwater retention, which would in turn reduce stormwater runoff. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis to ensure that there are no significant impacts related to surface runoff and flooding. Further, new development would be required to pay its fair share of the flood control improvement costs. Therefore, impacts related to surface water and flooding would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would include the addition of 1,348,814 square feet of new impervious surface. The addition of this impervious surface could lead to an increase in the amount of surface runoff.

According to the Federal Emergency Management Agency (FEMA) Flood Map for the area, the project site is mapped within Zone X—indicating an area of minimal flood risk.[27]

As detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(iii) 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;

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development consistent with the Housing Element Update could increase the total impervious area and increase stormwater runoff, which could exceed stormwater drainage facility capacity or create additional sources of polluted runoff.

The Housing Element Update FEIR concluded that compliance with the General Plan policies and programs would maximize infiltration and rainwater retention, which would in turn reduce stormwater runoff. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis for impacts to storm drain capacity. Further, new development would be required to pay its fair share of the storm drainage system improvement costs. Therefore, impacts related to

[27] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

exceedances in stormwater drainage systems or the creation of substantial additional sources of polluted runoff would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would connect to the City's existing system at Busch Road and Ironwood Drive.

A Preliminary Stormwater Control Plan (Appendix G) was prepared for the proposed project by Kimley-Horn Associates in November 2023. The Preliminary Stormwater Control Plan determined that the proposed project would include approximately 1,348,814 square feet of new impervious surface area on the project site. The proposed project leaves approximately 41 percent of the project site pervious, which includes the bioretention areas, park, and landscaping. The proposed project minimizes stormwater runoff by directing all runoff from impervious surfaces to vegetated bioretention areas. The landscaping would also be required to meet State standards for water efficiency. Additionally, the proposed project would meet the hydromodification requirements with on-site controls, which prevent increases in runoff flow and volume. The project site would also employ stormwater source controls to reduce the likelihood of contamination during the operation of the proposed project.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

(iv) impede or redirect flood flows?

Summary of Housing Element Update FEIR

As depicted in the Housing Element Update FEIR in Exhibit 3.9-1, most of the rezoned housing sites are not located within a flood hazard zone.

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update would be subject to the General Plan policies and programs and Municipal Code, and compliance with those regulations would reduce the risks of flooding. Furthermore, federal and State agencies are also responsible for maintaining flood protection features in the City. Additionally, all future development consistent with the Housing Element Update would be evaluated on a project-by-project basis for impacts related to flooding and would mitigate impacts as appropriate. Therefore,

the potential for loss, injury, or death from impeding flood flows would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would include an additional 1,348,814 square feet of impervious surface. Additionally, the project site is in an area of minimal flood risk (Zone X).[28]

Although the proposed project would include new impervious surfaces, which could lead to an increase in surface runoff that could lead to flooding, as detailed in the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site. This would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces, thereby reducing runoff volumes and delaying the onset of peak flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements, the Municipal Code, and General Plan goals, policies, and actions that would reduce flood risk.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Risk of Pollutant Release Due to Inundation

Would the project: *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated there are no large, confined water bodies within the City susceptible to seiches and that no portion of the

[28] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

City is located on a shoreline susceptible to tsunamis. Therefore, development consistent with the Housing Element Update would not result in substantial inundation by seiche or tsunami, and no impact would occur related to a release of pollutants due to related inundation.

The Housing Element Update FEIR indicated that several rezoned housing sites are within the 500-year flood hazard zone (see Housing Element Update FEIR Exhibit 3.9 1). Development consistent with the Housing Element Update would be subject to the General Plan policies and programs and the Municipal Code, which would reduce the risks of inundation. Additionally, all future development would be evaluated on a project-by-project basis for impacts related to risk of pollutant release associated with flooding and inundation. Therefore, the risk of release of pollutants during inundation would be less than significant.

Proposed Project Analysis and Conclusion

The project site is over 15 miles east of the San Francisco Bay, but the project site is located over 0.44 mile south of Lake I of the Zone 7 Water Agency (Zone 7) Chain of Lakes. Two other lakes, Cope Lake and Shadow Cliffs Lake, are located approximately 0.71 mile and 0.81 mile northeast and southeast of the project site, respectively. These lakes could be susceptible to seiches; however, the water elevations in these lakes would be low enough to prevent seiche inundation on the project site. Furthermore, the proposed project would comply with all applicable regulations and requirements from the Municipal Code and NPDES. As discussed above, the project site is not within the 100-year Annual Chance Flood Hazard zone; the project site is mapped within an area of minimal flood hazard (Zone X).[29] Additionally, the proposed project does not include the storage of hazardous materials or pollutants.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

[29] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map, Panel 336 of 608, Map Number 06001C0336G. Effective Date August 3, 2009.

e) Water Quality Control or Sustainable Groundwater Management Plans Consistency

Would the project: *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that construction and operation of any future development consistent with the Housing Element Update could result in water quality impacts. In addition, future development consistent with the Housing Element Update could lead to an increased demand for water, which could lead to an increase in groundwater pumping.

The Housing Element Update FEIR concluded that any future development consistent with the Housing Element Update would be required to comply with the General Plan policies and programs, the Municipal Code, and the mandatory NPDES permit requirements. Therefore, during construction and operation, future development consistent with the Housing Element Update would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality, in compliance with the Water Quality Control Plan for the San Francisco Bay Basin. Furthermore, compliance the General Plan contains policies and programs that would facilitate groundwater recharge by encouraging pervious surfaces in new developments and requiring projects to meet federal, State, regional, and local stormwater requirements, including stormwater infiltration. Therefore, implementation of the Housing Element Update would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would be designed in accordance with the Preliminary Stormwater Control Plan that was prepared for the proposed project.

As discussed above, under the Preliminary Stormwater Control Plan, the proposed project is required to treat 100 percent of the runoff from impervious surfaces within the project site; this would be achieved by directing all runoff (i.e., roof, street, and driveway) to six proposed bioretention basins located throughout the project site.

Landscaping would include planting several trees, which would improve water quality by intercepting and storing rainfall on leaves and branch surfaces thereby reducing runoff volumes and delaying the onset of peak

flows. In addition, the uptake of water from trees through transpiration would reduce the amount of runoff from the project site. The landscaping design would be required to meet State standards for water efficiency.

Adherence to the Preliminary Stormwater Control Plan would address the proposed project's potential impacts to groundwater and surface water quality. Further, adherence to the Preliminary Stormwater Control Plan would ensure the proposed project's compliance with the Alternative Groundwater Sustainability Plan (GSP) for the Livermore Valley Groundwater Basin and the Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin.

Additionally, as discussed above, the proposed project must comply with NPDES permit requirements, adhere to the Municipal Code, and implement General Plan goals, policies, and actions which would ensure that impacts related to groundwater and water quality degradation from construction activities are less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Hydrology and Water Quality, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XI. Land Use and Planning *Would the project:*					
a) Physically divide an established community?	Less than significant impact	No	No	No	No
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant impact	No	No	No	No

a, b) Division of an Established Community, Conflict with Land Use Plan

Would the project: *a) Physically divide an established community?*

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Housing Element Update FEIR

Division of an Established Community

The Housing Element Update FEIR indicated the physical division of an established community could potentially occur if development consistent with the Housing Element Update would involve construction of a large linear feature, such as a railroad or interstate highway, or if it would involve removal of access that would impact mobility within an existing community, such as removal of a bridge.

The rezoned sites were chosen by the City based on certain criteria that make the sites suitable for residential development. These criteria include: (1) site size and infill criteria, (2) proximity to modes of transportation, (3) proximity to services and amenities, (4) environmental impacts/hazards, (5) impacts on

sensitive resources, (6) height and mass compatibility, and (7) owner interest in development of the site. As part of this analysis, the City determined the rezoned sites would allow housing developments on locations that would be integrated into, and would not divide, any established neighborhoods within the City. The Housing Element Update contains a multitude of policies and actions to require and ensure community connectivity as buildout occurs.

Therefore, the Housing Element Update FEIR concluded the Housing Element Update does not propose any changes to the roadway circulation network such that new or expanded roadways are contemplated. For these reasons, impacts would be less than significant.

Conflict with Land Use Plan

***Plan Bay Area 2050-Sustainable Communities Strategy/Regional* Transportation Plan Consistency**

The Housing Element Update FEIR indicated that, consistent with Plan Bay Area 2050, the Housing Element Update includes several policies and programs intended to improve the quality of the housing inventory, conserve existing neighborhoods, increase housing affordability, and remove potential governmental and non-governmental constraints to housing for lower-income households and persons with special needs. Individual development projects would also be subject to relevant Housing Element Policies and Municipal Code requirements regarding growth management to ensure that residential development is consistent with the City's infrastructure capacity.

Furthermore, the rezoned sites were determined through a site evaluation performed by the City, based on seven different criteria that considered the 35 strategies set forth in Plan Bay Area 2050. These criteria include the following: (1) site size and infill criteria, (2) proximity to modes of transportation, (3) proximity to services and amenities, (4) environmental impacts/hazards, (5) impacts on sensitive resources, (6) height and mass compatibility, and (7) interest in site.

The sites were chosen to promote infill development in areas with proximity to existing transit and services and amenities. Consistency with the Regional Housing Needs Allocation (RHNA) and a focus on concentrating future housing development in these areas would reduce environmental impacts, consistent with Plan Bay Area 2050. Therefore, impacts would be less than significant.

City of Pleasanton General Plan, PUD, and Specific Plan Consistency

The Housing Element FEIR notes that development on most of the rezoned sites would require a General Plan Amendment and some sites require further action.

The Housing Element General Plan Amendments and other actions were consistent with widely accepted planning principles of facilitating logical and orderly growth, ensuring compatibility with surrounding uses, and ensuring internal consistency among the goals and policies of the General Plan. As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications are reviewed by the City for compliance with the goals, policies, and programs of the General Plan and other applicable provisions. The Housing Element PUD and Specific Plan Amendments serve as a self-mitigating aspect of the Housing Element Update that corrects conflicts that would otherwise exist, and impacts would be less than significant.

Zoning

The Housing Element Update includes policies and programs that are meant to ensure logical and orderly development and require discretionary review consistent with the Pleasanton Zoning Ordinance. Moreover, as the City receives development applications for development consistent with the Housing Element Update, those applications are reviewed by the City for compliance with the goals, policies, and programs of the Municipal Code. As such, if approved, the rezoning sites serve as a self-mitigating aspect of the Housing Element Update project that would serve to correct conflicts that would otherwise exist, and impacts would be less than significant.

City of Pleasanton Measures PP and QQ

The Housing Element Update FEIR indicated that, consistent with General Plan, individual development projects would be required to undergo project-specific discretionary environmental review with respect to annexation and development in the City of Pleasanton, including additional analysis to determine consistency with Measure PP. Therefore, development consistent with the Housing Element Update would not conflict with Measures PP or QQ, and impacts would be less than significant.

Airport Land Use Compatibility Plan

The Housing Element Update FEIR indicated the Livermore Municipal Airport is located approximately 1 mile east of the City of Pleasanton, and some areas of the City are within the flight path for planes taking off and arriving at the Livermore Airport. As shown in Exhibit 3.8-2 in the Housing Element Update

FEIR, Site 21(Kiewit) is located within the Alameda County ALUPP AIA, which is coterminous with the Alameda County Airport Land Use Commission Hazard Prevention Zone. None of the rezoned housing sites are within an Airport Protection Area.

Developments within the ALUPP's AIA would be required to undergo federal, State, and local regulatory review processes specific to airport noise, airspace safety, and other land use compatibility standards, including 14 Code of Federal Regulations Part 77 regulations for the safety, efficient use, and preservation of navigable airspaces. In reviewing individual applications, the City would determine which policies and actions apply and whether project modifications would be required to ensure compatibility with the ALUCP. Buildings within the ALUCP AIA would be required to comply with Federal Aviation Administration (FAA) regulations for height. Therefore, development consistent with the Housing Element Update would be consistent with the Alameda County ALUCP, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The types of barriers or physical features that can divide a community include roads, freeways, railroads, transit lines, and open space that is not developed for recreational use. The project site is bordered by urban built-up land, consisting of various industrial and residential uses. Additionally, the Montessori School is located across Busch Road north of the project site (Exhibits 2 and 2a). The proposed project will consist of residential units and, therefore, would not physically divide an established community.

Additionally, the proposed project has a General Plan designation of Housing Element Overlay and was anticipated to be developed with 8 to 13 du/acre on the medium density portion of the site and 30 du/acre on high density portion of the site in the Housing Element Update. The proposed project consists of 412 dwelling units with a density of 8 du/acre on the medium density portion of the project site and 36 du/acre on the high density portion of the project site (with density bonus) and 57 JADUs. Thus, the proposed project would be consistent with the development assumed in the Housing Element Update FEIR for this site.

Noise Land Use Compatibility Analysis

In order to evaluate the existing ambient noise environment for compatibility of the proposed development with the City's noise land use compatibility criteria, an ambient noise monitoring effort was conducted on the project

site. Four short-term noise measurements (15 minutes each) were taken on Thursday, April 25, 2024. The short-term noise measurements were taken between approximately 1:40 p.m. and 3:10 p.m. The noise measurement data sheets are provided in Appendix H of this report.

The short-term noise measurements taken at the project site are summarized in Table 6 below. The noise measurements indicate that daytime ambient noise levels range from 62.7 A-weighted decibels (dBA) to 71.1 dBA equivalent noise/sound level (L_{eq}) in the project vicinity. The noise technician observed that the dominant noise source in the project vicinity is traffic noise from Valley Avenue, Boulder Street, Busch Road, Ironwood Drive, 3786 Valley Avenue warehouse operations, and distant train activity.

Table 6: Existing Ambient Noise Levels in the Project Vicinity

Site Location	Location Description	dBA	Primary Noise Sources
ST-1	By the Northeast corner of the project site, on the North side of Busch Road. 10 feet off the road.	62.7 L_{eq}	Busch Road vehicle traffic, Pleasanton Transfer station operation, noise from existing on-site uses.
ST-2	At the Northeast corner of Ironwood Drive and Busch Road intersection. 10 feet off the road.	64.1 L_{eq}	Busch Road vehicle traffic. Ironwood Drive vehicle traffic, Pleasanton City Water Services parking lot and operational noise, distant Valley Avenue traffic noise.
ST-3	At the Valley Avenue and Busch Road intersection by the Southeast corner. 10 feet off the road.	67.7 L_{eq}	Valley Avenue traffic, Busch Road traffic.
ST-4	At the Northeast corner of Boulder Street and Valley Avenue intersection. 10 feet off the road.	71.1 L_{eq}	Valley Avenue traffic, Boulder Street traffic, 3786 Valley Avenue warehouse operations, and distant train traffic.
Notes: dBA = A-weighted decibel L_{eq} = equivalent sound level Source: FirstCarbon Solutions (FCS). 2024.			

The General Plan states that if the exterior noise source is a railroad, then the outdoor noise exposure criterion is 70 dBA day/night average sound level (L_{dn}) for future residential development. When these peak noise hour measurements are averaged over a 24-hour period and taking into account quieter nighttime average noise levels, these documented existing ambient noise levels would not exceed 70 dBA L_{dn} and are considered acceptable for new residential land use development. Therefore, the proposed project would not result in any conflict with the City's noise land use compatibility standards.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Land Use and Planning, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XII. 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?	No impact	No	No	No	No
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?	No impact	No	No	No	No

a, b) Loss of Minerals Resources of Statewide or Local Importance

Would the project: *a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that most of the sites are urban infill sites and are developed or partially developed with existing uses (see Table 2-1 in Chapter 2, Project Description), and concluded that no activities related to mineral resources currently occur within the rezoned housing sites and none of the sites are designated for this use. These conditions preclude the possibility of impacts on mineral resources; therefore, there is no impact associated with mineral resources.

Proposed Project Analysis and Conclusion

As determined in the Housing Element Update FEIR, the project site does not contain mineral resources of value and is not a designated mineral resources recovery site. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Mineral Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XIII. Noise *Would the project:*					
a) Expose 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact with mitigation incorporated	No	No	No	No
c) For a project located within the vicinity of a private airstrip or 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?	No impact	No	No	No	No

a) Substantial Noise Increase in Excess of Standards

Would the project: *a) Expose 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?*

Summary of Housing Element Update FEIR

Construction

The Housing Element Update FEIR indicated that a significant impact would occur if project-related, noise-producing construction activities exceed the City's established noise performance standards for construction activities. According to Section 9.04.100 of the Municipal Code, construction noise is exempt from the noise performance standards of the Noise Ordinance between the hours of 8:00 a.m. and 8:00 p.m. daily, except Sunday and holidays, when the exemption shall apply between 10:00 a.m. and 6:00 p.m., provided the construction activity meets at least one of the following noise limitations:

A. No individual piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible; or

B. The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.

For future development projects, two types of short-term noise impacts would occur during site preparation and project construction. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. Based on existing traffic volumes on roadway segments adjacent to each rezoned housing site, any future individual development project's construction trips would not be expected to double the hourly or daily traffic volumes along roadway segments in the vicinity of a development site. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly or daily average traffic noise levels. Therefore, the Housing Element Update FEIR concluded short-term construction-related noise impacts associated with the transportation of workers and equipment to a development site would be less than significant.

The second type of short-term noise impact is related to noise generated during site preparation, grading, and construction activities. Construction noise within the City is restricted by the Municipal Code in intensity and hours of operation. Because the rezoned housing sites would be developed within the city limits, they would be required to meet the requirements of the Municipal Code. In addition, the City has a code enforcement system that would handle construction noise complaints. Enforcement of the restricted hours of construction and the limit on the permissible maximum noise levels as measured at a project site property plane would reduce potential construction noise impacts to not result in a substantial temporary increase in ambient noise levels and would especially preclude potential impacts during evening and nighttime hours. Furthermore, individual housing development projects would be reviewed and approved as required by the procedures of the Municipal Code and may require additional CEQA review, as appropriate. The Housing Element Update FEIR concluded that, on a program level, future development of the rezoned housing sites would result in less than significant construction noise impacts.

Operation

Traffic Noise Impacts

The Housing Element Update FEIR indicated that a significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without implementation of the Housing Element Update. The General Plan states that "an exterior increase of more than 4 decibels is considered significant." The Housing Element Update FEIR concluded that no modeled roadway segment would experience an increase in traffic noise levels of greater than 4 dBA compared to noise levels that would exist without implementation of the Housing Element Update under Existing Plus Project and Cumulative Plus Project scenarios. Therefore, buildout of the rezoned housing sites would not result in a substantial permanent increase in traffic noise levels compared to levels that would exist without implementation of the Housing Element Update, and the impact would be less than significant.

Compliance with Applicable Plans, Policies, or Regulations

The Housing Element Update FEIR indicated development on rezoned housing sites could expose new noise-sensitive uses to traffic or railroad noise levels in excess of the City's established normally acceptable noise land use compatibility standards.

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update that would include single- or multi-family land use development adjacent to roadway segments identified in Table 3.11-7 (in the Housing Element Update FEIR) that have modeled noise levels in excess of 60 dBA or 65 dBA L_{dn}, respectively, as measured at 50 feet from the centerline of the outermost travel lane, would be required to demonstrate compliance with General Plan policies and incorporate project design features that would reduce traffic noise impacts for proposed development on that project site.

Stationary Operational Noise Impacts-Mechanical Equipment Operations

The Housing Element Update FEIR indicated that a significant impact would occur if operational noise levels generated by stationary noise sources at development projects on the rezoned housing sites would result in a substantial permanent increase in ambient noise levels in excess of the City's noise standards. The City has established operational noise performance standards for residential properties in Section 9.04.030 of the Municipal Code which prohibits noise levels in excess of 60 dBA at any point outside the property plane unless otherwise provided in the Municipal Code.

Primary stationary noise source associated with development consistent with the Housing Element Update would be new mechanical ventilation system equipment operations. The Housing Element Update FEIR concluded that these stationary source operational noise levels could exceed the City's threshold of 60 dBA as measured at a project property plane if they were to occur at a location closer than 25 feet from the project boundary. Development consistent with the Housing Element Update would comply with applicable goals, policies, and programs in the General Plan. To ensure compliance with applicable goals, policies, and programs, development consistent with the Housing Element Update would implement MM NOI-1, which requires preparation of a noise analysis for any development that would locate noise-producing mechanical systems within 25 feet of a project property line. If potential noise impacts are identified, then mitigation must also be identified. The Housing Element Update FEIR concluded that compliance with the goals, policies, and programs in the General Plan and implementation of MM NOI-1 would ensure that stationary source noise impacts generated by future development projects on the rezoned housing sites would be reduced to less than significant.

Proposed Project Analysis and Conclusion

Existing Noise Conditions

The existing noise environment in the vicinity of the project site was documented through a noise monitoring effort performed at the project site. Noise monitoring measurement data sheets are contained in Appendix H. A total of four short-term noise measurements (15 minutes each) were taken on Thursday, April 25, 2024, during the midday peak noise hour. The noise measurements determined that daytime ambient noise levels range from 62.7 dBA to 71.1 dBA L_{eq} along the boundaries of the project site. The noise measurements indicate that noise within the vicinity of the project site is generally characterized by vehicle traffic on local roadways, transfer station operations, private trucking operations, fire department training center activity, and train activity in the distance. The noise measurement documented noise levels from all noise sources in the project vicinity, including any noise from the facilities for the LPFD, PGS, and Pleasanton Public Works Department.

