

**CITY OF PLEASANTON
INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION FOR THE
Hacienda TOD Standards and Design Guidelines**

January 25, 2011

An Initial Study has been prepared under the direction of the City of Pleasanton Community Development Department to adopt the Hacienda TOD Standards and Design Guidelines which will apply to the development of three vacant parcels in the Hacienda Business Park and to the design of associated improvements such as streets, landscaping, bike and pedestrian connections and open space. The three vacant sites are located at: the southeast corner of Owens Drive and Willow Road (Assessor's Parcel Number 941 2778-013-00); at the north corner of Hacienda Drive and Gibraltar Drive (Assessor's Parcel Number 941 2778-011-00); and south of Gibraltar Drive between Willow Road and Hacienda Drive (a portion of Assessor's Parcel Number 941 2761-003-00). The Hacienda TOD Standards and Design Guidelines would be adopted as a major amendment to the Hacienda Planned Unit Development (PUD-81-30-48M/PUD-85-82-1M).

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

City of Pleasanton
Hacienda TOD Standards and Design Guidelines
Initial Study and Draft Mitigated Negative Declaration

PREPARED BY:

City of Pleasanton
Community Development Department
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I. BACKGROUND

1. *Project title:*
Hacienda TOD Standards and Guidelines
2. *Lead agency name and address:*
City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566
3. *Contact person and phone number:*
Janice Stern, Planning Manager

(916) 931-5606
4. *Project location:*
Three sites within Hacienda, Pleasanton, California and associated improvements within a half-mile radius south of the BART station (See Section II.2, Project Location and Context, below)
5. *Project sponsor's name and address:*
City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566
6. *General plan designation:*
Mixed Use/Business Park
7. *Zoning:*
PUD-MU (Mixed Use)
8. *Description of project:* See Section III.2. Project Characteristics and Approvals, below.
9. *Surrounding land uses and setting: (Briefly describe the project's surroundings.)*
See Section II.2 Project Location and Context, below.
10. *Other public agencies whose approval is required:*
No approvals are needed from other public agencies.

II. PROJECT DESCRIPTION

1. Introduction

This Initial Study and Mitigated Negative Declaration (IS/MND) provides the California Environmental Quality Act (CEQA) environmental analysis for the proposed major modification to the PUD development regulations for Hacienda, to adopt Hacienda TOD Standards and Design Guidelines.

The environmental analysis for the proposed project uses current and historical documented information derived from proximate projects as well as previous development applications of the subject sites. The historical information has been reviewed and analyzed to ensure that no changed circumstances exist related to that information.

Hacienda TOD Standards and Design Guidelines Initial Study

This Initial Study / Negative Declaration consists of an environmental checklist, a brief explanation of topics addressed in the checklist, and a determination that an EIR is not required.

This Initial Study analyzes project-specific environmental impacts due to applying the Hacienda TOD Standards and Design Guidelines to development of three sites in Hacienda, as well as to associated off-site improvements. For each potential impact topic, this Initial Study first summarizes the Pleasanton General Plan EIR impacts, if applicable, and incorporates them by reference. Then this Initial Study evaluates specific impacts associated with the currently proposed rezoning, and identifies any potential impacts not previously addressed in the Pleasanton General Plan EIR. Additional mitigation measures, if warranted, to reduce some impacts to a less-than-significant level or to be carried forward for evaluation in a subsequent project specific CEQA analysis will also be included herein. No actual development of the subject sites is proposed at this time, and any proposal involving residential or mixed-use development would be subject to a separate public review process and potentially to a further, more refined environmental review under CEQA.

2. Project Location and Context

The Hacienda TOD Standards and Design Guidelines apply to an area located south of the existing Dublin/Pleasanton BART station and cover development of three vacant sites and associated public and private improvements. The three vacant sites are located within Hacienda in the City of Pleasanton as shown in Figure 1 (following page 4) and as described below:

1. The W.P. Carey site (Hacienda Site 7G), at the southeast corner of Owens Drive and Willow Road (Assessor's Parcel Number 941 2778-013-00), approximately 8.4 acres.
2. The BRE site (Hacienda Site 7E), at the north corner of Hacienda Drive and Gibraltar Drive (Assessor's Parcel Number 941 2778-011-00), approximately 8.2 acres.
3. The Roche Molecular Systems site (a portion of Hacienda Site 6), south of Gibraltar Drive between Willow Road and Hacienda Drive (a portion of Assessor's Parcel Number 941 2761-003-00), about 12.4 acres (of the approximate 33.4 acre Roche site).