Construction Noise

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. The loudest pieces of equipment anticipated to be used in the site preparation phase of construction are graders and excavators. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. The maximum noise level generated by graders and excavators is approximately 85 dBA maximum noise/sound level (L_{max}) at 50 feet.

The nearest adjoining residential property line (future approved residences that will be located across Busch Road) is located approximately 160 feet north of the nearest project construction footprint. At this distance, reasonable worst-case maximum construction noise levels would attenuate to below 68 dBA L_{eq}. The calculation sheet is provided in Appendix H. Additionally, noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site.

Therefore, the proposed project's construction noise levels would not exceed the City's construction noise level standard of 86 dBA as measured at the property plane. In addition, because the project would comply with the City's permissible hours of construction, the resulting reasonable worst-case

daily average construction noise levels of 65 dBA Ldn would not result in a perceptible increase in documented average daily ambient noise levels in the project vicinity and the impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related construction noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

Traffic Noise

A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Based on the traffic study prepared for the project, the segment of Busch Road adjacent to the project site experiences 286 PM peak-hour trips under existing conditions. The traffic analysis also shows that Existing Plus Project trips (existing and project trips combined) would generate 381 total PM peak-hour trips. Similar trip volumes are documented for other modeled roadway segments in the project vicinity. Therefore, project traffic volumes would not double the existing traffic volumes on roadway segments accessing the project site. As such, the proposed project would not result in a substantial increase of 3 dBA or greater in traffic noise levels.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related traffic noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

Operational/Stationary Source Noise Impacts

A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds established by the City.

Mechanical Equipment Operations

The Housing Element Update FEIR indicated that a significant impact would occur if project-related, noise-producing construction activities exceed the City's Municipal Code's established noise performance standards. The City has established operational noise performance standards for residential properties in Section 9.04.030 of the Municipal Code which prohibits noise levels in excess of 60 dBA at any point outside the property plan, unless otherwise provided in the Municipal Code. For example, Section 9.04.070 provides a daytime exception that any noise which does not produce a noise level exceeding 70 dBA at a distance of 25 feet under its most noisy condition of use shall be exempt from the provisions of Sections 9.04.030 between the hours of 8:00 a.m. and 8:00 p.m. daily, except Sundays and holidays, when the exemption herein shall apply between 10:00 a.m. and 6:00 p.m.

Typical operational noise level ratings for residential-grade mechanical ventilation equipment range up to approximately 70 dBA L_{eq} at a distance of approximately 3 feet. Proposed mechanical ventilation systems would be located approximately 160 feet from the nearest residential property line (future approved residences located north of the project site across Busch Road). At this distance, and assuming no shielding reduction for residential fences, noise generated by proposed mechanical ventilation equipment would attenuate to below 23 dBA L_{eq} at the nearest residential property line. The calculation sheet is provided in Appendix H.

Project-related mechanical ventilation equipment operational noise levels would not exceed 60 dBA at the adjoining residential property boundary plane. In addition, these noise levels would not exceed the documented existing background ambient noise levels, and the impact would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related stationary noise and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

b) Groundborne Vibration/Noise Levels

Would the project: *b) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Summary of Housing Element Update FEIR

Short-term Construction Vibration Impacts to Off-site Receptors

The Housing Element Update FEIR indicated that future construction activities that could occur with development of the rezoned housing sites would generate groundborne vibration. Groundborne vibration from construction activities has the potential to impact existing or future buildings (i.e., through structural damage) and their occupants (i.e., through activity disruption, annoyance, etc.) if they are located close enough to the construction sites. In general, vibration-induced structural damage could only occur when certain types of construction activity (e.g., blasting and pile driving) take place close to existing structures, while vibration-induced disruption/annoyance could occur during more common types of construction activity (e.g., truck movements) at greater distance from the activity area. Impact pile drivers used during the site preparation phrase of construction could result in construction vibration levels that exceed the Federal Transit Administration (FTA) damage threshold criteria, resulting in a potentially significant impact.

The Housing Element Update FEIR concluded that in compliance with Program 1.6 of the Noise Element, implementation of MM NOI-2, which requires preparation of a Construction Vibration Reduction Plan, would ensure that vibration level impacts generated by future development projects would be reduced to a less than significant impact.

Operational Vibration Impacts

The Housing Element Update FEIR concluded that development consistent with the Housing Element Update would involve residential and commercial land use development. This type of land use development is not anticipated to include any permanent sources of vibration that would expose persons in the project vicinity to excessive groundborne vibration levels. Therefore, project operational groundborne vibration level impacts would be less than significant.

Proposed Project Analysis and Conclusion

Construction

Construction of the proposed project would require a variety of large, steel-tracked earthmoving vehicles for site preparation and the use of vibratory rollers for internal street construction. According to the FTA, large bulldozers and similar heavy equipment can generate groundborne vibration levels up to 0.089 inches per second (in/sec) peak particle velocity (PPV) at a reference distance of 25 feet. In other words, these vehicles could expose buildings within 25 feet of their construction activities to groundborne vibration levels up to 0.089 in/sec PPV. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 in/sec PPV at 25 feet from the operating equipment.

The nearest building to the project construction footprint is the self storage office building located approximately 40 feet south of the nearest project construction footprint where the heaviest construction equipment would operate. At this distance, groundborne vibration levels from large bulldozers and similar heavy grading vehicles operating near the proposed project's western property line would be approximately 0.099 in/sec PPV at the façade. This is below the FTA's damage threshold of 0.3 in/sec PPV for structures of this type, a structure of concrete and masonry construction. Therefore, groundborne vibration impacts from construction activities would be less than significant.

Operations

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be considered less than significant without mitigation.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR. Approval of the proposed project would not result in any significant effects relating to project-related vibration, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c).

c) Excessive Noise Levels from Airport Activity

Would the project: *c) For a project located within the vicinity of a private airstrip or 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?*

Summary of Housing Element Update FEIR

The Livermore Municipal Airport is located approximately 1 mile east of the city limits. At this distance, the rezoned housing sites are located well outside of the airport's 60 dBA Community Noise Equivalent Level (CNEL) noise contours. Therefore, the Housing Element Update FEIR concluded that implementation of the Housing Element Update would not expose persons residing or working at the sites to noise levels from airport activity that would be in excess of normally acceptable standards. Therefore, no impact would occur.

Proposed Project Analysis and Conclusion

Airport Noise

The closest airport to the project site is the Livermore Municipal Airport, approximately 2 miles northeast of the project site. Because of its distance from the airport runways, and the orientation of the runway relative to the project site, the project site is located outside of the airport's 60 dBA CNEL noise contours. No private airstrips are located within the vicinity of the project site. Therefore, implementation of the project would not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise, and therefore no impact would occur.

Approval of the proposed project would not result in any significant effects relating to airport noise, and the proposed project would meet the criteria of CEQA Guidelines Section 15332(c). Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Noise, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures from the Housing Element Update FEIR would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM NOI-1 Stationary Source Noise Impact Reduction Measure

Prior to issuance for building permits for a project, for any development project on potential sites for housing that would include any noise-producing mechanical systems located within 25 feet of a property line, the project applicant shall retain a Noise Specialist to conduct a site-specific project-level noise analysis to evaluate compliance with Section 9.04.030 of the Municipal Code, which prohibits noise levels in excess of 60 A-weighted decibel (dBA) at any point outside the property plane, as defined in Section 9.04.020 of the Municipal Code as "a vertical plane including the property line which determines the property boundaries in space." If the analysis identifies that proposed mechanical system operations could result in an exceedance of this noise performance standard, then specific measures to attenuate the noise impact shall be outlined in the analysis. The analysis shall be submitted to the City's Building and Safety Division for review and approval prior to issuance of building permits. The final noise reduction measures shall be included on all final construction and building documents and/or construction management plans and submitted for verification to the City. Specific measures may include, but are not limited to, the following measures or design features:

- The project applicant shall utilize quieter mechanical systems that would not result in an exceedance of the City's operational noise standards.

- The project applicant shall enclose mechanical systems in a sound-attenuating structure or shall install sound barriers adjacent to the proposed system that would reduce operational noise levels to not exceed the City's noise performance standards as measured at the property line.
- The project application shall relocate the proposed mechanical system further from property line to reduce operational noise levels to not exceed the City's noise performance standards as measured at the property line.

MM NOI-2 Construction Vibration Reduction Plan

For any future development projects that would use pile driving within 200 feet of an off-site structure, prior to the issuance of grading permits for a project, the project sponsor shall retain a Noise Specialist to prepare a Construction Vibration Reduction Plan for submittal to the City's Planning Director for review and approval that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for any impacted structures. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents. A note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors, to be monitored via on-site inspection by the Community Development Department, to implement these measures to limit construction-related vibration impacts.

For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of heavy construction equipment (i.e., construction equipment with a peak particle velocity [PPV] at 25 feet [inches per second] rating of 0.051 or greater as shown in Table 3.11-3 in Section 3.11, Noise, in this Program EIR) within 15 feet of an off-site structure, the project sponsor shall retain a Noise Specialist to prepare a Construction Vibration Reduction Plan for submittal to the City's Director of Community Development for review and approval that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for any

impacted structures. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents. A note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors, to be monitored via on-site inspection by the Community Development Department, to implement these measures to limit construction-related vibration impacts.

Mitigation Measures for the Proposed Project

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XIV. Population and Housing *Would the project:*					
a) Induce substantial unplanned 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)?	Less than significant impact	No	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant impact	No	No	No	No

a, b) Growth Inducement and Housing Displacement/Replacement 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)?*

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Summary of Housing Element Update FEIR

Growth Inducement

The Housing Element Update FEIR indicated that because the Housing Element Update would provide sufficient sites to accommodate the RHNA for

the City, the population growth associated with development of those sites would be consistent with the forecast growth in Plan Bay Area 2050. Many of the Housing Element Update's policies and programs guide population growth within the City through 2031 and support the objectives of the City and would not result in unplanned direct or indirect population growth. Development within the rezoned housing sites would be required to abide by policies and programs to ensure that new development or redevelopment does not induce substantial additional unanticipated or unplanned population growth, either directly or indirectly. Additionally, compliance with the regulations laid out in the Municipal Code would ensure that the Housing Element Update would not result in unplanned direct or indirect population growth. Furthermore, future development consistent with the Housing Element Update would be subject to review and approval by the City, including environmental compliance review. Future development would be required to demonstrate consistency with the Housing Element Update (including rezonings, General Plan, and Specific Plan Amendments) and comply with requirements of the General Plan protecting against substantial unplanned growth and displacement of existing residential uses. Finally, the City has supported urban growth and development for almost 130 years and is served with infrastructure (e.g., roads, freeways, railroads, transit, water, sewer, storm drainage, electricity, natural gas, etc.); development consistent with the Housing Element Update would not result in indirect growth. The Housing Element Update FEIR concluded that impacts would be less than significant.

Housing Displacement/Replacement Housing

The Housing Element Update FEIR indicated the Housing Element Update would result in a significant impact if it would displace substantial numbers of people or existing housing which would require the construction of replacement housing elsewhere. Implementation of the Housing Element Update would result in the development of additional housing units at all affordability levels to support the City's growing population and future housing demands, as specified in the RHNA, by rezoning all or some of the rezoned housing sites to accommodate housing development. In addition, pursuant to Program 3.6 of the Housing Element Update, the City would be required to replace housing units that are demolished with units affordable to the same or lower-income as a condition of development.

Therefore, implementation of the Housing Element Update and the rezoning of some or all of the rezoned housing sites is not anticipated to displace a

substantial number of people or housing units and would not require the construction of replacement housing elsewhere due to the displacement of housing or people. Therefore, there would be a less than significant impact related to population and housing displacement.

Proposed Project Analysis and Conclusion

The Housing Element Update estimated that the project site, Site 21(Kiewit), would be developed with up to 760 dwelling units. The proposed project consists of four villages with a total of 412 new units and 57 JADUs. Because this is less than the maximum number of units estimated in the Housing Element Update, the proposed project would not induce substantial, unplanned growth. Additionally, the project site is currently vacant and does not contain any residential structures. As such, the proposed project would not result in the displacement of any existing residences. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Population and Housing, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XV. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					
a) Fire protection?	Less than significant impact	No	No	No	No
b) Police protection?	Less than significant impact	No	No	No	No
c) Schools?	Less than significant impact	No	No	No	No
d) Libraries?	Less than significant impact	No	No	No	No
e) Other public facilities?	Less than significant impact	No	No	No	No

a, b, d, e) Need for New or Altered Fire Protection, Police Protection, Libraries or Other Public Facilities

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

b) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

d) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library facilities?

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

Summary of Housing Element Update FEIR

Fire Protection Services

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in an increased demand for fire protection services, and, as this demand increases, there may be a need to increase staffing and equipment to maintain acceptable service ratios, reflex times, and other performance standards. This would require existing fire stations to be able to accommodate the additional staff and/or equipment. If an existing fire station is at capacity for staffing, this could require an expansion of an existing fire station or construction of a new fire station, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded fire protection facilities to support the growth anticipated as part of the Housing Element Update cannot be determined at the time of certification of the Housing Element Update FEIR because the designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded fire protection facilities would have similar impacts, as would construction and operation of other types of new development consistent with the Housing Element Update.

The General Plan includes policies and programs to ensure that fire protection services keep pace with new development. As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and programs of the General Plan and Vineyard Avenue Corridor Specific Plan to ensure that fire protection services keep pace with new development. In addition, the Municipal Code, which implements the General Plan, would be reviewed when development applications are received. Through implementation of the capital facilities fee, developers would be responsible for payment of any improvements

needed, including the need for new facilities, which would effectively mitigate any increased demand for services associated with development consistent with the Housing Element Update. Therefore, the Housing Element Update FEIR concluded that future development consistent with the Housing Element Update would not result in significant adverse effects related to fire protection services and impacts would be less than significant.

Police Protection Services

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in an increased demand for police protection services. As the demand for police services increases, there may be a need to increase staffing and equipment, including the development of additional police substations, to maintain acceptable service ratios, response times, and other performance standards. However, this would require existing police stations to be able to accommodate the additional staff and/or equipment. If an existing police station is at capacity for staffing, this could require an expansion of an existing police station or construction of a new police substation, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded police protection facilities to support the growth anticipated as part of the Housing Element Update cannot be determined at the time the Housing Element Update FEIR was certified because the designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded police protection facilities would have similar impacts as would construction and operation of other types of new development consistent with the Housing Element Update.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan to ensure that police protection services keep pace with new development. In addition, the Municipal Code contains rules and regulations related to police services and payment of public service fees. Chapter 3.22 of the Municipal Code requires that development projects pay capital facilities fee apportioned to the cost of the necessary public improvements associated with each development within the City. Specifically, through the capital facilities fee the developer would be responsible for any improvements needed for police protection services, which would effectively mitigate any increased demand for services associated with development

consistent with the Housing Element Update. Therefore, the Housing Element Update FEIR concluded future development consistent with the Housing Element Update would not result in significant adverse effects related to police protection services and impacts would be less than significant.

Library Services

A representative for the Pleasanton Public Library noted that to accommodate development consistent with the Housing Element Update, there would be additional staffing, equipment, and facility space needed to maintain acceptable service ratios and other performance objectives for library facilities, which could require an upgrade of an existing library or construction of a new library, the construction of which could cause environmental impacts. The representative noted that the additional staffing, equipment, and facility space could be accommodated by a new library envisioned as part of the Pleasanton Civic Center Library Master Plan or with the completion of a satellite branch. However, at the time of certification of the Housing Element Update FEIR, no specific plans were approved for any development associated with expanded library facilities as part of the Pleasanton Civic Center Library Master Plan; thus, it was determined to be too speculative to evaluate as part of the analysis within the Housing Element Update FEIR. Library and Recreation staff are currently in the planning stages of a mobile vehicle to help expand library and recreation services with an anticipated in-service date by spring 2024.

The General Plan includes policies and programs to ensure that library facilities keep pace with new development. The Municipal Code contains rules and regulations related to payment of public service fees, which includes libraries. Chapter 3.22 of the Municipal Code requires that development projects pay a capital facilities fee apportioned to the cost of the necessary public improvements associated with each development within the City. While there is no portion of the capital facilities fee automatically earmarked for the provision of library services, the City, in its discretion, can direct a portion of the capital facilities fee to library facilities. The Pleasanton Development Impact Fee Nexus Study[30] assumes a new library facility to be developed as part of the Civic Center Master Plan. However, as stated above, no plans have been approved at this time.

[30] City of Pleasanton. 2018. Pleasanton Development Impact Fee Nexus Study. September 24. Website: https://www.cityofpleasantonca.gov/assets/our-government/housing/policies/capital-facility-and-transportation-fee-nexus.pdf. Accessed May 23, 2024.

As described above, the project-specific environmental impacts of constructing new or expanded library facilities to support the growth associated with the Housing Element Update cannot be determined at the time of certification of the Housing Element Update FEIR because the site-specific locations and designs of future new or expanded facilities are not known. As the City proceeds with the construction of new or expanded library facilities, those projects would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code.

Furthermore, as the City receives development applications for subsequent development consistent with the Housing Element Update, those applications would be reviewed by the City for compliance with the policies and programs of the General Plan to ensure that library facilities keep pace with new development. In addition, development consistent with the Housing Element Update would be required to pay capital facility fees in accordance with Chapter 3.22. Therefore, future development consistent with the Housing Element Update would not result in significant adverse effects related to library facilities and impacts would be less than significant.

Other Public Facilities

The Housing Element Update FEIR indicated that as demand for other public facilities increases from development consistent with the Housing Element Update, there may be an additional need to increase staffing and equipment to maintain acceptable service ratios and other performance objectives for these other public facilities. However, this would require existing public facilities to be able to accommodate the additional staff and/or equipment. If an existing public facility is at capacity for staffing, this could require an expansion of an existing public facility or construction of a new public facility, the construction of which could cause environmental impacts.

The project-specific environmental impacts of constructing new or expanded other public facilities to support the growth associated with the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified because the site-specific locations and designs of future new or expanded facilities are not known. As the City proceeds with the construction of new or expanded library facilities, those projects would be reviewed by the City for compliance with the policies and programs of the General Plan and Municipal Code. Furthermore, as the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and programs of the General Plan to ensure

that other facilities keep pace with new development. In addition, development consistent with the Housing Element Update would be required to pay capital facilities fees in accordance with Chapter 3.22 of the Municipal Code.

The Housing Element Update FEIR concluded the physical effects on the environment from the construction of new or expanded public facilities would be less than significant, and future development consistent with the Housing Element Update would not result in significant adverse effects related to other public facilities. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The development of the proposed project would generate increased demand for public services, including fire protection, police protection, libraries, and other public facilities. The Housing Element Update estimates up to 760 dwelling units to be located on the project site, while the proposed project would result in the construction of 412 dwelling units and 57 JADUs. As such, the proposed project would generate less demand for public services than what was analyzed in the Housing Element Update FEIR. Furthermore, the proposed project would be required to pay capital facilities fees as outlined in Municipal Code Chapter 3.22. Through the capital facilities fee, developers would be responsible for payment of any improvements needed, including the need for new facilities which would effectively mitigate any increased demand for services associated with development consistent with the Housing Element Update. The proposed project would be constructed in accordance with applicable General Plan policies and programs, and all project applicants would be subject to City review and approval. Therefore, there are no environmental effects that are peculiar to the proposed project. Environmental impacts would be avoided through the imposition of uniformly applied development policies or standards. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Need for New or Altered School Facilities

Would the project: *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives schools?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update could result in development on all of the rezoned housing sites. If all the sites were to develop at their maximum density, a total of approximately 2,532 K-12 students could be generated, including approximately 1,377 students in Grades K-5, approximately 598 students in Grades 6-8, and approximately 557 students in Grades 9-12. A representative from Pleasanton Unified School District (PUSD) noted that new students associated with development consistent with the Housing Element Update could require the need to build additional capacity or new schools to accommodate growth. Specifically, elementary schools in the northern area of PUSD (Donlon and Fairlands) are currently impacted, and any further housing would require students to be assigned to another campus. The representative also noted that the current level of developer fees set by State law is not sufficient to cover the full cost of facility impacts associated with additional housing.

The General Plan includes policies and programs to ensure that school facilities keep pace with new development. Notwithstanding these General Plan policies and programs, while State law encourages coordination between cities and school districts related to planning for school siting, State law is also clear that long range master planning for school sites is ultimately the responsibility of the school district (see California Government Code § 65352.2). Section 65995(h) of the California Government Code (SB 50), clarifies that the payment of statutory fees ". . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property."

Additionally, as part of its efforts to anticipate and appropriately plan for future growth, PUSD prepares a 7-year projection of student population, updated annually, which looks at planned and proposed development within its enrollment boundaries, as well as demographic shifts, and "mobility factors" such as inter-district and inter-school transfers which over time affect overall enrollment. It is noted that the most recent study takes into account approximately 2,983 units of new residential development in Pleasanton (including at least some sites that are part of the Housing Element Update). Depending on other future enrollment trends, modifications to attendance area maps may be undertaken by PUSD.

New student population could also have the potential to cause the need for new or expanded school facilities. As the demand for school services increases from development consistent with the Housing Element Update, there may be a need to increase staffing, facilities, and equipment to maintain acceptable service ratios and other performance objectives for schools. However, this would require existing school sites to be able to accommodate the additional staff, facilities and/or equipment. If an existing school site is at capacity for staffing or for students, this could require an expansion of an existing school site or construction of a new school site, the construction of which could cause environmental impacts. The project-specific environmental impacts of constructing new or expanded school facilities to support the growth anticipated as part of the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified because the site-specific locations and designs of future new or expanded facilities are not known. It can be expected that construction and operation of future new or expanded school facilities would have similar impacts as would construction and operation of other types of new development under the Housing Element Update. Further, PUSD would be required to receive approval from the Division of the State Architect and complete any required CEQA review for construction of new or expanded school facilities.

As noted above, the payment of statutory fees ". . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property. . . on the provision of adequate school facilities." Therefore, with the payment of required State-established SB 50 fees, future development consistent with the Housing Element Update would not result in significant adverse effects related to school facilities and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would generate increased demand for school services. As stated above, the Housing Element Update estimated the development of up to 760 dwelling units on the project site, which would generate approximately 238 Elementary School students, approximately 106 Middle School students and approximately 109 High School students. The proposed project would develop 412 dwelling units and 57 JADUs, thus generating fewer students than what was anticipated in the Housing Element Update FEIR.

The project site is located within PUSD and would be served by Alisal Elementary School, Harvest Park Middle School, and Amador Valley High School.[31] All three schools are experiencing population declines that are projected to continue in the coming years. Accordingly, there would be sufficient capacity to accommodate new student enrollment associated with the proposed project.[32,33,34] Therefore, there are no environmental effects that are peculiar to the proposed project. Environmental impact would be avoided through the imposition of uniformly applied development policies or standards. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Public Services, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

[31] Pleasanton Unified School District (PUSD). 2024. School and Trustee Area Locater. Website: https://portal.schoolsitelocator.com/apps/ssl/?districtcode=17275#. Accessed May 23, 2024.
[32] Alisal Elementary School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/15u_JOWOlOlsMGEqW3PQqpUryXeYKTQwG/view?usp=sharing. Accessed May 23, 2024.
[33] Harvest Park Middle School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/1-tkgWn7pDUeZ8UaIkrAW5WlifF1Wqxk0/view?usp=sharing. Accessed May 23, 2024.
[34] Amador Valley High School. 2024. School Plan for Student Achievement (SPSA) Template. Website: https://drive.google.com/file/d/10bagA3JbKcEBKo8DJpo1ocn1OuwnVLU1/view?usp=sharing. Accessed May 23, 2024.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVI. Recreation *Would the project:*					
a) 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?	Less than significant impact	No	No	No	No
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than significant impact	No	No	No	No

a, b) Effects of Increased Use of Parks and Provision of Parks or Recreational Facilities

Would the project:

a) 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; or

b) include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Summary of Housing Element Update FEIR

Effects of Increased Use of Parks

The Housing Element Update FEIR indicated that development and growth in the City would increase demand for existing parks and recreational facilities. As shown in Exhibit 3.13-3 in the Housing Element Update FEIR, many of the rezoned housing sites are within 0.5 mile (i.e., walking distance) of a neighborhood or community park. Additionally, the City is projected to meet the service standard of over 5 acres of neighborhood parkland in 2031.

As the demand for parks and recreational facilities increases, there may be a need to increase staffing and other resources to maintain existing parks and recreational facilities from their increased use. Additionally, as the demand for parks and recreational facilities increases, there may be a need to expand existing parks and recreational facilities or construct new parks and recreational facilities to maintain acceptable service ratios.

As the City receives development applications for subsequent development consistent with the Housing Element Update, those applications will be reviewed by the City for compliance with the policies and program of the General Plan to ensure that parks and recreational facilities keep pace with new development. Specifically, Program 10.2 of Goal 6 of Chapter 6, Public Facilities and Community Program Element, encourages developers to dedicate public park acreage in areas designated for park use on the General Plan map rather than contribute in lieu fees. In addition, development consistent with the Housing Element Update would be required to pay the capital facilities fee in accordance with Chapter 3.22 of the Municipal Code. Therefore, the Housing Element Update FEIR concluded future development consistent with the Housing Element Update would not result in significant adverse effects related to parks and recreational facilities and impacts would be less than significant.

Provision of Parks and Recreational Facilities

The Housing Element Update FEIR indicated that as the demand for parks and recreational facilities increases, there may be a need to expand existing parks and recreational facilities or construct new parks and recreational facilities to maintain acceptable service ratios. There could be environmental impacts associated with the construction of new or expanded parks and recreational facilities. The project-specific environmental impacts of constructing new or expanded parks and recreational facilities to support the growth associated with the Housing Element Update could not be determined at the time the Housing Element Update FEIR was certified, because the designs of future new or expanded facilities were not known.

As the construction of new or expanded parks and recreational facilities proceeds, those projects will be reviewed by the City for compliance with the policies and programs of the General Plan and the Municipal Code. Therefore, the Housing Element Update FEIR concluded that the physical effects on the environment from the construction of new or expanded parks and recreational facilities would be less than significant.

Proposed Project Analysis and Conclusion

The development of the proposed project would generate increased demand for parks and recreational facilities. The Housing Element Update estimates up to 760 dwelling units to be located on the project site, while the proposed project would result in the construction of 412 dwelling units and 57 JADUs in total. As such, the proposed project would generate less demand for parks and recreational facilities than what was analyzed in the Housing Element Update FEIR.

The proposed project does not require plans for the expansion or construction of park facilities as the City currently maintains an open space ratio of approximately 13 acres per 1,000 residents, which is well above its target ratio of 5 acres per 1,000 residents. The proposed project would be required to pay all applicable capital facilities as required by Municipal Code Chapter 3.22 to mitigate impacts of the proposed development on public facilities, including parks and recreational facilities. These funds would be used by the City to help construct any needed park and recreational facilities and improvements in the City and to refurbish and expand existing facilities to maintain adequate levels of service. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Recreation, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVII. Transportation *Would the project:*					
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant impact	No	No	No	No
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Significant and unavoidable impact	No	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact	No	No	No	No
d) Result in inadequate emergency access?	Less than significant impact	No	No	No	No

The following analysis and discussion related to Level of Service (LOS) is no longer a CEQA topic and is therefore provided for informational purposes only to support the City's evaluation of traffic operations under the General Plan.

Traffic Operations

The operations of roadway facilities are described by the term LOS. An LOS is a description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined, ranging from LOS A (free-flow conditions) to LOS

F (over capacity conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F.

Although LOS and other delay-based metrics cannot be used to determine significant impacts under CEQA, the City strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Additionally, a project's effect on overall travel operations provides decision-makers with additional information to consider in the entitlement process and allows for the identification of potential improvements or project changes that could minimize the overall transportation system effect of a project on the surrounding community.

The City applies the following criteria to develop recommendations designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities. Intersection or roadway improvements may be recommended under the following circumstances:

- The project deteriorates the operations of a signalized intersection from acceptable to unacceptable based on the LOS standard established in the General Plan.
- The project adds 10 or more trips to an intersection projected to operate at an unacceptable LOS E or LOS F prior to the addition of project traffic.
- The project deteriorates the operations of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
  - Project traffic results in satisfaction of the peak-hour volume traffic signal warrant;
  - Project traffic increases minor movement delay by more than 30 seconds; or
  - Where the peak-hour volume signal warrant is met without project traffic and delay cannot be measured, project increases traffic by 10 or more vehicles per lane on the controlled approach.
- The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles (50

feet) where the queue already exceeds the available storage space (for example, vehicle queues spilling back from ramp terminal intersections to the freeway mainline, or vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes).

Existing Intersection Volumes

Weekday morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak period intersection turning movement counts were conducted at the study intersections in February and March of 2024, including separate counts of trucks, pedestrians, and bicyclists. For the study intersections, the single hour with the highest traffic volumes during the count periods was identified. The peak-hour volumes are presented on Figure 4 of the TIA along with the existing lane configuration and traffic control. Traffic count worksheets are provided in Appendix A of the TIA.

Existing Intersection Operations

Level of Service

Existing intersection operations are summarized in Table 7 below. Detailed intersection LOS calculation worksheets and methodology are provided in the TIA.

Table 7: Existing Conditions–Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing Conditions	
				Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	7.3 9.5	A A
2. Valley Avenue and Busch Road	Signal	AM PM	D	15.4 9.8	B A
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	33.7 **55.4**	C **E**
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	38.1 **62.9**	D **E**
5. Busch Road and Ironwood Drive	Signal	AM PM	D	19 21.8	B C
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	1.1(9.7) 4.4(8.7)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing Conditions	
				Delay[3]	LOS
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour [3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 2000 methodologies. **Bold** text indicates potentially unacceptable operations. Source: Fehr & Peers, February 2025.					

As shown in Table 7, the study intersections operate acceptably during existing conditions except for Santa Rita Road and Valley Avenue (LOS E) and Bernal Avenue/Valley Avenue and Stanley Boulevard (LOS E) during the PM peak-hour.

Queues

Although most intersections currently operate within the standards set by the City, there may be periodic vehicle queue spillback and delays greater than shown in Table 7, above, for some movements. Table 8 presents the 95th percentile vehicle queue results for turn movements with exclusive lanes at signalized intersections. Queue worksheets are provided in Appendix C of the TIA.

The 95th percentile queue exceeds the available storage at the following intersection movement:

- Santa Rita Road/Valley Avenue – Westbound Left Turn – AM peak-hour

Table 8: Existing Conditions – 95th Percentile Queues

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
1. Boulder Street and Valley Avenue	EBT	1,000	0	50
	WBT	200	0	0
	NBL	190	125	75
	NBT	1,240	125	125
	NBR	1,240	0	0
	SBL	200	0	0
	SBT	1,060	150	300
	SBR	20	0	0
2. Valley Avenue and Busch Road	EBL	200	50	50

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
	EBT	3,200	50	125
	WBT	1,150	300	200
	SBL	170	50	50
	SBR	200	50	50
3. Santa Rita Road and Valley Avenue	EBL	180	175	150
	EBT	1,900	125	225
	EBR	100	50	0
	WBL	140	**250**	150
	WBT	790	150	150
	WBR	100	0	0
	NBL	290	100	75
	NBT	560	525	400
	SBL	780	275	550
	SBT	780	550	350
	SBR	230	100	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	EBL	280	100	125
	EBT	1,200	100	275
	WBL	260	125	100
	WBT	3,700	425	150
	WBR	500	225	50
	NBL	180	125	50
	NBT	500	300	225
	NBR	160	50	100
	SBL	320	125	300
	SBT	1,240	275	400
5. Busch Road and Ironwood Drive	EBL	150	75	75
	EBT	600	0	0
	WBT	380	25	25
	SBR	280	0	0
6. Busch Road and City Service Operations Center Entrance	EB	130	0	20
	SB	100	50	100

Intersection	Movement	Storage Length (ft)[1]	AM Peak Period	PM Peak Period
Notes: [1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above. **Bold** text indicates queue potentially extends beyond available storage. Source: Fehr & Peers, February 2025.				

Existing with Project Conditions

Existing with Project Traffic Volumes

The project traffic volumes on Figure 6 of the TIA were added to the existing traffic volumes from Figure 4 of the TIA to estimate the Existing with Project traffic volumes, as shown on Figure 8 of the TIA. No improvements were assumed at any of the study intersections.

Analysis of Existing with Project Conditions

Intersection Operations

The Existing with Project analysis results are presented in Table 9, based on the traffic volumes and intersection configurations presented on Figure 8 of the TIA, along with the results for Existing conditions.

Table 9: Existing with Project Conditions – Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	7.3 9.5	A A	11.8 12.3	B B
2. Valley Avenue and Busch Road	Signal	AM PM	D	15.4 9.8	B A	16.7 11.5	B B
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	33.7 **55.4**	C **E**	34.5 **66.5**	C **E**
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	38.1 **62.9**	D **E**	39.2 **67.2**	D **E**
5. Busch Road and Ironwood Drive	Signal	AM PM	D	19 21.8	B C	16.4 16.3	B B

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	1.1(9.7) 4.4(8.7)	A(A) A(A)	0.8(10.3) 2.4(8.9)	A(A) A(A)
7. Busch Road and Street D	Side-Street Stop	AM PM	D	- -	- -	2.5(9.7) 2.2(9.1)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

As shown in Table 9, the study intersections operate acceptably during Existing Plus Project conditions except for Santa Rita Road and Valley Avenue (LOS E) and Bernal Ave/Valley Avenue and Stanley Boulevard (LOS E) during the PM peak-hour. These intersections operated at LOS E prior to the addition of proposed project traffic, however, the proposed project would add more than 10 peak-hour trips to both intersections during the weekday PM peak-hour, thus this would be a violation of the City's LOS policies. To provide acceptable traffic operations, pedestrian safety, and access to the proposed project, improvements to the proposed project's intersection at Boulder Street and Valley Avenue would also be necessary as identified in the TIA. These are discussed in greater detail below.

Vehicle Queues

Although most intersections generally operate within the standards set by the City, there can be periodic vehicle queue spillback and delays greater than shown in Table 9 for some movements. For signalized intersections, the 95th percentile queue exceeds the available storage at this intersection movement:

- Santa Rita Road/Valley Avenue–Westbound Left Turn–PM peak-hour

Traffic associated with the project would increase the PM peak-hour queue length at this movement by 50 feet (2 vehicles), which would be a violation of the City's established policies.

Table 10 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA.

Table 10: Existing with Project Conditions – 95th Percentile Queues

Intersection	Movement	Storage Length (ft)[1]	No Project		With Project	
			AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
1. Boulder Street and Valley Avenue	EBT	1,000	0	50	0	50
	WBT	200	0	0	75	50
	NBL	190	125	75	125	75
	NBT	1,240	125	125	225	175
	NBR	1,240	0	0	0	25
	SBL	200	0	0	50	100
	SBT	1,060	150	300	200	300
	SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	EBL	200	50	50	75	50
	EBT	3,200	50	125	75	125
	WBT	1,150	300	200	350	225
	SBL	170	50	50	75	50
	SBR	200	50	50	50	50
3. Santa Rita Road and Valley Avenue	EBL	180	175	150	175	150
	EBT	1,900	125	225	125	225
	EBR	100	50	0	50	0
	WBL	140	**250**	150	**275**	150
	WBT	790	150	150	175	150
	WBR	100	0	0	0	0
	NBL	290	100	75	100	75
	NBT	560	525	400	525	450
	SBL	780	275	550	300	600
	SBT	780	550	350	550	350
	SBR	230	100	50	100	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	EBL	280	100	125	125	175
	EBT	1,200	100	275	100	275
	WBL	260	125	100	125	100
	WBT	3,700	425	150	425	150
	WBR	500	225	50	225	50

Intersection	Movement	Storage Length (ft)[1]	No Project		With Project	
			AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
	NBL	180	125	50	125	50
	NBT	500	300	225	300	225
	NBR	160	50	100	50	100
	SBL	320	125	300	125	300
	SBT	1,240	275	400	300	425
5. Busch Road and Ironwood Drive	EBL	150	75	75	75	75
	EBT	600	0	0	0	0
	WBT	380	25	25	50	25
	SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	EB	130	0	20	0	25
	SB	100	50	100	50	100
7. Busch Road and Street D	WB	1,200	-	-	0	0
	NB	300	-	-	125	75

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Existing with Project Conditions Recommendations

Based on the results of the Existing Plus Project conditions analysis, the following improvements would be required as Conditions of Approval to rectify the identified violations of the City's policies.

Deficiency 1: The intersection of Santa Rita Road and Valley Avenue operates at a deficient LOS E in the existing PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

COA 1: The proposed project shall implement geometric improvements at this intersection to provide acceptable operations prior to issuance of certificate of occupancy. The City's General Plan identifies an improvement at this location which includes the

widening of the intersection to include a third southbound left turn lane and a second westbound left turn lane. With the implementation of this improvement, the intersection would function at an acceptable LOS. This improvement shall be constructed with the proposed project's development, with fees credited to the developer.

Deficiency 2: The intersection of Bernal Avenue/Valley Avenue and Stanley Boulevard operates at a deficient LOS E in the existing PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

COA 2: The proposed project shall provide funds for the optimization of the traffic signal timing and phasing at this intersection prior to issuance of certificate of occupancy. Implementation of this measure would improve operations of the intersection for vehicle movements to an acceptable level (LOS D with a delay of 40.8 seconds per vehicle in the PM peak-hour).

Deficiency 3: To provide acceptable access, appropriate traffic operations and pedestrian safety, improvements to the project's intersection at Boulder Street and Valley Avenue would be required.

COA 3: The project shall construct improvements to the Boulder Street/Valley Avenue intersection prior to issuance of certificate of occupancy. These shall include upgrading the traffic signal to full 8-phase protected left turn operations with appropriate pedestrian provisions. Two exit lanes shall be provided on the proposed project's approach including a separate left turn and a shared through-right turn lane.

Cumulative Without El Charro Extension Traffic Conditions

This section discusses cumulative traffic conditions both without and with the proposed project. The cumulative condition represents conditions in the 2040 horizon year, based on forecasts from the City's travel demand model. The cumulative forecasts reflect conditions with buildout of the City's General Plan and the implementation of the recently approved Housing Element Update. To evaluate the potential effect of traffic generated by the proposed project on the surrounding street system, volume estimates representing Cumulative without Project Conditions were prepared. Traffic conditions without the project under this future scenario reflect traffic increases due to nearby and regional development along with background

roadway network changes and street improvements. Major cumulative land use changes in the study area include substantial industrial and R&D space with supporting retail on the parcel immediately east of the project site (TAZs 45 and 91) and north of Busch Road (TAZ 216). The cumulative analysis also reflects the programmed General Plan roadway improvements including changes at the Santa Rita Road/Valley Avenue intersection (addition of third southbound left turn and second westbound left turn). The forecasted Cumulative without Project Conditions traffic volumes were then used as the baseline to identify the proposed project's effects on the operations of the circulation system.

Two different sets of cumulative traffic volumes have been prepared, including forecasts both with and without the proposed El Charro Road extension project. Cumulative conditions both with and without the proposed project and with and without the El Charro Road extension project have been evaluated. El Charro Road's current terminus is at Stoneridge Drive/West Jack London Boulevard and the extension project would extend the road south, connecting to Stanley Boulevard. This project was proposed in the 2005 Pleasanton General Plan Update and is included in the City's Traffic Impact Fee program.

Traffic volumes for the Cumulative without Project without the El Charro Extension scenario are presented on Figure 9 of the TIA. Project traffic was added to the Cumulative without Project forecasts to estimate the Cumulative with Project without the El Charro Extension scenario, as presented on Figure 10 of the TIA.

Analysis of Cumulative Without El Charro Extension Conditions

Intersection Operations

Cumulative without the El Charro Road extension scenarios both with and without project-generated traffic were evaluated in the TIA, and the analysis results are presented in Table 11, based on the traffic volumes and lane configurations presented on Figure 8 and Figure 9 of the TIA.

The addition of project traffic would affect average delay at each of the study intersections but would not degrade service levels. All study intersections are projected to operate within the City's established LOS standard in the Cumulative without El Charro Extension condition, even with the addition of project traffic.

The intersection of Busch Road and Street D, which would provide direct access to the project site, was evaluated under two types of control—side-street stop control and as a roundabout. Both configurations were found to yield acceptable operations. Peak-hour traffic signal warrants were not found to be met at this location under the Cumulative without El Charro with Project condition.

Table 11: Cumulative Without El Charro Extension Peak-hour Intersection LOS Summary

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Cumulative without Project		Cumulative with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	9.7 12	A B	13.7 15.7	B B
2. Valley Avenue and Busch Road	Signal	AM PM	D	23.4 25.3	C C	25.3 26.1	C C
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	37.6 36.2	D D	39.3 37.5	D D
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	42.4 42.0	D D	44.6 42.0	D D
5. Busch Road and Ironwood Drive	Signal	AM PM	D	9.5 11.9	A B	9.3 11.8	A B
6. Busch Road and City Service Operations Center Entrance	Side-Street Stop	AM PM	D	0.3(9.8) 0.9(13.8)	A(A) A(A)	0.3(10.2) 0.8(14.4)	A(A) A(A)
	Roundabout	AM PM	D	4.9(5.3) 5.7(6.3)	A(A) A(A)	5(5.4) 5.8(6.6)	A(A) A(A)
7. Busch Road and Street D	Side-Street Stop	AM PM	D	- -	- -	1.2(19.3) 0.7(18.3)	A(A) A(A)
	Roundabout	AM PM	D	- -	- -	5(6.1) 6.2(7.4)	A(A) A(A)

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

Vehicle Queues

For study intersections, Table 12 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA.