These three project sites are located south of and within one-half mile of the Pleasanton/Dublin BART Station. The sites are generally south of Interstate 580 (I-580), east of Hopyard Road, west of Hacienda Drive and Santa Rita Road, and north of Stoneridge Drive within the Hacienda Business Park ("Hacienda"). The Iron Horse Trail is located north and east of the three sites. The W.P. Carey site (Hacienda Site 7G), and the BRE site (Hacienda Site 7G) are located on the block bounded by Owens Drive, Hacienda Drive, Gibraltar Drive, and Willow Road. The Roche Molecular Systems site is located on the block bounded by Gibraltar Drive, Hacienda Drive, Stoneridge Drive, and Willow Road. The project sites are currently zoned as PUD-MU.

The total size of the three project sites combined is about 29 acres compared to 730.4 acres (854 acres including roadways) of land within the Hacienda area. The City has previously approved office / research and development (R&D) development plans for these project sites; however, the proposed rezoning would allow residential/mixed-use development on these sites as envisioned in the General Plan. The Hacienda TOD Standards and Design Guidelines would allow residential development at a density of between 30 to 55 units per acre or a total of up to 1595 residential unit, as well as neighborhood-oriented retail and services uses, and limited live/work commercial uses. The Hacienda TOD Standards and Design Guidelines do not impose a square foot limit on the amount of retail and service uses. This

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Initial Study assumes up to 30,000 square feet of retail, total, on the three sites. At maximum development, approximately 2,650 parking spaces would be required.

3. Project Characteristics

The proposed project consists of a modification to the Planned Unit Development (PUD) for Hacienda to adopt Hacienda TOD Standards and Design Guidelines that would guide residential and mixed use development and address setbacks, density, open space, height, required parking, the location of retail and live/work space, allowed retail and service uses, public street standards, pedestrian and bike path standards, site design and planning, and architectural features. For the impact analysis, this Initial Study assumes the following:

1. The W.P. Carey site (Hacienda site 7G) would accommodate between 252 and 462 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.
2. The BRE site (Hacienda site 7E) would accommodate between 246 and 462 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.
3. The Roche Molecular Systems site (a portion of Hacienda site 6) would accommodate between 372 and 682 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.

For purposes of this environmental analysis the “project” is any development allowed by the Standards and Design Guidelines that was not already anticipated in the CEQA analysis of the rezoning of the subject properties approved by the City Council in November 2009. The Negative Declaration adopted for the rezoning to PUD-MU assumed up to 950 multifamily residential units and left in place the already existing entitlement for 733,000 square feet of office space.

The Hacienda TOD Standards and Design Guidelines document includes standards and guidelines related to density, affordability, bedroom mix, setbacks, required open space, height, parking, circulation, building orientation, and architecture. The document also includes a list of permitted, conditional and prohibited uses related to the retail space and the live/work units. Uses are generally those allowed in the City’s neighborhood commercial district and are uses that would address the daily needs of residents and employees of the area.

The proposed project also includes roadway changes to Owens Drive, Willow Road and Gibraltar Drive. These changes include lane reductions to the three roadways. The travel lanes are replaced by a combination of parking lanes, frontage roads, bike lanes and sidewalks. This initial study analyzes the proposed project impacts with the changes in the roadway network that include:

- Owens Drive between Willow Road and the East Bart Traffic Signal –
 - Reduction from a six lane roadway down to a two lane roadway (one lane in each direction).
 - Frontage road on both sides.
- Willow Road between Owens Drive and Gibraltar Drive –
 - reduced from a 4 lane roadway to a 2 lane roadway
 - parallel parking on both sides.
- Gibraltar Drive between Hacienda Drive and Willow Road:
 - Reduced from a 4 lane roadway to a 2 lane roadway
 - Diagonal parking on the north side of Gibraltar along the frontage of Parcel 2

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- Parallel parking on the south side of Gibraltar between Willow and Hacienda, and on the north side of Gibraltar between Willow and Parcel 2.