In the Cumulative without El Charro scenario, the addition of project traffic was found to cause vehicle queues to increase by more than 50 feet (more than 2 car lengths) where the 95th percentile queue already exceeds the available storage or result in vehicle queues to exceed the available storage at the following intersection:

- Bernal Avenue/Valley Avenue & Stanley Boulevard – Southbound Left Turn Lane–PM Peak-hour

Table 12: Cumulative Without El Charro Extension Conditions – 95th Percentile Queues

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
1. Boulder Street and Valley Avenue	Signal	EBT	1,000	0	0	75	75
		WBT	200	25	75	0	125
		NBL	190	150	150	100	100
		NBT	1,240	225	300	150	200
		NBR	1,240	0	0	0	25
		SBL	200	25	50	25	100
		SBT	1,060	175	225	350	375
		SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	Signal	EBL	200	125	125	75	75
		EBT	3,200	75	75	125	150
		WBT	1,150	575	675	300	325
		SBL	170	75	75	225	225
		SBR	200	50	50	75	75
3. Santa Rita Road and Valley Avenue	Signal	EBL	180	175	175	**200**	**200**
		EBT	1,900	175	175	225	250
		EBR	100	50	50	0	0
		WBL	140	125	125	100	100
		WBT	790	200	225	250	250
		WBR	100	0	0	0	0

		NBL	290	100	100	100	100
		NBT	560	675	700	475	525
		SBL	780	225	225	250	275
		SBT	780	575	600	375	375
		SBR	230	100	100	50	50
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	EBL	280	200	225	125	150
		EBT	1,200	75	75	325	325
		WBL	260	0	0	100	100
		WBT	3,700	500	500	75	75
		WBR	500	250	250	50	50
		NBL	180	125	125	75	75
		NBT	500	300	300	225	225
		NBR	160	50	50	125	125
		SBL	320	125	150	300	**325**
		SBT	1,240	300	350	325	350
5. Busch Road and Ironwood Drive	Signal	EBL	150	75	75	75	75
		EBT	600	75	75	25	25
		WBT	380	100	125	325	350
		SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	SSC 2-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
	Round about	EB	130	0	0	0	0
		SB	100	25	0	0	100
7. Busch Road and Street D	SSC 2-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
	Round about	WB	1,200	100	100	25	100
		NB	300	0	0	0	0

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Cumulative Without El Charro Extension Condition Recommendations

Based on the results of the Cumulative without El Charro Extension with Project analysis, one violation of the City's policies was identified.

Deficiency 4: The queues in the southbound left turn lanes at the Bernal Avenue/Valley Avenue/Stanley Boulevard intersection were found to exceed the available storage in the Cumulative without El Charro Extension with Project scenario.

> Recommendation: Queues at the subject movement should be monitored, and if found to exceed the available storage, the project should make a fair share contribution toward the implementation of an improvement measure. The improvement would be an extension of the available storage in the southbound left turn lanes within the existing landscaped median.

Cumulative With El Charro Extension Traffic Conditions

This section discusses cumulative traffic conditions with the El Charro Road extension both with and without traffic that would be generated by the proposed project. The cumulative conditions analysis considers development within the City as described in the General Plan and recently adopted Housing Element Update. Cumulative forecasts were developed using the City of Pleasanton's travel demand model. El Charro Road's current terminus is at Stoneridge Drive/West Jack London Boulevard and the roadway extension project proposes to extend the road south, connecting to Stanley Boulevard in the City of Pleasanton. This project was proposed in the 2005 Pleasanton General Plan Update and is included in the City's Traffic Impact Fee program. As part of the cumulative with El Charro Extension scenarios, Busch Road is assumed to be extended to El Charro where a new signalized intersection would be constructed.

Analysis of Cumulative With El Charro Extension Conditions

Intersection Operations

In the With El Charro Extension scenario, cumulative without and with Project intersection operations were evaluated in the TIA, and the analysis results are presented in Table 13, based on traffic volumes presented on Figure 11 and Figure 12 of the TIA.

The addition of project traffic would affect average delay at each of the study intersections but would not degrade service levels. Without additional improvements, the intersection of El Charro Extension and Stoneridge Drive is

projected to operate at LOS E in the Cumulative with El Charro Extension scenario (without the proposed project). The proposed project would increase vehicle delays at this intersection and would add more than 10 vehicles in the AM and PM peak-hours. This would be a violation of the City's established LOS policies.

The intersections of Busch Road/Street D and Busch Road/City Operations Center were evaluated under the following three conditions:

- 2 Lane Busch Road (with turn pockets)–Side Street Stop Control
- 2 Lane Busch Road–Roundabout
- 4 Lane Busch Road (with turn pockets)–Side Street Stop Control

All three configurations were found to yield acceptable operations. Peak-hour traffic signal warrants were not found to be met at these locations under the Cumulative with El Charro with Project condition. The evaluation reviewed a single-lane urban roundabout configuration with a design speed of 20 miles per hour. However, acceptable operations would also result at these locations if a smaller single-lane compact urban roundabout was installed.

Table 13: Cumulative With El Charro Extension Conditions – Intersection Operations

Intersection	Control[1]	Peak-hour[2]	LOS Standard	Cumulative without Project		Cumulative with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Boulder Street and Valley Avenue	Signal	AM PM	D	6 12.1	A B	9.9 15	A B
2. Valley Avenue and Busch Road	Signal	AM PM	D	26.1 25.5	C C	26.7 25.7	C C
3. Santa Rita Road and Valley Avenue	Signal	AM PM	D	36.1 38.6	D D	36.8 41.2	D D
4. Bernal Avenue/Valley Avenue and Stanley Boulevard	Signal	AM PM	D	48.9 47.8	D D	49.9 48.2	D D
5. Busch Road and Ironwood Drive	Signal	AM PM	D	9.2 11.6	A B	9.3 11.8	A B

6. Busch Road and City Service Operations Center Entrance	Roundabout 2-Lane	AM PM	D	5.2(5.3) 6.5(7.2)	A(A) A(A)	5.4(5.6) 6.7(7.5)	A(A) A(A)
	Side-Street Stop 2-Lane	AM PM	D	0.3 (11.5) 1.1 (23.4)	A(B) A(B)	0.3 (11.9) 1.2 (26.3)	A(B) A(D)
	Side-Street Stop 4-Lane	AM PM	D	0.3(9.9) 1.1(18)	A(A) A(C)	0.3 (10.1) 0.9 (19.3)	A(B) A(C)
7. Busch Road and Street D	Roundabout 2-Lane	AM PM	D	- -	- -	6.2(6.4) 7.8(9.1)	A(A) A(A)
	Side-Street Stop 2-Lane	AM PM	D	- -	- -	1.9 (22.7) 1.4(24)	A(C) A(C)
	Side-Street Stop 4-Lane	AM PM	D	- -	- -	1.5 (17.4) 1(19.3)	A(C) A(C)
8. El Charro Extension and Stanley Boulevard	Signal	AM PM	D	54.5 35.3	D D	54.8 32.3	D C
9. El Charro Extension and Busch Road	Signal	AM PM	D	48.7 32.2	D C	47.9 31.9	D C
10. El Charro Extension and Stoneridge Drive	Signal	AM PM	D	51.0 **67.9**	D **E**	51.1 **70.8**	D **E**

Notes:
[1] Existing intersection traffic control type (Signal = Signalized; Side-Street Stop = Side-Street Stop control)
[2] AM = weekday morning peak-hour; PM = weekday evening peak-hour
[3] Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 2000 methodologies.
Bold text indicates unacceptable operations.
Source: Fehr & Peers, February 2025.

Vehicle Queues

For the study intersections, Table 14 presents the 95th percentile vehicle queue results. Queue worksheets are provided in Appendix C of the TIA. The addition of project traffic was found to cause vehicle queues to increase by more than 50 feet (more than 2 car lengths) where the 95th percentile queue

already exceeds the available storage or results in vehicle queues to exceed the available storage at the following intersection:

- Santa Rita Road/Valley Avenue – Westbound Left Turn – PM peak-hour

Table 14: Cumulative With El Charro Extension Conditions – 95th Percentile Queues

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
1. Boulder Street and Valley Avenue	Signal	EBT	1,000	0	0	75	75
		WBT	200	25	75	0	100
		NBL	190	0	0	100	100
		NBT	1,240	125	175	150	200
		NBR	1,240	0	0	0	25
		SBL	200	25	50	25	100
		SBT	1,060	100	150	200	200
		SBR	20	0	0	0	0
2. Valley Avenue and Busch Road	Signal	EBL	200	175	175	100	125
		EBT	3,200	75	100	100	125
		WBT	1,150	350	400	325	350
		SBL	170	75	75	50	50
		SBR	200	75	75	100	100
3. Santa Rita Road and Valley Avenue	Signal	EBL	180	175	175	**200**	**200**
		EBT	1,900	225	225	250	250
		EBR	100	75	75	0	0
		WBL	140	132	150	100	100
		WBT	790	225	225	300	325
		WBR	100	0	0	0	0
		NBL	290	100	100	100	100
		NBT	560	525	550	475	525
		SBL	780	225	225	250	275
		SBT	780	550	550	325	325
		SBR	230	100	100	50	50
4. Bernal Avenue/Valley	Signal	EBL	280	150	175	125	125
		EBT	1,200	350	350	375	400

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
Avenue and Stanley Boulevard		WBL	260	125	125	**425**	**425**
		WBT	3,700	575	575	250	275
		WBR	500	350	350	100	100
		NBL	180	100	125	100	100
		NBT	500	225	225	225	225
		NBR	160	**650**	**650**	**175**	**175**
		SBL	320	150	150	250	250
		SBT	1,240	250	275	400	425
5. Busch Road and Ironwood Drive	Signal	EBL	150	75	75	75	75
		EBT	600	75	75	50	50
		WBT	380	200	225	400	425
		SBR	280	0	0	0	0
6. Busch Road and City Service Operations Center Entrance	Roundabout	EB	130	50	75	150	125
		SB	100	0	0	0	0
	SSC 2-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
	SSC 4-Lanes	EB	130	0	0	0	0
		SB	100	0	0	25	25
7. Busch Road and Street D	Roundabout	WB	1,200	50	75	150	175
		NB	300	0	25	0	0
	SSC 2-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
	SSC 4-Lanes	WB	1,200	0	0	0	0
		NB	300	0	25	0	25
8. Stanley and El Charro	Signal	EBL	600	600	600	200	200
		EBT	1,300	100	100	750	725
		WBT	2,400	1125	1125	275	275
		WBR	250	250	250	25	25
		SBL	300	175	50	275	275
		SBR	900	400	400	900	875
9. Busch and El Charro	Signal	EBL	100	25	50	25	50
		EBT	1,000	25	25	75	75

Intersection	Control	Movement	Storage Length (ft)[1]	AM Peak Period		PM Peak Period	
				No Project	With Project	No Project	With Project
		NBL	100	125	125	75	75
		NBT	3,500	350	350	75	75
		SBT	1,700	75	75	325	325
		SBR	100	25	25	50	50
10. Stoneridge and El Charro	Signal	EBL	350	75	75	225	225
		EBT	730	375	375	675	675
		WBL	500	75	75	475	500
		WBT	420	400	400	275	275
		WBR	500	***525***	***525***	475	475
		NBL	110	100	100	175	175
		NBT	800	150	175	300	325
		SBL	620	425	425	575	575
		SBT	800	400	400	150	150
		SBR	425	0	0	0	0

Notes:
[1] An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
Bold text indicates queue potentially extends beyond available storage.
Bold italic text indicates a potential community concern, or significant impact.
Source: Fehr & Peers, February 2025.

Cumulative With El Charro Extension Condition Recommendations

Based on the results of the Cumulative with El Charro Extension conditions analysis, a single violation of the City's LOS policy was identified (Referred to as Deficiency 4 in the TIA):

Deficiency 4: The intersection of El Charro Extension and Stoneridge Drive was found to operate at a deficient LOS E in the PM peak-hour. The proposed project would add more than 10 vehicle trips, which based on the General Plan/Operational Thresholds, would be considered significant.

> Recommendation: The addition of a third westbound left turn lane would improve the operations of this intersection to LOS D in the Cumulative with El Charro Extension Plus Project condition.

Potential for Site Cut Through Traffic

Construction of the proposed project's internal roadways would provide a new connection from Valley Avenue at Boulder Street with Busch Road at Street D. As illustrated on Figure 1B of the TIA, vehicles would be able to use Boulder Street, Street B, Street C, and Street D to complete this trip through the site as an alternative to the Valley Avenue to Busch Road route. A travel time study of these two routes was prepared to assess the attractiveness of cutting through the site. The study reflects the presence of traffic circles and speed humps within the project site. This study found the following results:

- Valley Road and Busch Road – 110 to 130 seconds
- Boulder Street, Street B, Street C, and Street D – 85 to 105 seconds

The route through the project site is approximately 25 seconds shorter than the route using Valley Avenue and Busch Road. While the route through the project site is quicker, it is unlikely that substantial amounts of traffic would use this path. The route is indirect, involving five turns and traversing three traffic circles. In addition, the number of vehicles wanting to travel between Valley Avenue at Boulder Street with Busch Road at Street D is expected to be low, especially with the completion of the El Charro Road extension project. Stanley Boulevard to El Charro Road would be considerably faster for most origins and destinations than the use of Valley Avenue and Busch Road, or a cut-through trip through the project site.

> Recommendation: Monitor peak-hour cut through traffic and implement traffic calming measures to counteract the activity if it becomes an issue. Traffic calming measures such as chicanes, chokers, lateral shifts, speed humps or partial closures could minimize or eliminate cut through traffic.

a) Affect to Circulation System

Would the project: *Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update is not forecasted to generate transit, roadway, bicycle, or pedestrian use that would exceed the capacity of area facilities to serve that demand.

The Housing Element Update FEIR concluded that because development consistent with the Housing Element Update would be subject to all applicable State, regional, and City guidelines, standards, and specifications related to service standards, including, but not limited to, those provided in the City of Pleasanton Bicycle and Pedestrian Master Plan and CAP 2.0, it would not conflict with adopted policies, plans, or programs. Therefore, the Housing Element Update would result in a less than significant impact on the circulation system, including transit, bicycle, and pedestrian facilities and policies.

Proposed Project Analysis and Conclusion

Vehicular Site Access and Circulation

Access to the project site would be provided via roadway connections to the external street network, one on Valley Avenue and one on Busch Road. The connection to Valley Avenue would be made via a link to the existing signalized intersection at Valley Avenue and Boulder Street. The connection to Busch Road would be provided via a new unsignalized intersection at D Street, connecting to Busch Road approximately 500 feet west of the PGS entrance. Internal circulation within the project site would be provided via a network of two-lane roadways extending through the project site. The TIA prepared by Fehr & Peers in February 2025 (Appendix I) identified that the two-lane internal roadways would be adequate to serve internal traffic forecasts.

Furthermore, the proposed project would comply with the ODS as required by the City. Therefore, the proposed project would have a less than significant impact on vehicular access and circulation consistent with the Housing Element Update.

Pedestrian Access and Circulation

The proposed project would construct sidewalks that meet the City's requirements on all internal streets. In addition, a 10-foot-wide shared-use path with 2-foot shoulders would be constructed along the eastern side of Valley Avenue, the southern side of Busch Road, the eastern side of Street D, and the north side of Boulder Street, forming a loop for use by bicycles and pedestrians (Exhibit 5). Crosswalks would be installed at internal intersections wherein substantial numbers of pedestrians are expected to cross.

The TIA determined that while the proposed project includes a robust pedestrian network within the project site, connections to the external

pedestrian network and to City destinations, such as parks and schools are limited. The project site is located near routes to school identified by the City of Pleasanton for Alisal Elementary School, Harvest Park Middle School, and Amador High School.[35] Therefore, the proposed project would have a less than significant impact with regard to pedestrian access and circulation consistent with the Housing Element Update.

Bicycle Access and Circulation

In the immediate project vicinity, there is a Class I Share Use Path along the northern edge of Busch Road, ending at Valley Avene. North of the project site, Iron Horse Trail provides Class I facilities from the project site directly to the Dublin/Pleasanton BART Station. The 2018 City of Pleasanton Bicycle and Pedestrian Master Plan proposes a Class I Shared Use Path along Valley Avenue east and a Class IV Separated Bikeway on Valley Avenue west leading to Santa Rita Road. When completed, this bikeway would connect the project site more cohesively with the greater bike network. East of the intersection of Stanley Boulevard and Valley Avenue, Stanley Boulevard's existing facilities include an eastbound Class I bike facility and a westbound Class II bike facility. West of the intersection, there are Class II bike lanes in each direction.

Furthermore, the proposed project would provide two short-term bicycle parking spaces per 50 residential units. This would further programs in the Bicycle and Pedestrian Master Plan, as well as Primary Action P8. Bicycle Amenities of the CAP 2.0.

Therefore, the proposed project would not conflict with the City's adopted plans and policies as it relates to bicycle facilities.

Trails Master Plan Consistency

The proposed project's plan for pedestrian and bike infrastructure is consistent with the City's Trails Master Plan. As discussed above, the proposed project includes a shared-use path that circles the northwest quadrant of the project site, which would connect to the existing Iron Horse Trail north of the project site. Project buildout would complete a planned extension of the Iron Horse Trail along the east side of Valley Avenue. At completion, this would connect the north section of the Iron Horse Trail with the south leg on east Stanley Avenue, providing improved bike and pedestrian access. A Class I Bike Path on Busch Road is included in the proposed project along the

[35] City of Pleasanton. School Transportation. Website: https://www.cityofpleasantonca.gov/your-community/getting-around/school-transportation/. Accessed July 24, 2024.

project's frontage, which would serve as the west-end section of the planned East Pleasanton Trail outlined in the Trails Master Plan. Both the trail running along Busch Road and the trail along Valley Avenue would be 10-feet wide with 2-foot-wide shoulders. The East Pleasanton Trail would extend beyond Busch Road onto El Charro Extension to connect with the greater network. A section of the East Pleasanton Trail would be present running along the east side of the project site from Busch Road to Stanley Boulevard. As such, the TIA concluded that the proposed project would be cohesive with existing and envisioned trails for the Trails Master Plan.

Transit Facilities

The project site is not directly served by any transit routes. The closest bus stop to the project site is served by the westbound Route 10R bus on Stanley Avenue located approximately 0.4 mile south. The second closest transit stop to the project site also serves the Route 10R bus on Santa Rita Road, approximately 0.8 mile west of the project site. Both transit stops would be accessed via existing pedestrian facilities on Valley Avenue. As existing transit stations are approximately 0.5 to 1 mile from the project site, some future residents may choose to use a shared mobility device, such as a scooter or bike share to access transit.

As described in the project-specific TIA, the proposed project would have a significant transit impact if the project would interfere with existing transit facilities or preclude the construction of planned transit facilities. As described above, the proposed project would not interfere with existing transit facilities or preclude the construction of planned transit facilities and would have a less than significant impact on transit facilities consistent with the Housing Element Update.

Conclusion

In sum, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Vehicle Miles Traveled

Would the project: *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that development consistent with the Housing Element Update is estimated to reduce the home-based VMT per resident from 24.6 without implementation of the Housing Element Update, to 22.3 VMT with implementation of the Housing Element Update in 2040. This reduction would not be sufficient to comply with the threshold of significance of 15.0 VMT per resident (i.e., 15 percent below the Alameda County 2040 No Project Average home-based VMT per capita).

Although development consistent with the Housing Element Update as a whole would result in a reduction of home-based average VMT per resident, almost all of the sites are above the threshold of significance (see Housing Element Update FEIR Tables 3.14-2 and 3.14-3).

Development consistent with the Housing Element Update would reduce the VMT per service population for the rezoned housing sites by about 17 percent, from 36.9 to 30.5; however, resulting VMT per resident of 30.5 is still above the threshold of significance of 22.0 VMT per resident, indicating a significant impact related to VMT (see Housing Element Update FEIR Table 3.14-4).

The Housing Element Update FEIR concluded that implementation of MM TRANS-2 would be required, which requires individual housing project development proposals that do not screen out from a VMT impact analysis to provide a quantitative VMT analysis using the same methodology employed in the Housing Element Update FEIR, with modifications as necessary (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodology acceptable to the City). If the results of the analysis indicate that the VMT associated with an individual housing project would be above the threshold, that development would be required to implement Transportation Demand Management (TDM) measures and physical measures to reduce VMT. (Note that the measures are not additive and combining the measures reduces their overall effectiveness, resulting in a limit on the reduction in VMT that these measures can provide).

The Housing Element Update FEIR concluded that because the effectiveness of the VMT reduction measures in reducing an individual development project's VMT impact to a less than significant level could not be confirmed at the programmatic level, the impact would remain significant and unavoidable.

Proposed Project Analysis and Conclusion

The proposed project does not screen out from a VMT impact analysis. Therefore, as required by the Housing Element Update FEIR MM TRANS-2, a TIA was prepared for the proposed project by Fehr & Peers in February 2025 (Appendix I).

The proposed project would result in a significant impact related to VMT if the proposed project's home-based VMT per resident is greater than 15 percent below the average baseline countywide VMT per resident. The countywide home-based VMT per resident is 19.4; therefore, the significance threshold of 15 percent below the countywide average is 16.5. The TIA determined that the proposed project would have a home-based VMT per resident of 26.2, which is greater than the significance threshold of 16.5. Therefore, the proposed project's impacts related to VMT would be potentially significant.

The proposed project includes several design features that would reduce VMT to the extent feasible in accordance with Housing Element Update FEIR MM TRANS-2. However, sufficient strategies to reduce the proposed project's daily home-based VMT per resident from 26.2 to 16.5 are not available. Therefore, impacts would be significant and unavoidable, consistent with the findings of the Housing Element Update FEIR.

The strategies being employed as part of the proposed project to reduce VMT are as follows (as described in the Alameda CTC VMT Reduction Calculator Tool-Design Document):

4B **Pedestrian Facility Improvement** – Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions. When improving sidewalks, a best practice is to ensure they are contiguous and link externally with existing and planned pedestrian facilities. Barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, and slopes, should be minimized. The strategy is based on the share of vehicle trips which could easily shift to walking - on average, approximately 21.4 percent of vehicle trips are 1 mile or less. The proposed project would construct sidewalks on both sides of all public streets.

4C **Bikeway Network Expansion** – This strategy increases the length of a city or neighborhood bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, and cycle

tracks. Providing bicycle infrastructure with markings and signage helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider local or State bike lane width standards. The proposed project is constructing bike lanes on all public streets.

4D **Bike Facility Improvement** – This strategy will construct or improve a single bicycle lane facility that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or State bike lane width standards. The proposed project would construct an extension of the Ironwood Trail along its northern border which would connect to the project and future projects to the east to the Ironwood Trail. The bike lanes would also connect to existing bike lanes on Valley Avenue.

4H **Provide Neighborhood Traffic Calming Measures** – Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design would include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways would be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features included in the proposed project are marked crosswalks, speed humps, mini-circles, on-street parking, and planter strips with street trees.

Although the proposed project would include VMT reduction measures as described above to reduce impacts to the greatest extent feasible in accordance with Housing Element Update FEIR MM TRANS-2, there are no feasible mitigation measures which would reduce impacts to less than significant.

As previously discussed, the Housing Element Update FEIR concluded impacts from VMT to be significant and unavoidable. The proposed project would be consistent with the analysis within the Housing Element Update FEIR, resulting in a significant and unavoidable impact. There are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Roadway Safety Hazards

Would the project: *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the programs and policies in the Housing Element Update promote safe design and encourage compatible development. Subsequent projects consistent with the Housing Element Update, including any new associated roadway, bicycle, pedestrian, and transit infrastructure improvements, would be subject to and designed, in accordance with City standards and specifications which would address potential design hazards including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities, or improvements to such facilities associated with subsequent projects consistent with the Housing Element Update, would be constructed based on industry design standards and best practices consistent with the Municipal Code and building design and inspection requirements.

The Housing Element Update FEIR concluded that the City's evaluation of an individual project's access and circulation would incorporate analysis with respect to City standards for vehicular LOS and queueing, as well as for service to pedestrians, bicyclists, and transit users. Therefore, development consistent with the Housing Element Update would result in a less than significant impact to roadway safety hazards.

Proposed Project Analysis and Conclusion

The proposed project would be accessed via two roadway connections to Busch Road and Valley Avenue. The connection to Busch Road would be 29 feet wide, and the connection to Valley Avenue would be 32 feet wide, compliant with City Code. The proposed internal streets and driveways would also be compliant with the City Code, including width, length, striping, and signage requirements.

Furthermore, the proposed project would be subject to and designed in accordance with City standards and specifications, which would address potential design hazards including sight distance, driveway placement, signage, and striping. For example, the proposed project would comply with the requirements set forth in Chapter 19.36.080 of the Municipal Code, which outlines requirements for grades, curves, and sight distances on streets and within developments, except for driveway lengths. The driveway lengths within the development of approximately 18 feet would not conform to the City's standard of 22 feet; however, the project applicant has requested and would need to obtain a waiver from the City pursuant to their density bonus application to waive the requirement for 22-foot driveway lengths.

Additionally, the proposed project would be subject to approval by the City Engineer to ensure proper drainage or safety for vehicles and pedestrians.[36]

With incorporation of all industry design standards and best practices consistent with the Municipal Code and building design and inspection requirements, the proposed project would not substantially increase traffic hazards. There are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Emergency Access

Would the project: *Result in inadequate emergency access?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that, pursuant to the Subdivision Ordinance, Chapter 19.36, of the Municipal Code, emergency access to the rezoned housing sites would be subject to review by the City and responsible emergency service agencies, thus ensuring projects would be designed to meet all emergency access and design standards. The City also requires the preparation of construction management plans that would minimize temporary obstruction of traffic during site construction.

Additional vehicles associated with development at the rezoned housing sites could increase delays for emergency response vehicles during peak commute hours. However, emergency responders maintain response plans which include use of alternate routes, sirens, and other methods to bypass

[36] City of Pleasanton. 2023. City of Pleasanton Municipal Code: 19.36.080 Grades, curves and sight distances. Website: https://ecode360.com/43037590#43037590. Accessed July 24, 2024.

congestion and minimize response times. In addition, California law requires drivers to yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle passes to ensure the safe and timely passage of emergency vehicles.

Therefore, the Housing Element Update FEIR concluded that adequate emergency access would be provided to the rezoned housing sites, and the impact would be less than significant.

Proposed Project Analysis and Conclusion

As described in question a), the proposed project would have adequate vehicle circulation, including adequate circulation for large vehicles such as fire trucks. As described in the TIA, the proposed project's internal roadways and access points would meet the regulations for emergency vehicle widths. The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan and Alameda County Disaster Plan. The proposed project would undergo review by the LPFD to ensure adequate emergency access. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Transportation, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. MM TRANS-2 from the Housing Element Update FEIR would be required and would reduce potential impacts to the fullest extent feasible, consistent with the analysis in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

In certifying the Housing Element Update FEIR, the City determined that even with incorporation of MM TRANS-2, the City may not achieve the overall VMT threshold reduction level due to uncertainty in the cumulative effectiveness of TDM measures as well as unknowns related to transit service levels, transportation technology, and travel behavior. Moreover, these policies and mitigation measures primarily apply to new developments; existing land uses that have already been approved and are under construction are generally not affected. Because of the programmatic nature of the Housing Element Update, no additional cumulative mitigation measures are available. Accordingly, the City adopted a Statement of Overriding Considerations.

MM TRANS-2 Implement Vehicle Miles Traveled Reduction Measures

Prior to the issuance of certificate of occupancy, a project applicant for an individual housing project development proposal that does not screen out from Vehicle Miles Traveled (VMT) impact analysis, as determined by a qualified consultant using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodologies acceptable to the City), shall provide a VMT analysis using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda CTC Model and/or other methodologies acceptable to the City), and reduce VMT impacts to less than the applicable VMT thresholds, to the extent feasible.

Mitigation Measures for the Proposed Project

Implement MM TRANS-2.

The proposed project's VMT per capita would exceed the threshold set forth in the Housing Element Update FEIR. However, this impact was identified in the Housing Element Update FEIR, and it was determined to be significant

and unavoidable with mitigation. The proposed project includes four measures to reduce VMT. This would comply with Housing Element Update FEIR MM TRANS-2, which states that the proposed project is required to implement VMT reduction measures. Therefore, the proposed project has demonstrated full compliance with Housing Element Update FEIR MM TRANS-2, and no further measures are required.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XVIII. Utilities and Service Systems *Would the project:*					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact	No	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Significant and unavoidable impact	No	No	No	No
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant impact	No	No	No	No
d) Generate solid waste in excess of State or local	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?					
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than significant impact	No	No	No	No

a, c) Water, Wastewater, Stormwater, Electric Power, Natural Gas, and Telecommunications

Would the project: *a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of Housing Element Update FEIR

Water-Infrastructure Construction, Expansion, or Relocation

The Housing Element Update FEIR indicated that while development facilitated by the Housing Element Update would require extension, relocation, and expansion of new water lines within and to the rezoned housing sites, construction activities associated with future development would be subject to compliance with the applicable local, State, and federal laws, ordinances, and regulations, as well as any project-specific mitigation measures necessary to ensure construction-related impacts are not significant.

Future development would be required to uphold the goals and objectives of the General Plan and CAP 2.0 related to water facilities to ensure the adequate water treatment and distribution systems are planned for, concurrent with projected growth. Project proponents would be required to fund their fair share of upgrading the utility infrastructure as needed to serve a project. This may include installing water mains, new water meters, and/or upgrades to existing facilities. The City would review individual development projects at the time of application to establish requirements for funding any infrastructure improvements necessary to mitigate project-specific impacts that have not been previously identified as part of a capital improvement program covered by development connection fees. Consistent with applicable State law, the City's development fees would ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project to maintain the existing LOS and achieve an adopted LOS that is consistent with the General Plan and Municipal Code (California Government Code Section 66001(g)). Therefore, the Housing Element Update FEIR concluded that impacts due to the extension, relocation, and expansion of new water facilities would be less than significant.

Wastewater

The Housing Element Update FEIR indicated that the 2.17 mgd of wastewater generated by new development consistent with the Housing Element Update would represent less than 5 percent of total treatment capacity of the DSRSD Regional Wastewater Treatment Facility (RWTF) and Livermore Water Reclamation Plant (LWRP), and the RWTF and LWRP would have the capacity to handle the increase in wastewater.

The City has entered into numerous sewage reservation agreements that guarantee capacity to various properties/projects. Most approved, but not yet constructed, commercial/office developments utilize capacity the City has "reserved" for them out of its original sewage treatment plant and wastewater discharge capacities. Because the City has secured both treatment plant and export capacity by agreement with the DSRSD and its participation in the Livermore-Amador Valley Water Management Agency (LAVWMA) Expansion Project, sewage treatment and disposal capacity would not be a constraint in the short- or mid-term. Therefore, the City has secured capacity for its continued existing and future wastewater flows. In addition, the City's capacity in the discharge pipeline would allow growth in

dry weather flows as well as accommodate its wet weather flows for many future years.[37,38]

The Housing Element Update FEIR also indicated that future development consistent with the Housing Element Update would be located within the urban framework of the City and near existing wastewater infrastructure. The City currently complies with the statutory requirements, as applicable (see Section 3.15, Utilities and Service Systems, "Regulatory Framework" in the Housing Element Update FEIR) including goals, programs, and policies in the General Plan and Title 15 of the Municipal Code, and those requirements ensure that the City would continue to comply with State and federal regulatory requirements related to wastewater. New development would also be subject to the latest adopted edition of the California Plumbing Code and CALGreen, including the provisions for water efficient fixtures and toilets. All new development would be required to pay a fair share of the City's planned sewer system improvements through connection fees and capital facility fees. Therefore, the Housing Element Update FEIR concluded that development consistent with the Housing Element Update would not result in insufficient wastewater collection and treatment and no new or expanded wastewater treatment facilities would be needed. Impacts would be less than significant.

Stormwater Drainage Capacity

The Housing Element Update FEIR indicated that development projects under the Housing Element Update would be required to comply with all applicable City requirements related to stormwater drainage capacity. The General Plan Chapter 8, Water Element, includes requirements for stormwater facilities. Goal 6 requires projects to minimize stormwater runoff and provide adequate stormwater facilities to protect property from flooding. Policy 8 ensures an adequate storm drainage system to serve existing and future development. Specifically, Program 8.4 requires the installation of on-site storm drainage infrastructure that would improve local storm drainage systems to accept appropriate design-year flows, as determined by the City Engineer. Additional policies require reduction of stormwater runoff and maximizing infiltration of naturally occurring rainwater to improve surface and subsurface water quality, minimize impervious surfaces, and implement stormwater runoff requirements. In addition, development consistent with the Housing Element Update would be required to pay a fair share of the Zone

[37] City of Pleasanton. 2019. Sewer System Management Plan. December.
[38] City of Pleasanton. 2009. Pleasanton General Plan 2005-2025. Section 9—Water Element. July.

7's storm drainage improvement costs. Compliance with City requirements and policies would ensure that runoff would not inundate downstream storm drainage facilities such that new or expanded facilities would be required. Therefore, the Housing Element Update FEIR concluded that impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The Housing Element Update FEIR indicated that future development consistent with the Housing Element Update would be located within the urban framework of the City and near existing infrastructure. The CAP 2.0 includes strategies that would reduce the electricity and natural gas consumption for development projects consistent with the Housing Element Update. Implementation of the Housing Element Update would not result in unplanned growth. As such, the utility providers take into consideration all future growth projections in their planning efforts, and development consistent with the Housing Element Update would not be expected to require or result in new or expanded electricity, natural gas, or telecommunications facilities beyond those already planned. Necessary extensions and/or upgrades would generally occur within existing utility easements.

In summary, the Housing Element Update FEIR concluded that development consistent with the Housing Element Update would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project's water mains would connect to the City's water mains in Valley Avenue and Busch Road. While the proposed project's sanitary sewer mains would connect to the City mains at Valley Avenue and Busch Road/Ironwood Drive, water service would be provided by the City with water purchased from Zone 7. Sanitary sewer service would be provided by the City, while sanitary sewer treatment would be provided by DSRSD. Stormwater runoff would be collected and directed toward an underground storm system, then stored and metered out of six proposed bioretention basins located throughout the project site. Additionally, EBCE would provide energy via electricity infrastructure provided by PG&E.

As described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would generate less demand for utilities infrastructure than what was assumed in the Housing Element Update FEIR. Additionally, the proposed project would be required to comply with all General Plan and CAP 2.0 goals and policies, CALGreen, and California Plumbing Codes, and the proposed project would also be required to pay all applicable development impact fees and fair share fees for storm drainage and wastewater treatment facility improvement costs, including those identified in the project-specific analysis prepared by Woodard & Curran, Inc., in order to either maintain the existing LOS or achieve an adopted LOS.

Water

A Hydraulic Analysis (Appendix G) was prepared for the proposed project by Akel Engineering Group, Inc., in July 2024. The Hydraulic Analysis determined that the proposed project would be required to upgrade on-site water pipelines to 12 inches in Boulder Street from Valley Avenue and from Busch Road to supply the required 5,000 gpm industrial fire flow of PGS. No additional existing system pipeline improvements would be required to adequately supply the proposed project.

Wastewater

A Technical Memorandum (Appendix J) analyzing the capacity of sewers impacted by the proposed project determined that the proposed project would add approximately 60,520 gallons per day (gpd).

The 2024 Sewer Capacity Evaluation Report[39] identified a maximum depth of flow to pipe diameter ratio of 0.75 under peak dry weather flow (PDWF) conditions as the criterion for providing adequate capacity for dry weather flow.

Under design storm peak wet weather flow (PWWF) conditions, surcharge was allowed up to 3 feet below the manhole rim, unless surcharge was triggered by new development (in which case any surcharge would be considered a deficiency). Force mains are also considered deficient if the velocity under peak design flow exceeds 8 feet per second.

[39] City of Pleasanton. 2024. Sewer Capacity Evaluation Report. November.

The proposed project would drain into two separate sewer sheds: Boulder Street and Lift Station 6 and Busch Road and the East Amador Lift Station. A majority of the proposed project (235 single-family homes and 102 multi-family homes) drain to Boulder Street and Lift Station 6, while 75 parcels drain to Busch Road and the East Amador Lift Station sewer shed.

Boulder Street and Downstream Sewers

With the proposed project, the design storm PWWF flowing west along Boulder Street, just downstream of the proposed project, is proposed to increase from approximately 31,800 gpd to 124,100 gpd (a 289 percent increase in total flow from existing conditions). Despite the significant increase in flow, the analysis does not predict any capacity issues on Boulder Street or Lift Station 4 during PWWF or PDWF scenarios.

The additional sewer flow does ultimately drain to Lift Station 6, which experiences significant backup surcharge during PWWF events. The additional flow from the development causes incrementally more backup at Lift Station 6 and decreases the available freeboard upstream of Lift Station 6 along Arroyo Mucho Trail and Hopyard Road during PWWF events. This in turn increases the risk of an overflow at Lift Station 6. The City has recently performed some maintenance on the pumps at Lift Station 6 to try to improve lift station performance. However, updated testing has not been performed, and the City should limit additional flow loading to Lift Station 6 where possible to minimize further backup surcharge.

Busch Road and Downstream Sewers

With the proposed project and other expected future developments in the East Pleasanton area, the design storm PWWF going west along Busch Road, just downstream of the proposed project, is projected to increase from 27,900 gpd to 223,300 gpd. The resulting flow can be conveyed by the existing sewer along Busch Road to the Nobhill Siphon during PDWF. However, during PWWF, the additional flow causes several pipes to surcharge on Stoneridge Drive and Kamp Drive.

The sewer on Kamp and Stoneridge Drive was identified as a capacity deficiency in the 2024 Sewer Capacity Evaluation Report (triggered by the additional flow from other developments included in the evaluation) and an improvement project was proposed (Capacity Project 4). The proposed project would somewhat increase the surcharge identified as a capacity deficiency. However, the proposed Capacity Project 4 would resolve the capacity deficiency associated with the development when implemented.

Proportional Cost Share

The 2024 Sewer Capacity Evaluation Report estimated a project cost of $2,019,000 for Capacity Project 4, which can be attributed to new customers. These costs can be apportioned to the future customers in proportion to their flow contribution into the proposed deficiency. The model indicates that the existing average dry weather flow (ADWF) through the capacity deficiency is approximately 0.144 mgd. The future ADWF without the proposed project would be approximately 0.253 mgd (an increase of 0.109 mgd). The future ADWF with the proposed project would be 0.265 mgd (an increase of 0.012 mgd). The proportional cost share would therefore be $222,275 (0.012/0.109, or 11 percent of the total estimated project cost associated with Capacity Project 4).

As the proposed project would be required to contribute proportionally to Capacity Project 4 as a condition of approval, impacts related to wastewater treatment capacity would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Water Supply

Would the project: *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that a significant impact would occur if sufficient water supplies are not available to serve development consistent with the Housing Element Update and reasonably foreseeable future development during normal, dry, and multiple dry years.

With all groundwater wells online, the water demand projections associated with development consistent with the Housing Element Update fall within the City's total water demand projects for all years. However, at the time of certification of the Housing Element Update FEIR, all of the City's groundwater supply wells had been taken out of commission because of polyfluoroalkyl substances (PFAS) contamination, representing approximately 20 percent of the total water supply for the City. As a result, the Housing Element Update FEIR concluded that unless the supply is either replaced or restored, there would be a significant projected water supply deficiency for all years analyzed, with a projected deficiency ranging from approximately

12 percent to approximately 25 percent. Without the groundwater supply, there would not be enough water available to accommodate development anticipated by the Housing Element Update unless alternative water supplies are identified.

Because the City was still evaluating options for additional water and had not confirmed additional supplies at the time of certification of the Housing Element Update FEIR, the potential water supply deficiency was considered significant and unavoidable.

The Housing Element Update FEIR noted that the analysis reflected a conservative approach, and likely overreported the deficit; nevertheless, because supply replacement options had not been confirmed and a final decision had not been made to replace the groundwater supply, the Housing Element Update FEIR concluded that the City's projected water supply would not be sufficient to accommodate development consistent with the Housing Element Update, and that no mitigation is available that could, with certainty, reduce impacts to a less than significant level. Therefore, this impact would remain significant and unavoidable.

Proposed Project Analysis and Conclusion

A Hydraulic Analysis (Appendix G) was prepared for the proposed project by Akel Engineering Group, Inc., in July 2024. The Hydraulic Analysis determined that the proposed project would have an average day demand of approximately 128 gpm and a maximum day demand of approximately 224 gpm.

The City continues to evaluate options for alternative water supply sources, but the City currently obtains water from Zone 7 from available excess supplies on a temporary basis. However, as described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would generate less demand for potable water than what was assumed in the Housing Element Update FEIR. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d, e) Solid Waste Reduction Goals and Regulations Consistency

Would the project:

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that the solid waste generated by development consistent with the Housing Element Update would represent less than .05 percent of the Vasco Road Landfill's remaining capacity.

Compliance with General Plan policies and programs, as well as CAP 2.0 strategies, would reduce the generation of solid waste. Additionally, construction and demolition debris from new development would be required to be recycled (Municipal Code Chapter 9.21) and organics waste reduced or recycled (Municipal Code Chapter 9.23). Statewide ordinances, including AB 341, AB 939, and SB 1016 require waste reduction, recycling, and diversion and would also be applicable to future development. Construction waste would be temporary and would be required to be diverted from landfills in accordance with Municipal Code Chapter 9.21, and a Waste Management Plan must include waste diversion data for a construction project.

The Housing Element Update FEIR concluded that there is sufficient permitted capacity at the Vasco Road Landfill to accommodate the solid waste generated by development consistent with the Housing Element Update. Furthermore, as previously discussed, all future development consistent with the Housing Element Update would be required to abide by and be consistent with federal, State, and local statutes and regulations related to solid waste, including the California Health and Safety Code, California Code of Regulations, California Public Resources Code, General Plan, and Municipal Code. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

As described in Section XIV, Population and Housing, the proposed project would construct fewer units than what was assumed in the Housing Element Update FEIR. Therefore, the proposed project would create less waste than what was assumed in the Housing Element Update FEIR, and there would be adequate landfill capacity to accommodate the proposed project.

The proposed project would be required to comply with the City's General Plan Program 26.18, which requires residential projects with more than three units to prepare and implement a Project Waste Diversion Plan.

Municipal Code Chapter 9.20 and Chapter 9.23 outline requirements for recycling as well as organic waste reduction. The proposed project would be required to be compliant with all California Health and Safety Code, California Code of Regulations, California Public Resources Code, and CAP 2.0 policies and programs to reduce and divert solid waste during construction and operation. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Utilities and Service Systems, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the Housing Element Update FEIR.
4. The proposed project's impacts are consistent with previously identified significant and unavoidable impacts and, consistent with the Housing Element Update FEIR, no feasible mitigation is available.

Mitigation Measures

None available.

Development consistent with the Housing Element Update would result in a significant unavoidable impact with respect to water supply and the Housing Element Update's incremental contribution to the cumulative impact is significant. Accordingly, in certifying the Housing Element Update FEIR, the City made findings that there is no available feasible mitigation and impacts

would be significant and unavoidable. Accordingly, the City adopted a Statement of Overriding Considerations.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site	New Significant Effect	New Significant Off-site Cumulative Impact?	New Information, More Severe Adverse Impact?
XIX. Wildfire *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than significant impact	No	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than significant impact	No	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream	Less than significant impact	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site	New Significant Effect	New Significant Off-site Cumulative Impact?	New Information, More Severe Adverse Impact?
flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					

a) Emergency Response/Evacuation Plan Consistency

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that portions of the Planning Area are within an SRA or a Very High Fire Hazard Severity Zone (VHFHSZ) in a local, State, or Federal Responsibility Area (FRA) (See Exhibit 3.8-3 in the Housing Element Update FEIR). Therefore, development consistent with the Housing Element Update could result in new residential units within an SRA or VHFHSZ. Therefore, development consistent with the Housing Element Update could affect adopted emergency response plans or emergency evacuation plans.