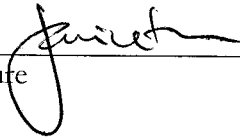
A public process and review of a PUD development plan would be required prior to approving any development for these sites.

III. DETERMINATION: (To be completed by the Lead Agency)

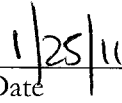
On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Signature



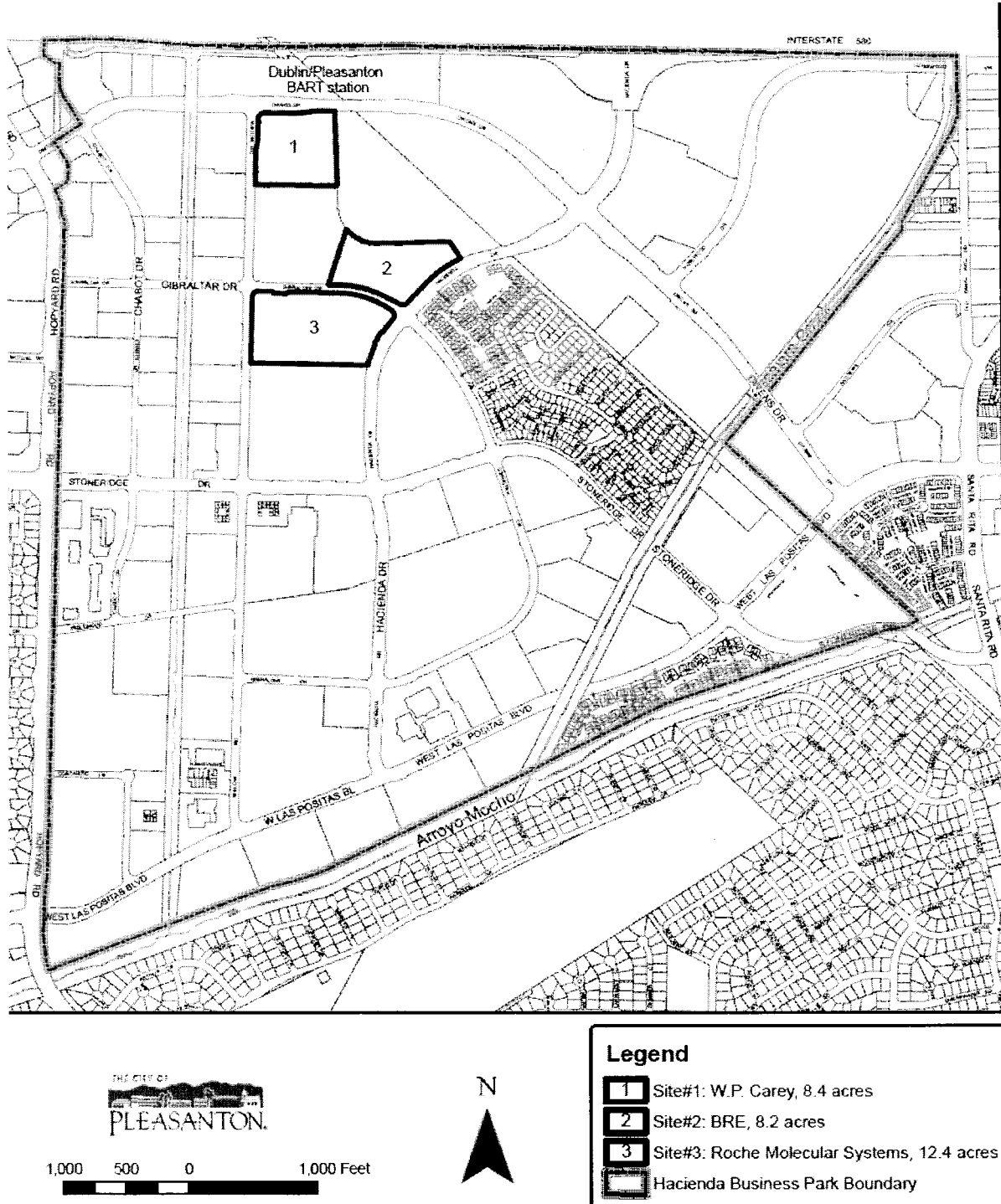
Date



Janice Stern

Printed name

Figure 1: Location of Parcels Covered by the Hacienda TOD Standards and Design Guidelines