During construction, projects would be required to comply with applicable regulations regarding circulation. As determined by the City, larger projects could be required to prepare and implement a construction traffic control/traffic management plan to ensure adequate traffic flow and to keep key routes open during construction. In addition, individual projects would be required to pay all applicable local and regional transportation impact fees to fund the construction of planned roadway improvements in the area as determined at the time of application. As most of the development consistent with the Housing Element Update would occur as redevelopment within the urbanized areas of the City, outside of an SRA, at operation, the development consistent with the Housing Element Update would not materially overburden any designated evacuation routes nor substantially impair any emergency response plans or emergency evacuation plans.

Development consistent with the Housing Element Update would not impair an adopted emergency response plan or emergency evacuation plan during construction or operation because policies and programs contained within the General Plan establish requirements for preventive measures and practices to minimize wildland fire hazards and maintain adequate evacuation and access routes for vehicles in the event of an emergency. Development consistent with the Housing Element Update would require continued implementation of the Tri-Valley LHMP, the Comprehensive Emergency Management Plan, and Chapters 19.36 and 20.24 of the Municipal Code, and the California Fire Code. The LPFD would be included in the development review process, to ensure adequate emergency vehicle access and ensure that development is designed and operated in a manner that minimizes fire hazards and maximizes the potential for responsive emergency services.

Accordingly, the Housing Element Update FEIR concluded that compliance with applicable federal, State, and local policies, as well as review of all new structures by the Police and Fire Departments to ensure adequate emergency access, would ensure that impacts are less than significant.

Proposed Project Analysis and Conclusion

As described in Section XVII, Transportation, the proposed project would have adequate access for emergency vehicles. The proposed project is located along Valley Avenue, which is a major arterial street and would serve as an evacuation route to I-580 in the event of an emergency evacuation. Furthermore, the proposed project would be required to implement a construction traffic control/traffic management plan to ensure that construction activities do not impair any emergency response plans or emergency evacuation plans.

The proposed project would be required to comply with applicable goals and policies from the Public Safety Element of the General Plan. In addition, the proposed project would also not interfere with guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan, Alameda County Disaster Plan for Tri-Valley LHMP, Chapters 19.36 and 20.24 of the Municipal Code, and the California Fire Code. The proposed project would undergo review by the LPFD to ensure adequate emergency access. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Expose Project Occupants to Pollutant Concentrations from Wildfire

Would the project: *If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development in areas identified as VHFHSZ could expose people or structures to wildfire spread. Most of the Planning Area is not located in a VHFHSZ LRA or SRA. Therefore, for many of the rezoned housing sites, the degree of wildfire hazard, including the exposure of future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope or prevailing winds, would not substantially increase with adoption of the Housing Element Update, and current hazards would not significantly increase.

As shown in Exhibit 3.8-3 in the Housing Element Update FEIR, several of the rezoned housing sites are within FHSZs.

All future development consistent with the Housing Element Update would be conditioned to require compliance with the City, County, and the LPFD plans, policies, actions, and ordinances in place to reduce the risks associated with wildfires. All new development would be required to comply with applicable General Plan policies. Additionally, the Vineyard Avenue Corridor Specific Plan provides development standards and design guidelines, including siting of development and use of fire breaks, vegetation, and open space management, that would reduce fire threat to structures and occupants. Further, the LPFD reviews architectural and development plans to ensure that new development projects meet fire protection and emergency access requirements in accordance with Chapter 20.24 of the Municipal Code, which implements the California Fire Code on a local level. In addition, Chapter 20.08, Chapter 20.10, Chapter 20.32, and Chapter 20.24, Fire Code (which adopted the California Fire Code) of the Municipal Code will be reviewed when development applications are received. The Tri-Valley LHMP provides recommendations that have been identified for the Tri-Valley area, which would assist in reducing wildfire risk for development consistent with the Housing Element Update.

Future projects would be required to comply with fire protection measures as codified within the policies and programs within the General Plan and the Municipal Code. Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by the LPFD would assist in protecting life and property in the event of a wildfire. The Housing Element Update FEIR concluded that the degree of wildland fire hazard would not substantially change with adoption of the Housing Element Update, and current hazards would not be significantly increased. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project site is not located in a Very High, High, or Moderate FHSZ. The project site is not located in an LRA or an SRA. Furthermore, the project site is flat and partially surrounded by development, reducing wildfire risks. As such, the proposed project would not be exposed to significant risk of loss of property or human life related to wildfire.

The proposed project would comply with all City, County, Housing Element Update, and the LPFD plans, policies, actions, and ordinances in place to reduce the risks associated with wildfires. The proposed project would be required to comply with the Public Safety Element of the General Plan Policy 8, which requires that an adequate level of fire equipment and personnel be provided to the community; Policy 12, which requires all new development to upgrade the level of fire resistivity; and Policy 13, which requires fire mitigation measures in new and existing developments that reduce the fire threat to the structure and occupants. Additionally, Policy 13 also requires development outside the five-minute travel time and in Special Fire Protection Areas to provide effective fire prevention measures.

Further, continued implementation of the Tri-Valley LHMP and review of architectural and development plans by the LPFD would assist in protecting life and property in the event of a wildfire. The degree of wildland fire hazard would not substantially change with the implementation of this proposed project, and current hazards would not be significantly increased. In addition, the proposed project would be consistent with all Municipal Code ordinances relating to Fire Safety and the California Fire Code. Therefore, impacts under this topic would be less than significant.

Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more

severe adverse impact that was not previously identified in the Housing Element Update FEIR.

c) Infrastructure that Exacerbates Fire Risk

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that new development in the areas identified as VHFHSZ could expose people or structures to wildfire spread. As described in Impact XIX(b) above, most of the Planning Area is not located in a VHFHSZ LRA or SRA (see also Exhibit 3.8-3 in the Housing Element Update FEIR).

Most development implemented pursuant to the Housing Element Update is expected to occur in urbanized and developed areas where existing infrastructure (including utilities, highways, and roadways) are already in place. The Housing Element Update would retain the existing roadway patterns.

The LPFD would review the installation and maintenance of fire department access roadways, access walkways to and around buildings, and hydrant quantity and placement as required by the California Fire Code and CBC. Compliance with the CBC and General Plan policies and programs, as well as review of all new structures by the LPFD, would ensure that fire risks are not exacerbated. As the City receives development applications for subsequent development consistent the Housing Element Update, those applications would be reviewed by the City for compliance with the fire protection measures identified in the General Plan, the California Fire Code, and the California Public Resources Code to ensure that fire risks are not exacerbated.

As such, the Housing Element Update FEIR concluded that the Housing Element Update does not propose the installation and maintenance of any new infrastructure that would substantially exacerbate fire risk, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is not located in a VHFHSZ and is not located in an LRA or an SRA. The project site is currently vacant, and the proposed project would connect to existing utility lines along the edge of the project site. The proposed project would be compliant with the California Fire Code and the CBC. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

d) Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Would the project: *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Summary of Housing Element Update FEIR

As noted under Impact XIX (a) above, most of the City is not located in a VHFHSZ LRA or SRA. Therefore, the degree of wildland fire hazard, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, would not substantially change with adoption of the Housing Element Update, and current hazards would not significantly increase.

As described under Impact XIX(b) above, the Housing Element Update FEIR indicated new development in the areas identified as VHFHSZ could expose people or structures to wildfire spread. All future development on the rezoned housing sites would be subject to the rules and regulations of the Municipal Code and the General Plan regarding development on unstable geologic soils and controlling stormwater runoff during and after construction. The programs also require developments to include design features and mitigation to reduce damage associated with seismic-related ground failure and the establishment of Geologic Hazard Abatement Districts (GHADs) to ensure ongoing monitoring and maintenance of slopes and drainage facilities occur. Combined with the review of architectural and development plans by the LPFD, these policies provide additional proactive measures to refine and enhance the resiliency of the City, as well as strengthen the City's review of new applications for development to ensure that potential exposure to secondary wildland fire hazards are not

exacerbated. Thus, the Housing Element Update FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is not located in a VHFHSZ and is not located in an LRA or an SRA. As described in Impact VII(c) Geology, Seismicity, and Soils, the project site is flat and is not at risk for landslides. As such, the project site would not be at risk of downslope flooding. Furthermore, Section X, Hydrology and Water Quality demonstrates that the proposed project would be equipped to handle peak flooding scenarios. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Conclusion

With regard to Wildfire, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the Housing Element Update FEIR.
3. No substantial new information has been identified which results in an impact more severe than anticipated by the Housing Element Update FEIR.
4. No mitigation measures would be required because the proposed project's specific impacts would be less than significant.

Mitigation Measures

None.

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
XX. Mandatory Findings of Significance					
a) Does the project have the potential to substantially 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, substantially 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?	Less than significant impact with mitigation incorporated	No	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are	Significant and unavoidable	No	No	No	No

Environmental Issue Area	Housing Element Update FEIR Determination	Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than significant impact with mitigation incorporated	No	No	No	No

a) Potential Degradation to Environment and Examples of California History or Prehistory

Does the project: *Have the potential to substantially 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, substantially 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?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR concluded that the development consistent with the Housing Element Update would have less than significant impact on cultural resources with no mitigation needed and less than significant impact on biological resources after the implementation of MM BIO-1.

Proposed Project Analysis and Conclusion

With respect to cultural resources, the proposed project would have no new environmental effects, and as outlined in the Phase I CRA, the proposed project would be required to implement COA CUL-1, which requires WEAP

training and archaeological monitoring during clearing and grubbing. With respect to biological resources, the proposed project has already included the preparation of a BRA in compliance with MM BIO-1. Additionally, as outlined in the BRA, the proposed project would be required to implement COA BIO-1 through COA BIO-4, which would implement pre-construction surveys and avoidance and minimization measures related to active bird nests, special-status bats, riparian habitat, and protected trees. Therefore, there are no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

b) Cumulatively Considerable Impacts

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)?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR generally considered the greater Tri-Valley area when considering the geographical scope of cumulative impacts and concluded that cumulatively considerable impacts would occur related to VMT and water supply. Development consistent with the Housing Element Update would result in a significant and unavoidable cumulatively considerable contribution to the existing cumulative VMT impact even with mitigation incorporated (MM TRANS-2). With regard to water supply, due to the potential decommissioning of the City's groundwater supply wells, there may not be enough water available to account for past, present, and future development, including development consistent with the Housing Element Update. Therefore, such development would result in a significant and unavoidable cumulatively considerable contribution to water supply impact and no mitigation is available to reduce impacts to a less than significant level.

Proposed Project Analysis and Conclusion

Because the project considered herein is a single site, as compared to the multiple sites considered in the Housing Element Update FEIR, the geographic scope for the cumulative consideration of the proposed project is much smaller than that of the Housing Element Update FEIR. Therefore, the potential for cumulative contribution is smaller. Nonetheless, the proposed project would contribute to the VMT and water supply cumulative impacts.

However, as indicated herein, the project is within the cumulative scope analyzed in the Housing Element Update FEIR and, therefore, its contributions to the cumulative impacts were analyzed and considered. Because the proposed project is consistent with the analyses of the Housing Element Update FEIR as evidenced herein, it does not have any features that would result in a cumulatively considerable contribution different from what was disclosed and mitigated to the fullest extent possible in the Housing Element Update FEIR. Additionally, the proposed project would be consistent with the analysis contained within the Housing Element Update FEIR with respect to cumulative VMT and water supply impacts because, as discussed above, it would not create new impacts or increase impacts, and there is no new information of substantial importance.

c) Adverse Effects on Human Beings?

Does the project: *Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

Summary of Housing Element Update FEIR

The Housing Element Update FEIR indicated that potentially significant impacts would occur related to air quality, hazardous substances, and noise. These impacts could cause a substantial adverse effect on human beings. However, the Housing Element Update FEIR included MM AIR-1a and -1b, MM HAZ-2, MM NOI-1 and -2, to ensure such impacts are reduced to less than significant.

Proposed Project Analysis and Conclusion

The proposed project would be required to implement Housing Element Update FEIR MM AIR-1a and MM AIR-1b. Furthermore, per General Plan Program 2.2, the project applicant is required to incorporate all recommendations provided in the Geotechnical Investigation.

The DTSC issued an RA Certification Form on September 4, 2024 (Appendix F). As the form details, the DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal is necessary.[40] Full compliance with MM HAZ-2 has been achieved with DTSC's formal approval of the RA Completion Report.

[40] California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Removal Action (RA) Certification Form. September 4. Website: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F9209599137%2FSigned%20Certification%20Form.pdf. Accessed October 23, 2024.

Lastly, the proposed project would not be required to implement MM NOI-1 and MM NOI-2 because impacts would be less than significant without mitigation as detailed in Section XIII, Noise, above.

With the implementation of these mitigation measures, there would be no environmental effects that are peculiar to the proposed project. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the Housing Element Update FEIR.

Mitigation Measures

Housing Element Update FEIR Mitigation Measures

MM AIR-1a and -1b, MM BIO-1, MM GEO-6, MM HAZ-2, MM NOI-1, MM NOI-2, MM TRANS-2.

Mitigation Measures for the Proposed Project

Implement MM AIR-1a, MM AIR-1b, MM BIO-1, MM GEO-6, and MM TRANS-2.

SECTION 5: FINDINGS

As illustrated in the preceding Consistency Checklist, the proposed project is found to be in conformance with the analysis and conclusions of the Housing Element Update FEIR, and the Housing Element Update FEIR adequately anticipated and described the impacts of the proposed project. Consistent with the mandate in CEQA Guidelines Section 15183, no further environmental review is required based on the following findings:

1. The proposed project is consistent with the development density established by the General Plan policies for which an EIR was certified on January 26, 2023 (SCH No. 2022040091).
2. There are no new significant effects peculiar to the proposed project or its site that were not analyzed as significant effects in the Housing Element Update FEIR.
3. There are no new significant effects that were not previously evaluated in the Housing Element Update FEIR.
4. There are no new significant off-site or cumulative impacts that were not analyzed in the Housing Element Update FEIR.
5. There are no adverse impacts that are more severe than those previously identified in the Housing Element Update FEIR.
6. All applicable mitigation measures from the Housing Element Update FEIR have been made a condition of project approval.

Conclusions

No further action is required, and a Notice of Determination (pursuant to CEQA Guidelines Section 15094) can be filed indicating that the project is eligible for an exemption from additional environmental review under CEQA Guidelines Section 15183.

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EXHIBIT E

Mitigation Monitoring and Reporting Program for the Villages at the Quarry Project City of Pleasanton, Alameda County, California

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PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it certifies an Environmental Impact Report (EIR) in conjunction with a project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during project implementation.

Pursuant to CEQA Guidelines Public Resources Code Section 21000, *et seq*., an EIR was certified and a MMRP was adopted by the City of Pleasanton (City) on January 26, 2023 (City of Pleasanton 2023-2031 [6th Cycle] Housing Element Update Program Environmental Impact Report, State Clearinghouse [SCH] No. 2022040091).

The Consistency Checklist prepared for the proposed Villages at the Quarry Project (proposed project) concluded that project implementation would be consistent with the development evaluated in the EIR and further identified relevant mitigation measures required by the EIR that are applicable to the project. This project-specific MMRP documents how and when the relevant mitigation measures adopted by the Lead Agency as part of the MMRP for the EIR, as well as certain project-specific enforceable conditions of approval and/or refinements to related aspects of implementation for some, will be implemented for the proposed project and ensures that potential environmental impacts associated with the proposed project are consistent with the impact conclusions set forth in the EIR as identified and explained more fully in the Consistency Checklist.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no applicable mitigation was proposed in the EIR. Nor does it address mitigation measures in the EIR that are not applicable to the proposed project.

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Table 1: Villages at the Quarry Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
III. Air Quality					
MM AIR-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development or designee. Air quality construction measures shall include (1) Basic Construction Mitigation Measures, as approved by the Bay Area Air Quality Management District (BAAQMD) in 2017, or the then currently adopted guidelines and, (2) where construction-related emissions would exceed the applicable thresholds as demonstrated by a qualified consultant documented pursuant to methodologies considered acceptable at that time, Additional Construction Mitigation Measures, as recommended by the BAAQMD, shall be implemented to reduce emissions to acceptable levels. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction and for access roads, parking areas, and staging areas at construction sites.	Based on project-specific Air Quality and Greenhouse Gas Assessment (see Section 4.3, Air Quality, of the Consistency Checklist), the proposed project's air quality construction plan shall incorporate Basic Construction Mitigation Measures from BAAQMD. Incorporation into project construction documents, including all grading, utility, building, landscaping, and improvement plans; the City of Pleasanton Building & Safety Inspection Division shall inspect the worksite regularly to ensure the mitigation measures are implemented.	Prior to issuance of grading or building permit, whichever is sooner; included in all plans during all phases of construction.	City of Pleasanton Community Development Department: Director or designee for plan approval; Building and Safety Inspection Division for ongoing monitoring.		
MM AIR-1b: The following measures pertain to project sites where residences would be located within distances where the Bay Area Air Quality Management District (BAAQMD) or the California Air Resources Board (ARB) recommends not siting residential uses due to exposures	The proposed project has fully complied with this mitigation measure via preparation of the project-specific Air	The proposed project has fully complied with this mitigation measure via preparation of the project-specific Air	City of Pleasanton Community Development Department, Planning Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
to toxic air contaminants (TACs). For example, the current 2005 ARB Land Use Book recommends that agencies avoid citing new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. **Indoor Air Quality:** In accordance with the recommendations of the BAAQMD, appropriate measures (refer to Section 5 of the BAAQMD CEQA Guidelines) shall be incorporated into building design in order to reduce the potential health risk due to exposure of sensitive receptors to TACs, including, but not limited to: (a) Locate sensitive receptors as far as possible within each project site from any freeways, major roadways or other non-permitted TAC sources (e.g., loading docks, parking lots). (b) Incorporate tiered plantings of trees (such as redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and sensitive receptors. (c) Install, operate and maintain in good working order a central heating, ventilation, and air conditioning (HVAC) system or other air take system in the building, or in each residential unit, that meets or exceeds an efficiency standard of Minimum Efficiency Reporting Values (MERV) 13, including the following features: installation of high-efficiency filter and /or carbon filter to filter particulates and other chemical matter from the building (either high-efficiency particulate air [HEPA] filters or ASHRAE 85 percent supply filters). (d) Retain a qualified HVAC consultant or Home Energy Rating System (HERS) rater during the design phase of the project to locate air ventilation and the HVAC	Quality and Greenhouse Gas Assessment, and therefore, no further action is necessary.	Quality and Greenhouse Gas Assessment, and therefore, no further action is necessary.			

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
system intakes based on exposure modeling from pollutant sources. (e) Install indoor air quality monitoring in buildings. (f) Applicants shall maintain ensure that HVAC systems and air ventilation systems are maintained, repaired, or replaced on an ongoing and as-needed basis. If the project includes for-sale units, then the applicant shall prepare two operation and maintenance manuals for the HVAC systems and the filters: one manual shall be included in the recorded Conditions Covenants and Restrictions (CC&Rs) that shall be recorded, and the manual shall be distributed to building maintenance staff; the other manual shall be written for homeowners' with operating instructions and maintenance and replacement schedule for the HVAC system and filters, and that manual shall be distributed to owners. Project applicants shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with BAAQMD requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a grading permit, or issuance of a building permit, whichever is sooner. The HRA shall be submitted to the Community Development Department for review and approval. For individual projects, the HRA shall be completed and identified recommendations in order to reduce exposure to TACs below BAAQMD thresholds of significance, if any, in the HRA shall be incorporated into design and construction documents as Conditions of Approval prior to issuance of grading permit or building permit, whichever is sooner.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Outdoor Air Quality: Individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants. ***This mitigation has been satisfied via preparation of the project-specific Air Quality and Greenhouse Gas Assessment. No additional mitigation measures were required to reduce impacts below the thresholds. Therefore, the proposed project has fully complied with this mitigation measure, and therefore, no further action is necessary.***					
IV. Biological Resources					
MM BIO-1: Biological Resource Assessment Prior to the approval of any site-specific entitlement, applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are determined to be present by a qualified Biologist, then the applicants or sponsors of projects shall retain a qualified Biologist and/or Wetland Regulatory Specialist to prepare a Biological Resource Assessment (BRA). The BRA shall include a project-specific analysis of potential impacts on all biological resources, including impacts on special-status species and their habitat, migratory birds and other protected nesting birds, roosting bats, rare plants, sensitive communities, protected waters and wetlands (analyze project-specific compliance with Clean Water Act [CWA], Porter-Cologne Water Quality Act, and Fish and Game Code, as applicable), wildlife corridors and nursery sites. The BRA shall develop and define prescriptive and site-specific	The proposed project has satisfied the requirements of Housing Element Update FEIR MM BIO-1 by preparing a BRA, with site specific measures identified in the BRA, which have been incorporated into COA BIO-1 through COA BIO-4, below, which shall be satisfied prior to issuance of grading permits or as otherwise specified in the relevant COA.	Prior issuance of grading permit.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
measures reducing potential impacts to a less than significant level. These measures shall be included as Conditions of Approval for the project and be incorporated into building and grading permits issued for demolition and construction. If a water feature is found to be jurisdictional or potentially jurisdictional, the applicant shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the water feature. The project applicant or sponsor shall ensure that, if development of habitat occupied by special-status species, migratory or nesting birds must occur as determined by a qualified Biologist and/or Wetland Regulatory Specialist, species impacts shall be avoided or minimized, and, if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants shall be fully compensated on a site. If on-site mitigation is not feasible in the City's or regulatory agency's discretion, it shall occur within the City of Pleasanton Planning Area whenever possible, with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified Biologist and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring; the time frame for the funding shall be detailed in the long-term management plan and monitoring program completed prior to disturbance of occupied habitat. ***A project-specific BRA has been prepared in accordance with Housing Element Update FEIR MM BIO-1. As required under Housing Element FEIR MM BIO-1, and in accordance with the proposed project's Consistency***					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Checklist analysis and the project-specific BRA, and to demonstrate full compliance with Housing Element Update FEIR MM BIO-1, prior to the issuance of grading permits, the applicant shall submit proof of completion of the following actions:					
COA BIO-1: Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found). • Removal of trees shall be limited to the extent feasible to only those reasonably necessary to construct the proposed project as reflected in the relevant project approval documents. • If the proposed project requires vegetation to be removed during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) in connection with the subject individual development phase to determine whether or not active nests are present. • If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. (The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging	Qualified Biologist pre-construction survey results and submittal of survey documents to the City of Pleasanton Community Development Department, Planning Division for review and approval; on-site inspection/monitoring by the qualified biologist if survey results determine special-status species are present. Notification to appropriate regulatory agency(ies) if required under applicable laws and regulations.	No more than 7 days prior to the start of ground or vegetation disturbance, if construction begins during the nesting season (February 1 to August 31)	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). • In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate) to the extent any such consultation is required under applicable laws and regulations, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged.					
COA BIO-2: Temporary Protective Fencing, Tree Protection Zones To assure against intrusion into root zones by material storage or construction equipment, temporary protective fence will be required, and will be shown on the referenced drawing. This fencing will be intended to provide sufficient room for construction activity while protecting root zones and will define the Tree Protection Zone (TPZ). All such fencing will protect any relevant trees on neighboring properties. There must be no disposal of waste or equipment washout that could drain off-site into the protected zone. The fencing should be minimum 5-foot chain-link securely fastened to the ground or on driven posts, to prevent casual displacement by site workers who may not understand its purpose. The location shown on the drawing should be reviewed on-site to the satisfaction of both the Arborist and the General Contractor or site supervisor. Each fence section must have 8.5-by-11-inch plasticized signs fastened every 50 feet, reading, "THIS FENCE MAY BE MOVED ONLY WITH PERMISSION OF THE PROJECT	Incorporation of temporary protective fence in construction plans. Field verification.	Prior to issuance of grading permits. During project construction.	City of Pleasanton Community Development Department, Planning Division. City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
ARBORIST." A template sign is attached to this report. Fencing to protect retained trees should be in place as shown before any grading, construction or other site work begins. Fencing to protect retained trees must be in place as shown before any grading, construction or other site work past layout begins. Fencing shall remain in place during the entire grading or construction phases and shall not be moved by any subcontractor for any reason, without approval of the Project Arborist.					
COA BIO-3: Mulching Under Trees Mulch is highly beneficial for trees being preserved. The ideal, and by far the most beneficial supplemental or replacement mulch for the trees, is chips from a tree service. This mulch can be a permanent feature of the landscape, and a maintained depth of four inches over as much of the rootzone as is compatible is probably the single most effective measure that can be taken to assure health of the trees. Mulch should gradually recede in depth from four inches to zero within three feet of the trunk, as to not place mulch directly against tree trunks. Decorative mulch may be used instead of the natural mulch, but is far less effective in maintaining tree health, and is typically much more expensive.	Incorporation of mulching under trees in construction plans. Field verification.	Prior to issuance of grading permits. Prior to approval of map.	City of Pleasanton Community Development Department, Planning Division. City of Pleasanton Community Development Department, Planning Division.		
COA BIO-4: Valley Oak No. 581 The property owner shall discuss potential impacts to Valley Oak Number (No.) 581 and other trees immediately south of the property boundary with the Project Arborist. To help assure safe retention of the Valley Oak No. 581 tree, all grading and construction work within its Critical Root Zone (CRZ) shall be performed under Project	Submittal of documentation of impact discussion related to Valley Oak Number 581 and other trees south of the property boundary by	Prior to issuance of grading or building permits.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Arborist supervision. Adhere to the following guidelines to further reduce root loss within the CRZ of Valley Oak No. 581 and overall impact to trees: • Prior to grading in the CRZ, an inspection trench shall be dug, either by hand or Airspade[1] at the furthest extent of excavation required for excavation and construction to expose roots critical for health and overall tree stability. The approximate locations of these trenches will be shown on the site map in green on future addenda to this report and will be finalized in-field by the Project Arborist. • Any trenches that must remain open for over 24 hours during the dry season from April to October shall be covered with three layers of burlap and kept moist until trenches are backfilled. • The Project Arborist shall be on-site to document the size, number, and location of roots impacted or removed from the tree. • Roots up to two inches in diameter may be severed cleanly with a reciprocating saw just behind the face of soil. • The Project Arborist shall determine removal of roots larger than two inches in diameter, as these roots may be critical to overall tree health and stability. • If roots must remain intact in this area, they shall be cleaned, coated with three to four inches of insulating foam sealant, such as Great Stuff Pro or equivalent, and capped with a PVC pipe sleeve. • Brush the roots carefully prior to foam application to remove all loose soil and as much dust as feasible. This will assist with bonding, to prevent the foam sleeve	the Project Arborist. Field verification; inclusion and submittal of findings in future addenda to the Arborist Report and construction plans.	Prior to issuance of grading or building permits; during construction.	City of Pleasanton Community Development Department, Planning Division.		

[1] An Airspade is a specialized excavation tool that uses high-pressure air to break up and remove soil with minimal damage.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
from slipping off during the concrete pour. Pour concrete with care to avoid dislodging the root protection.					
VII. Geology, Seismicity, and Soils					
Housing Element FEIR MM GEO-6: A professional paleontologist, approved by the City of Pleasanton, shall conduct a site-specific paleontological resources survey on the potential sites for rezoning. If any of the potential sites for rezoning are found to be underlain by older Quaternary deposits, or any other soil with the potential to contain vertebrate fossils due to their high paleontological sensitivity for significant resources, applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring, if recommended by the qualified Paleontologist. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by a future project construction crew, project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional paleontologist has assessed such discovered resources to determine whether they are significant and significant resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository where the collection shall be properly curated and made available for future research (e.g., University of California Museum of Paleontology [UCMP], California Academy of Sciences).	Qualified paleontologist retained by applicant to conduct pre-construction survey to confirm paleontological sensitivity; if recommended by paleontologist due to high sensitivity, then paleontologist to monitor during construction. In the event of the discovery of significant paleontological remains, then work diversion within 15 feet of find and paleontologist to assess find and make recommendations, to be implemented by the proposed project during construction.	Prior to issuance of grading permit; ongoing during construction activities to the extent required.	City of Pleasanton Community Development Department, Planning Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
General Plan Program 2.2: Design and construct all structures to address potential seismic and geologic hazard conditions according to the California Building Standards Code (CBC) standards or more stringent standards. All structures and facilities not addressed by the CBC shall be designed and constructed to mitigate potential seismic and geologic hazards as recommended by site-specific soils, geologic, and/or geotechnical engineering studies. ***A project-specific Geotechnical Report has been prepared in accordance with General Plan Program 2.2. As required under General Plan Program 2.2, and in accordance with the proposed project's Consistency Checklist analysis and the project-specific Geotechnical Report, and to demonstrate full compliance with General Plan Program 2.2, prior to the issuance of building permits, the applicant shall incorporate the recommendations included in the Geotechnical Report in all application materials and plan check submittals and shall thereafter implement the same during project construction.***	Site-specific measures identified in the Geotechnical Report shall be incorporated as project conditions of approval and incorporated in the building permits.	Prior to issuance of building permits.	City of Pleasanton Community Development Department, Planning Division.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
XVII. Transportation					
Housing Element FEIR MM TRANS-2: Implement Vehicle Miles Traveled Reduction Measures Prior to the issuance of certificate of occupancy, a project applicant for an individual housing project development proposal that does not screen out from Vehicle Miles Traveled (VMT) impact analysis, as determined by a qualified consultant using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda Countywide Travel Demand [Alameda CTC] Model and/or other methodologies acceptable to the City), shall provide a VMT analysis using the methods applied in this Draft Program EIR, with modifications as deemed appropriate by the City (e.g., to account for project-specific information and/or to reflect future updates to the Alameda CTC Model and/or other methodologies acceptable to the City), and reduce VMT impacts to less than the applicable VMT thresholds, to the extent feasible. ***A project-specific Transportation Impact Analysis (TIA), February 2025, which provides a VMT analysis has been prepared in accordance with Housing Element Update FEIR MM TRANS-2. The proposed project has incorporated four measures to reduce VMT. Therefore, the proposed project has fully complied with Housing Element Update FEIR MM TRANS-2, which requires the implementation of VMT reduction measures. No further measures are required.***	The proposed project has fully complied with this mitigation measure via preparation of the project-specific TIA and the implementation of VMT reduction measures, and therefore, no further action is necessary.	The proposed project has fully complied with this mitigation measure via preparation of the project-specific TIA and the implementation of VMT reduction measures, and therefore, no further action is necessary.	City of Pleasanton Community Development Department, Planning Division.		

EXHIBIT F

Recorded at the
request of and when
recorded return to:

City of Pleasanton
Office of the City Clerk
P. O. Box 520
Pleasanton, CA 94566

[This document is exempt from recording fees Pursuant to Government Code§ 27383 and Exempt from Documentary Transfer Tax pursuant To Revenue and Taxation Code§ 11922]

AFFORDABLE HOUSING AGREEMENT
(Villages at the Quarry)

This **AFFORDABLE HOUSING AGREEMENT** ("Agreement") is made this_____day of _____, 2025, by the **CITY OF PLEASANTON**, a Municipal Corporation ("City"), and **SQUARE MILE PLEASANTON, LLC**, a California limited liability company ("Owner").

RECITALS

A. Owner currently owns a legal or equitable interest in land consisting of approximately 51.37 acres located at 3300 Busch Road (APNs 946 125100704, 946 125100809 and 946 125103300) in Pleasanton, California (the "Property").

B. Owner has obtained City approval (PS 23-0480) to develop on the Property (i) a maximum of three hundred and ten (310) single-family residential units along with approximately fifty-seven (57) junior accessory dwelling units (collectively, the "Single-Family Component") and a maximum of one hundred and one (101) affordable multi-family residential units together with one manager's unit (collectively, the "Multi-Family Component"). The Single-Family Component and the Multi-Family Component are referred to collectively herein as the "Residential Units". The Residential Units, together with all related on-site and off-site improvements, including, without limitation, hardscape improvements, parking areas and landscaping improvements to the Property (all in accordance with the project approvals, the plans and specifications approved by City, and any conditions imposed by City in issuing the project approvals), constitute, collectively, the "Project."

C. Within the Property, the Multi-Family Component will be constructed by an experienced affordable housing developer ("Affordable Housing Owner") on approximately 3.06 acres, as further described and depicted in Attachment 1 attached hereto and incorporated herein by reference (the "Affordable Housing Site"). Owner and City wish to make each Residential Unit within the Multi-Family Component (except for one manager's unit) available to households with incomes generally at or below eighty percent (80%) (low income) of the Area Median Income (each, an "Affordable Unit" and collectively, the "Affordable Housing") as detailed more fully herein. For the avoidance of doubt, any junior accessory dwelling units to be constructed within the Single-Family Component are intended to be "affordable by design" and are not intended to be "Affordable Housing" as such term is used in this Agreement, including for purposes of compliance with Chapter 17.44 of the City's Municipal Code as in effect on March 1, 2023 ("Inclusionary Zoning Ordinance" or "IZO").

D. Except as provided for in Gov't Code Section 65589.5(o)(2), City and Owner acknowledge that Owner has vested into the provisions of the IZO in effect as of March 1, 2023 and that any subsequent changes to the IZO adopted by City shall not apply to the Project, including the amendments to the IZO adopted by City Council on December 3, 2024 pursuant to Ordinance No. 2287 Owner agrees that it is subject to the automatic annual adjustment to the Affordable Housing Fee as set forth in PMC Chapter 17.40.070, in existence on the above vesting date; for the avoidance of doubt, this means that the annual adjustment shall be based on the Consumer Price Index for San Francisco/Oakland region, and not the Engineering News Record Consumer Construction Cost Index for the San Francisco Bay Area.

E. City and Owner acknowledge and agree that it is anticipated that the Property (all or portion(s) thereof) will be conveyed to other individual(s) and/or entities for the purpose of constructing and operating the Project. This will include the conveyance of the Affordable Housing Site to an Affordable Housing Owner for purposes of constructing and operating the Affordable Units.

NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, City and Owner agree as follows:

1. Affordable Unit Provisions. The Multi Family Component shall have one hundred and one (101) Affordable Units. Owner shall make all Affordable units available for rent to households at or below 80% of the Area Median Income as provided in Cal. Government Code §65915 and Cal. Health & Safety Code §50053(b)(4). For the Affordable Units that receive a California Tax Credit Allocation Committee ("TCAC") allocation for their construction, rent shall be consistent with the rent averaging requirements of TCAC. Owner will provide City with a Reservation Letter for all Affordable Units that receive a TCAC allocation. The Affordable Units shall be consistent with the following:

A. The Multi Family Component shall have the following bedroom mix:

	1-Bed	2-Bed	3-Bed	Totals
# of Units	45	26	31	102

B. In addition to meeting any minimum affordability requirement specified in Sections 3(A)(2)(a) or 3(A)(2)(b) of this Agreement, pursuant to State Density Bonus Law, the Multi Family Component shall meet the affordability restrictions specified in the City of Pleasanton's January 2023 Objective Design Standards for Housing Site, as follows:

1. A minimum of 25 percent of the Affordable Units shall have rents set at no more than 30% of 50% of AMI (as defined below) for households with incomes up to 50% of AMI (Very Low-Income Units).

2. A minimum of 25 percent of Affordable Units shall have rents set at no more than 30% of 60% of AMI for households with incomes of 51% to 60% of AMI (Low-Income Units).

3. A maximum of 50 percent of Affordable Units shall have rents set at no more than 30% of 80% of AMI for households with incomes of 61% to 80% of AMI (also Low-Income Units).

Notwithstanding the foregoing, Owner may request to revise the foregoing mix for Affordable Units, subject to City Council approval.

C. Affordable Unit rents shall be based on the following household sizes:

Unit Type	Household Size
1 Bedroom Unit	One and a half (1.5) person household
2 Bedroom Unit	Three (3) person household
3 Bedroom Unit	Four and a half (4.5) person household

D. The monthly rent for each of the Affordable Units shall not exceed: (1) for extremely low income households, one-twelfth of 30% of the Area Median Income adjusted for the household sizes listed in Section B above multiplied by 30%; or (2) for very low income households, one-twelfth of 50% of the Area Median Income adjusted for the household sizes listed in Section B multiplied by 30%; or (3) for low income households, one-twelfth of 80% of the Area Median Income adjusted for the household sizes listed in Section B above multiplied by 30%. As used in this Agreement, Area Median Income or AMI shall mean the area median income for the San Francisco-Oakland-Fremont Metropolitan Statistical Area adjusted for household size in accordance with adjustment factors adopted and amended from time to time by the United States Department of Housing and Urban Development (HUD) pursuant to Section 8 of the United State Housing Act of 1937 or any successor statute.

E. Rent for Affordable Units shall be based on the AMI at the time City issues Certificates of Occupancy for the subject Affordable Units and shall adjust consistent with HUD's adjustment in the AMI. If HUD fails to issue revised Area Median Income/household income statistics for the San Francisco-Oakland-Fremont Metropolitan Statistical Area within 15 months of the previous revision, rents for the Affordable Units may be adjusted based on the annual percentage increase in the San Francisco-Oakland Consumer Price Index for urban wage earners and clerical workers.

F. The rents described herein shall exclude utilities that are both paid by the resident and are listed on the local public housing authority utility allowance schedule.

G. The affordability levels shall not be fixed and may change within the apartment units depending on vacancies.

H. All Affordable Units shall be rented to qualified applicants in accordance with the City's Preference System, as may be amended, with the most current version set forth in Attachment 3, except to the extent otherwise required by federal or state law (including, without limitation, laws and regulations governing fair housing and low-income tax credits), in which case City and Owner shall mutually agree to a different process as permitted by such laws and regulations.

I. Once each year, Owner (or Owner's successor in interest) shall provide City with a report detailing the average annual income of tenants occupying the Affordable Units for each of the income categories described in Section 1(C) above, the number of persons for each household occupying an Affordable Unit, and the number of vacancies and new rentals during the year for the Affordable Units.

J. All Affordable Units shall be subject to this Agreement for perpetuity.

K. Owner, with City consultation, shall assume all responsibility to market the Affordable Units. Marketing shall be in accordance with City eligibility and income guidelines in conformance with the City's Preference System, unless otherwise mandated by federal or state laws (including, without limitation, laws and regulations governing fair housing and low-income tax credits), in which case City and Owner shall mutually agree to a different process as permitted by such laws and regulations. Marketing material, the form of lease, rent-up schedules, and other publicly disseminated printed materials related to the Affordable Units shall be subject to City's approval in its reasonable discretion.

L. Owner shall accept Section 8 vouchers as a means of assisting qualified applicants/residents with Affordable Units.

2. Alternative Compliance With IZO

A. The IZO requires that "all inclusionary units in a project shall be constructed 'concurrently within or prior to construction of the market rate units'".

B. The IZO also permits the payment of an Affordable Housing Fee (as defined below) in lieu of constructing the inclusionary units, with such fee payable at time of issuance of building permits for the development. As used herein, (i) "Affordable Housing Fee" means the IZO in-lieu fee (under City Municipal Code section 17.44.080 (E)) in effect at the time Owner submitted the Preliminary Application for the Project, subject to any annual fee adjustments permitted under PMC section 17.40.070 (for the avoidance of doubt, the Affordable Housing Fee (taking into account applicable annual fee adjustments) in effect as of January 1, 2025 is $52,203.00 per Market Rate Unit) which amount shall be adjusted (based on the $50,480 Affordable Housing Fee plus applicable annual fee adjustments) at the time of the issuance of the building permit; and (ii) Market Rate Unit means any single-family residence in the Single-Family Component.

C. Owner is proposing an alternative means of compliance for the IZO. Notwithstanding any provisions of the IZO to the contrary, City and Owner agree that Owner shall have the right to commence and complete construction of Market Rate Units ahead of construction of Affordable Units, subject to the following:

1. If Owner seeks building permit(s) for Market Rate Unit(s) prior to City issuing building permit(s) for the number of Affordable Units required to satisfy the resulting Affordable Units Requirement (as defined below), Owner shall deposit with City as security, concurrent with the issuance of the building permit(s) being sought for the applicable Market Rate Unit(s), the amount ("Fee

Security") determined by multiplying (i) the Affordable Housing Fee by (ii) the Unmet Affordable Units Requirement multiplied by five. As used herein, (A) "Affordable Units Requirement" means the number equal to 20% of the total number of Market Rate Units for which building permits have been issued by City as of a given time (with any decimal fraction less than or equal to 0.50 disregarded and any decimal fraction greater than 0.50 rounded up to 1.0) and (B) "Unmet Affordable Units Requirement" means (i) the Affordable Units Requirement as of a given time less (ii) the number of Affordable Units for which building permits have been issued by City as of the same time (for the avoidance of doubt, if the difference obtained from such calculation is negative, then the Unmet Affordable Units Requirement shall be zero for purposes hereof).

The following table describes how this calculation methodology would work in a range of possible sample payments of $52,203 per Market Rate Unit over the life of the Project:

Total Market Rate Units with Building Permits	40	40	40	43	75	310
Affordable Units Requirement	8	8	8	8.6 rounded up to 9	15	62
Total Affordable Units with Building Permits	0	6	12	6	11	30
Unmet Affordable Units Requirement	8-0=8	8-6=2	8-12=0	9-6=3	15-11=4	62-30=32
Fee Security	8*5*$52,203=$2,088,120	2*5*$52,203=$522,030	0*5*$52,203=$0	3*5*$52,203=$783,045	4*5*$52,203=$469,827	32*5*$52,203=$8,352,480

2. City shall hold any Fee Security received from Owner in a segregated interest-bearing escrow account. Owner shall forfeit any Fee Security held by City if Owner fails to obtain building permits for the number of Affordable Units sufficient to satisfy the Unmet Affordable Units Requirement within 12 months of City's issuance of building permit(s) for the Market Rate Units related thereto, unless an extension is granted by the City, with approval by the City Manager. Prior to the expiration of any such 12 months period, Owner may request an extension for an additional six months, which City shall have sole discretion to grant (provided, however, City shall not unreasonably deny any such extension request if Owner provides evidence that Owner (or Affordable Housing Owner) is actively and diligently working to secure the building permit(s) required to satisfy the applicable Unmet Affordable Units Requirement).