IV. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

Less Than Significant: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: Any impact that does not apply to the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
1. Aesthetics – Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Environmental Setting

The area south of the Interstate 580 (I-580) between Hopyard Road and Hacienda Drive that includes the three project sites is relatively flat. No scenic vistas or scenic resources are located within Hacienda although views of the surrounding hills, including Mount Diablo to the north, are available from many locations within Hacienda. In distant views from the surrounding hills, the three project sites currently appear as open areas in a campus-like setting. The project sites are located within Hacienda and are surrounded by business park buildings and other relatively new multi-residential development. The roadways within Hacienda are relatively wide and are oriented to vehicle access. The BART station and parking lot are visible from the W.P. Carey site (Hacienda site 7G).

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Questions

Less-than-Significant Impacts. The proposed zoning change could potentially result in development of housing and neighborhood-serving retail and service uses instead of office or light industrial uses. From distant views future development of the three project sites would show infill buildings in an already developed area that would be similar to what currently is allowed.

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Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality under *CEQA* only if it would cause a substantial and demonstrable negative change. In an urban area, infill development of additional structures would generally not be considered to cause a substantial and demonstrable negative change. Adoption of the Hacienda TOD Standards and Design Guidelines would not result in such a negative change, and the resulting buildings would not be expected to result in such a change as the guidelines provide for setbacks, height limitations, landscaping, and architectural details that would create development that would blend well with the existing business park.

No additional light and glare would be anticipated from buildings developed under the proposed zoning compared to those that could currently be built on the project site. In addition, given the location of surrounding buildings set back from the property lines, any future buildings resulting from the proposed zoning change would not be expected to be located in proximity to other development.

The W.P. Carey site (Hacienda site 7G) is located across from the BART station and parking lot. The zone change would allow residential buildings to be located across from potential light sources at the BART Station. During the development process, potential conflicts with BART's nighttime lighting would be considered in order to protect future residents of that site.

As there are few trees (and any heritage trees would be protected under the City's ordinance), minimal landscaping, and no buildings on any of the three sites, and as the sites are not readily visible from I-680, a scenic highway, development of the three project site due to rezoning of the project sites would result in a less than significant impact on scenic resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
2. Agriculture Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X

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

Environmental Setting

The three project sites are located within Hacienda and are surrounded by office, light industrial, and residential development. The sites are already allowed to be developed under the Hacienda PUD (for which a EIR has been certified). No agricultural land uses are located within the project vicinity.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Questions

No Impact. The project sites are not developed as farmland, or the location of forest areas, are not under *Williamson Act* contract, and are within a developed business park.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3. Air Quality – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?			X	

Background

Land uses such as schools, children’s daycare centers, hospitals, convalescent homes, and senior housing are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have a greater susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have a greater sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to

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ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic. Also, the significance criteria related to question 3b) are further explained below.

The significance criteria established by the Bay Area Air quality Management District (BAAQMD) is used to determine the significance of air quality impacts. A project would have a significant impact on air quality if the proposed project and uses would cause total criteria air pollutant emissions (i.e., from both stationary and mobile sources) to equal or exceed the following BAAQMD-defined thresholds:

Reactive organics	54 lbs/day
Nitrogen oxides	54 lbs/day
Particulate matter (PM ₁₀)	82 lbs/day

According to the *BAAQMD Guidelines*, a project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. No regulatory agency has adopted standards of significance with regard to toxic air emissions from mobile sources.

Future residential development projects located within 1,000 feet of a heavily travelled street or freeway would need to analyze the long-term health risks of locating homes in this location.

Greenhouse gas emissions are discussed in Section. X.X. of this initial study.