D. Owner has the following options, when the number of Affordable Units for which building permits have been issued exceeds the Affordable Units Requirement:

1. Owner may request a refund of any excess Fee Security being held by City;

or

2. Owner may allow City to continue to hold the Fee Security, which may then be used by Owner as a credit against any Affordable Housing Fees that may be required for a future phase of the Project.

E. Once Certificates of Occupancy have been issued for at least sixty-two (62) Affordable Units, City's IZO requirement shall be deemed to have been fully satisfied, and any remaining Fee Security held by City shall be refunded to Owner and with ten (10) business days thereof.

F. City and Owner agree that in the event of a conflict between the terms of this Agreement and the IZO, the terms of this Agreement shall prevail.

3. Compliance With State Density Bonus Law ("SDBL")

A. Owner and City agree that Owner's compliance with the terms of this Section 3 of this Agreement (including the phasing of the Affordable Units described herein) shall constitute satisfaction of Owner's obligation under SDBL. In furtherance thereof, City and Owner also agree as follows:

1. Owner shall achieve Substantial Completion (as defined below) of all necessary remediation, grading, site work, and utility connections for the Affordable Housing Site prior to transferring the Affordable Housing Site to the Affordable Housing Owner. As used herein, "Substantial Completion" means the required work has been completed and finally inspected by City. Upon transfer of the Affordable Housing Site, City shall issue building permits for the first 75 Market Rate Units, as and when requested by Owner.

2. City shall not issue the 76th and/or any remaining Market Rate Units unless Owner (or Affordable Housing Owner) has obtained building permits for Affordable Units, in accordance with one of the following increments:

a. Building permits for a minimum of twenty-one (21) Affordable Units for very low-income households (between 30% and 50% AMI); or

b. Building permits for a minimum of forty-two (42) Affordable Units for low-income households (between 51% and 80% AMI).

3. At such time as (i) Owner has transferred the Affordable Housing Site to the Affordable Housing Owner, and (ii) Owner has complied with the building permit obligations in either subsection (A)(2)(a) or subsection (A)(2)(b) above, then the Project's SDBL requirements shall be deemed fully satisfied.

4. Affordable Housing Owner.

A. Assignment of Obligations. The parties acknowledge and agree that the Multi-Family Component, including all Affordable Units located therein, will be owned, managed and operated by the Affordable Housing Owner. Owner shall have the right, in its sole discretion, to assign all rights and obligations hereunder (including, without limitation, all of Section 1 of this Agreement) to the Affordable Housing Owner in connection with the conveyance of the Affordable Housing Site pursuant to Section 5 below without obtaining City's consent and upon any such assignment, all such rights and obligations so assumed shall thereupon become those of the Affordable Housing Owner hereunder for all purposes of this Agreement.

5. Successors and Assigns.

A. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors, heirs, administrators and assigns.

B. Consistent with Section 4 above, Owner shall have the right to transfer and assign all of its rights, duties and obligations under this Agreement to any person or entity, including, without limitation, Affordable Housing Owner ("Transferee"), acquiring fee simple title to any portion of the Property. Owner shall be immediately released from its obligations under this Agreement upon such assignment at such time as (i) Owner provides to City a copy of a fully executed written assumption agreement in which: (1) the name and address of the Transferee is set forth, and (2) the Transferee expressly assumes the relevant obligations of Owner under this Agreement. Failure to deliver a written assumption agreement hereunder shall not negate, modify or otherwise affect the liability of any Transferee pursuant to the provisions of this Agreement. Nothing herein contained shall be deemed to grant to City discretion to approve or deny any such transfer.

6. No Third Party Beneficiaries. The execution and delivery of this Agreement shall not be deemed to confer any rights upon, nor obligate either of the parties hereto to, any person or entity not a party to this Agreement.

7. Default / Cure. If Owner fails to perform an obligation hereunder, and such failure continues for thirty (30) days after receipt of written notice of such failure by the City (or such longer period of time as may be reasonably necessary to cure such failure) then Owner shall be in default hereunder and the City's sole remedy hereunder shall be to pursue an action for specific performance against Owner.

8. Notices. Any notice, consent or other communication required or permitted under this Agreement shall be in writing and shall be delivered by hand, sent by air courier, or sent by prepaid registered or certified mail with return receipt requested, or sent by email and shall be deemed to have been given on: (1) receipt or refusal of receipt, if delivered by hand; (b) one (1) business day after delivery to an air courier for overnight expedited delivery service; (c) five (5) business days after the date deposited in the United States mail, registered or certified, with postage prepaid and return receipt requested (provided that such return receipt must indicate receipt at the address specified); or (d) on the day of its transmission by email if transmitted during the business hours of the place of receipt, otherwise on the next business day, provided

that a copy of such notice, consent or other communication is also delivered pursuant to clause (b) or (c) above. All references to "business days" herein shall exclude weekends and State or Federal holidays. All notices shall be addressed as follows (or to such other or further addresses as the parties may designate by notice given in accordance with this section):

If to the City, at:

City of Pleasanton
Attention: City Manager
P.O. Box 520
Pleasanton, CA 94566

Email: [_____]

If to the Owner, at:

Square Mile Pleasanton, LLC
c/o Seefried Industrial Properties, Inc.
Attention: Jason Quintel
2201 East Camelback Road, Suite 222
Phoenix, AZ 85016

Email: jasonquintel@seefriedproperties.com

With a copy to:

GVR Partners, LLP
Attention: Nadia Costa
345 California Street, Suite 700
San Francisco, CA 94104

Email:nadia.costa@gvrpartners.com

9. Enforceability of Affordability Restrictions. Notwithstanding anything to the contrary in this Agreement, the restrictions relating to affordability set forth in this Agreement shall be enforceable solely by the City and not by, or on behalf of, any tenant of the Project.

10. Counterparts. This Agreement may be executed in counterparts, and when all counterpart documents are executed, the counterparts shall constitute a single binding agreement.

11. Recordation. This Agreement shall be recorded in Alameda County and shall run with the Affordable Housing Site.

THIS AGREEMENT is executed as of the date and year first above written.

[Signatures on following page.]

DRAFT

CITY:

CITY OF PLEASANTON, a Municipal Corporation

By:

_____
Gerry Beaudin, City Manager

ATTEST:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel Sodergren, City Attorney

Owner:

SQUARE MILE PLEASANTON, LLC,
a California limited liability company

By: _____
_____

By:_____
Title: _____

Attachments:
1. Legal Description and Depiction of the Affordable Housing Site
2. City of Pleasanton's Preference System

DRAFT

Attachment 1

LEGAL DESCRIPTION AND DEPICTION OF AFFORDABLE HOUSING SITE

[TO BE ATTACHED]

DRAFT

Attachment 2

CITY'S PREFERENCE SYSTEM

(Adopted January 19, 2021)

Preference System for City-Assisted Affordable Housing Projects

Section 1. Council adopts this revised City preference system described herein to be used for determining eligibility among prospective beneficiaries for existing and future affordable housing projects assisted by the City.[1]

Section 2. Affordable units will be made available to qualified households based upon the preference categories listed below. The City may modify the preference categories from time to time by giving written notice to Lessor/Owner of such modifications, and Lessor/Owner shall adhere to such preference categories starting no later than ten (10) days following receipt of such notice. Each preference category is assigned a specific number of points as noted below. At the time of application, each applicant household will be assigned to one preference category and a corresponding point allocation in accordance to the criteria listed below. Households with the highest number of points will be given first priority for the affordable units. In the event there is more than one household with the same amount of points, which is likely, a lottery will be held at which time names of households with an equal number of preference points will be randomly drawn and assigned priority.

Section 3. The criteria for preference categories and corresponding point allocations are as follows:

20 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is a Pleasanton resident and a Pleasanton employee at the time of application and has continuously lived and worked in the City of Pleasanton for two years or more prior to the time of application.

18 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is a Pleasanton resident and a Pleasanton employee at the time of application and has continuously lived and worked in the City of Pleasanton less than two years prior to the time of application.

16 POINTS
Households where at least one of the signators of the tenant lease or purchase agreement (and who is a member of the household) is either a Pleasanton resident or a Pleasanton employee at the time of application and has continuously lived or worked in the City of Pleasanton for two years or more prior to the time of application.

[1] A project assisted by the City may include, but is not limited to, a project which: (a) has inclusionary units subject to the requirements of the Pleasanton Municipal Code (PMC) Chapter 17.44; (b) receives grants or loans of affordable housing fees pursuant to PMC Chapter 17.40; (c) receive waivers or reductions of development impact fees; or (d) is subject to an affordable housing agreement or development agreement which provides for affordable units.

14 POINTS
Households where at least one member of the signators of the tenant lease or purchase agreement (and who is a member of the household) is either a Pleasanton resident or a Pleasanton employee at the time of application and has continuously lived or worked in the City of Pleasanton less than two years prior to the time of application.

12 POINTS
Households where at least one member of the signators of the tenant lease or purchase agreement (and who is a member of the household) has an immediate relative (defined as a son, daughter, brother sister, and/or parent) who is a Pleasanton resident at the time of application, provided the immediate relative has lived in the City of Pleasanton for at least two years prior to the time of application.

10 POINTS
All other households.

Section 4. In addition to the above points, one (1) bonus point will be given to households which meet one or more of the following criteria:

a) single parent head of household;

b) disabled person as defined herein;

c) households in which at least one of the signators of the tenant lease or purchase agreement has been a Pleasanton resident for seven continuous years or longer prior to the time of application.

A maximum of one (1) bonus point may be awarded to any one household.

Section 5. In addition to the above points, a maximum of one (1) additional point will be given to households where at least one of the signators of the tenant lease or purchase agreement is:

a) An employee (sworn or civilian personnel) of the Pleasanton Police Department, Livermore-Pleasanton Fire Department, or other first responder[2] who primary works in Pleasanton.

b) Pleasanton Unified School District or private school employees, including teachers, providing prekindergarten through 12th grade education that are registered with the Alameda County Superintendent of Public Education per Cal. Education Code section 33190 and are located in Pleasanton.

c) Public employees of city or county governments.

d) Employees of not-for-profit agencies granted tax-exempt status by the IRS that provide social services (including, but not limited to, food subsidies, health care, job training, subsidized housing, adoption, support for persons with disabilities, school readiness, etc.) from a Pleasanton location.

[2] "First Responder" is defined as a person with specialized training who is among the first to arrive and provide assistance at the scene of an emergency, such as an accident, natural disaster or terrorism. First responders include, but are not limited to, law enforcement officers, paramedics, emergency medical technicians (EMTs) and firefighters.

e) Employees of not-for-profit agencies granted tax-exempt status by the IRS that provide social services (including, but not limited to, food subsidies, health care, job training, subsidized housing, adoption, support for persons with disabilities, school readiness, etc.) from a Pleasanton location.

f) To qualify for the maximum one (1) point for the employment categories described in this Section 5, the signator must be both: (a) currently employed at such position at the time of application; and (b) have been continuously employed in such position for at least six (6) months prior to the date of application.

Section 6. For persons who are retired at the time of application, the applicant's work history immediately prior to the date of retirement shall be considered in determining the length of employment in Pleasanton for the first four point categories listed above.

Section 7. For persons who moved away from the City of Pleasanton less than six months prior to the time of application and who resided in the City of Pleasanton continuously for at least ten (10) years immediately prior to moving away, the residency history prior to the date of moving away shall be considered in determining the length of residency in the first four point categories listed above.

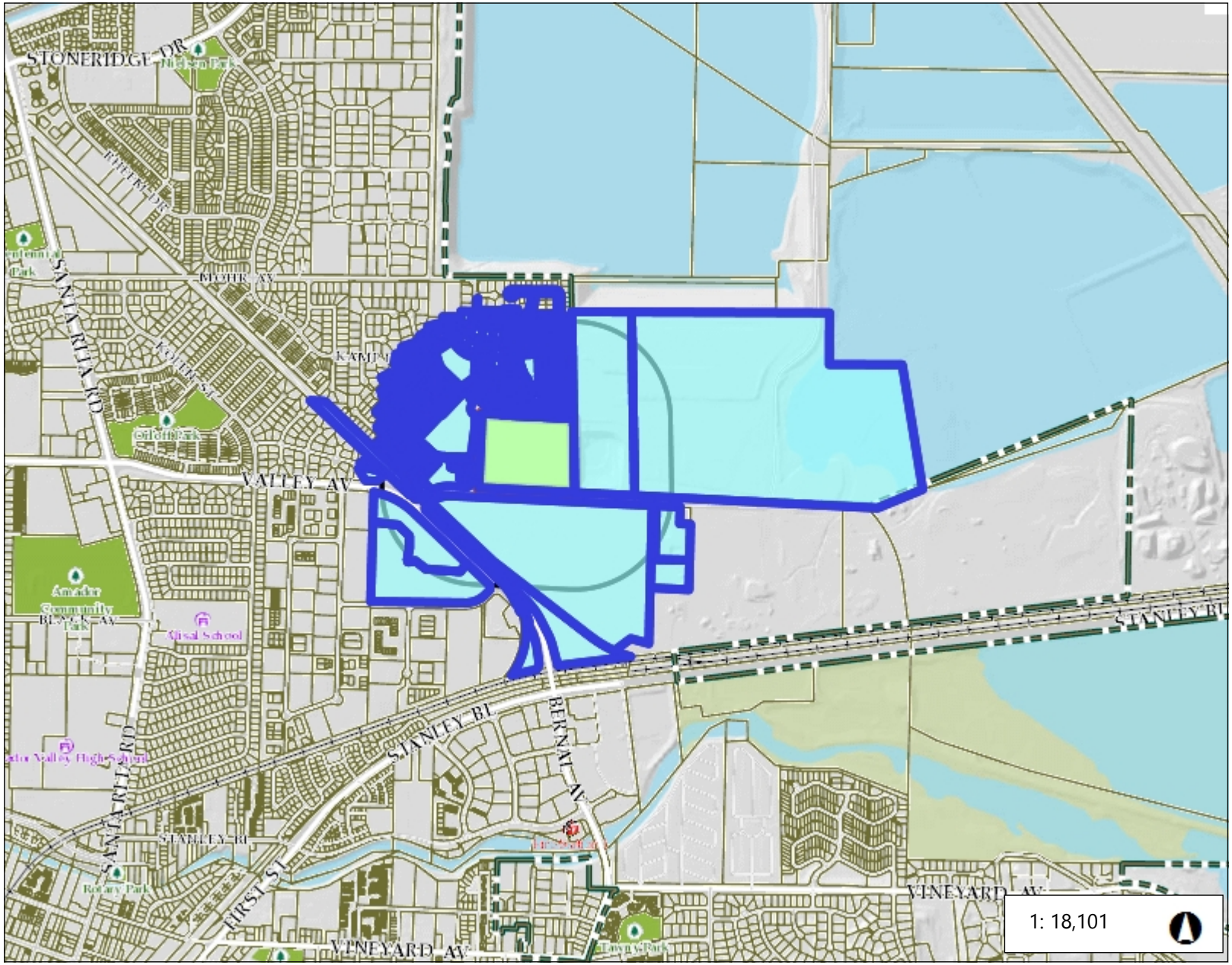
Section 8. "Pleasanton Resident" is defined as a person or household who resides permanently and continuously at a residential address which is physically located within the then current incorporated area of the City of Pleasanton and where that location is considered to be the household's permanent place of residence. The City may require applicants to submit a driver's license, voter registration, utility bill, or other evidence as proof of residency in Pleasanton. "Pleasanton employee" is defined as a person who is permanently and continuously employed on at least a half-time basis (i.e., 20 or more hours per week) at a business which is physically located within the then current incorporated area of the City of Pleasanton. The City may require applicants to submit pay stubs, W-2 forms, tax returns, or other evidence as proof of employment at a Pleasanton business.

Section 9. "Disabled Person" is defined as a head of household who has a medically documented permanent physical or mental impairment which prevents them from maintaining full time regular employment. Any individual claiming Disabled Person status must submit verification from a licensed doctor of the disability and its effect on the ability to maintain full time employment. A Disabled Person shall be assigned a number of points as if the person was employed regardless of the Disabled Person's employment status plus one bonus point. If an individual has a disability that substantially limits one or more major life activities and has a medical record of such impairment, but the disability does not prevent the ability to maintain full-time regular employment the individual shall be assigned the appropriate number of points as detailed in Section 3 above plus one bonus point as detailed in Section 4 above.
Examples of a disability include limitations on caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, or working

DRAFT

3300 BUSCH ROAD

EXHIBIT G



3,016.8 0 1,508.41 3,016.8 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

- Fire Station
- School
- Park
- Parcels

Notes

Notes

THE CITY OF PLEASANTON

Planning Commission Agenda Report

April 23, 2025
Item 7

SUBJECT: Committee, Commission, and Task Force List

Bicycle, Pedestrian, and Trails Committee

Advise the Parks and Recreation Commission and the City's Traffic Engineering Division on bicycle, pedestrian and trail-related items. The committee reviews and prioritizes potential projects and provides input on policies related to bikeways and trails.

Meeting Time:	Fourth Monday of every other month at 6:45 p.m.
Meeting Location:	Pleasanton Senior Center, 5353 Sunol Blvd., Pleasanton
Representative:	Commissioner Jain
Alternate:	Commissioner Pace
Staff Contacts:	Matt Nelson, Traffic Engineer, 931-5671; Matt Gruber, Landscape Architect, 931-5672

Civic Arts Commission

Promote the acquisition, construction and installment of works of public art in Pleasanton. Make recommendations to the City Council regarding the City Civic Arts Program.

Meeting Time:	First Monday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Committee on Energy and the Environment

Works closely with City staff to prepare an Energy and Environmental Priorities Plan focusing on energy and environmental issues and strategies reflecting community opportunities, needs and interests.

Meeting Time:	Fourth Wednesday of every other month at 5:00 p.m.
Meeting Location:	Operations Service Center, 3333 Busch Rd., Pleasanton
Staff Contact:	Megan Campbell, Associate Planner, 931-5610

Economic Vitality Committee

Assess the current and ongoing business climate in the City of Pleasanton and offer suggestions and recommendations to the City Council intended to maintain a strong economic development base in the City.

Meeting Time:	Third Thursday of each month at 7:30 a.m.
Meeting Location:	Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact:	Lisa Adamos, Economic Development Manager, 931-5039

Heritage Tree Board of Appeals

Make findings of fact upholding, reversing or modifying the director's decision with regard to heritage tree removal permits.

Meeting Time:	As needed
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Representatives:	Commissioners Wedge and Mohan
Alternate:	One vacancy
Staff Contact:	Sarah Hosterman, Landscape Architect Asst., 931-5514

Human Services Commission

Advise the City Council on the human service needs of the community and methods of fulfilling these needs. Particular emphasis is given by the commission to the human service needs of the socially and economically disadvantaged, the elderly and the youth of the community.

Meeting Time:	First Wednesday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Library Commission

Advise the City Council on matters related to the Pleasanton Library and library services in general. Promote the use of library services to the community.

Meeting Time:	First Thursday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Heidi Murphy, Director of Library and Recreation, 931-3400

Parks and Recreation Commission

Advise the City Council, City Manager, and Parks and Community Services Department on matters related to the development and provision of services pertaining to parks and recreation facilities, programs and services.

Meeting Time:	Second Thursday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Heidi Murphy, Director of Library and Recreation, 931-3400

Youth Commission

Act as the liaison between Pleasanton's youth community and the City Council; advise the Council on youth-related issues; promote an understanding and appreciation of community affairs among the youth of Pleasanton.

Meeting Time:	Second Wednesday of each month at 7 p.m., September-May
Meeting Location:	Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact:	Nicole Thomas, Recreation Supervisor, 931-3432

THE CITY OF PLEASANTON

Planning Commission Agenda Report

April 23, 2025
Item 8

SUBJECT: Actions of the City Council

April 15, 2025

Consent Calendar:

Actions of the Zoning Administrator and Planning Commission

Adopt a resolution to approve the Altamont Settlement Agreement Education Advisory Board's $628,665 Expenditure Plan for Fiscal Year 2025/2026

Council approved the consent calendar, as recommended.

Public Hearing:

Review of the Zoning Administrator's approval of a Sign Design Review Application (P24-0731) to install new monument, wall, canopy, and pump signage as part of a rebranding for the Gulf gas station located at 4212 First Street

Council continued the item to the May 6, 2025, regular meeting.

THE CITY OF PLEASANTON

Planning Commission Agenda Report

April 23, 2025
Item 9

SUBJECT: Future Planning Calendar

A resolution of the Planning Commission of the City of Pleasanton recommending the City Council approve Amendments to Chapters 18.08, 18.48, 18.84, 18.88, 18.92, 18.96, AND Table 18.44.080 of the Pleasanton Municipal Code (PMC) to: (1) modify the definitions of both Light and Heavy Industrial; (2) establish the definition of an Innovation-Based Business (IBB); (3) modify Table 18.44.080 to permit, by-right, IBB uses in the I-P, O, PUD-C-O, PUD-I, PUD-I/C-O, PUD-MU, and all of the non-residential zones within the Hacienda PUD project area (OGPD, OPD, OMPD, CDP, IPD, MOIPD, MCOIRPD, and MCOIPD Districts) Districts; (4) modify the Design Review requirements for (a) industrial tenants leasing space in a previously reviewed and approved building; and (b) and industrial tenants that are permitted by right within an industrial zone; and (5) modify specific and related development standards for all Industrial Districts, as filed under case no. P25-0192