Discussion of Checklist Items

Less-than-Significant Impacts. Currently the City is in compliance with State and federal carbon monoxide standards. In the future, carbon monoxide emission rates from motor vehicles are expected to decline from their present average values resulting in lower future carbon monoxide emissions. Future cumulative development in Alameda County would drop about 72 percent from 2005 to 2025, as shown on Table 1, below. Even with increased development in the Bay Area and in Pleasanton, carbon monoxide emission rates would also be expected to drop. Development impacts resulting from this proposed zoning change have been considered in this cumulative total.

	<u>2005</u>	<u>2025</u>	<u>% Change</u>
Vehicle Miles Traveled	36,218,000	48,872,000	35 %
Diesel Consumption (gallons)	409,030	481,420	18 %
Gasoline Consumption (gallons)	1,755,530	2,342,660	33 %
Pollutants (in Tons per Day)			
Reactive Organic Gases (ROG)	31.03	11.11	- 65 %
Nitrogen Oxides (NOX)	72.31	20.5	- 72 %
Sulfur Oxides (SOX)	0.57	0.27	- 53 %
Particulate Matter (PM ₁₀)	3.02	2.52	- 17 %
Carbon Monoxide (CO)	295.45	83.34	- 72 %

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Carbon Dioxide (CO ₂)	21.19	28.1	+ 33 %
Source: Illingworth & Rodkin, using Emfac2007 V2.3 Nov. 2006, 2007.			

In 2005, ozone was the only pollutant for which the Bay Area was in non-attainment. It is anticipated that in the future the Bay Area will be in non-attainment for particulate matter.

Because the proposed project is adoption of Hacienda TOD Standards and Design Guidelines, no construction would occur as a result of this project. At the time a development plan is considered for any of the three project sites, the City will conduct environmental analysis under CEQA to consider the potential for carbon monoxide, ozone, and particulate air quality impacts due to project construction and operation, and will identify mitigation measures, as warranted. The project site exceeds 4.0 acres. Thus an enhanced dust control program during construction would be applicable to development resulting from this project.

Future development consistent with the TOD Standards and Design Guidelines may locate residential development within 1,000 feet of the I-580 Freeway. A health risk assessment would be required for development proposed as of May 1, 2011.

Residential development resulting from the proposed zoning change would not generate objectionable odors; some automobile exhaust odors from on-site vehicles could be expected but would have a less than significant environmental impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
4. Biological Resources – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

- 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? X

Environmental Setting

The three project sites are covered with non-landscaped, ruderal (weedy) vegetation. No special status species are found on the project sites. The three project sites contain no riparian land or wetlands; they are not a stopping point for migratory birds.

The City of Pleasanton designates trees over 55 inches in circumference or more or than 35 feet in height as heritage trees subject to regulations governing their removal in the *Pleasanton Municipal Code*, Chapter 17.16: Tree Preservation. There may be trees along the property lines or near the sidewalk of the BRE site (Hacienda site 7E) and/or the Roche Molecular Systems site (a portion of Hacienda site 6) which should be evaluated at the time a development plan is reviewed.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impact. Adoption of the Hacienda TOD Standards and Design Guidelines would not itself result in any loss of trees. At the time a development plan is proposed for the project sites, the impacts to any existing trees and their potential significance, if any, will be considered in the project-specific environmental review. It is anticipated that any future impacts regarding tree removal would be less than significant due to mitigation requirements of the *Pleasanton Municipal Code*, Chapter 17.16: Tree Preservation.

No Impact. The proposed project would have no impact on any special status species, riparian habitat, or migratory bird species. In addition, it would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan, as no such plans apply to the project sites.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
5. Cultural Resources – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Environmental Setting

Hacienda is located in an area of relatively high archaeological sensitivity. A portion of the former Willow Marsh, which once housed aboriginal populations, was located in the western and southern portions of Hacienda. Over the millennia, the edges of this marsh and the arroyos that fed it from the east moved back and forth across the area. Given that Hacienda is located within a region of historical and archaeological significance, the potential for finds exists within the area.¹

The project sites contain no historic structures. Hacienda demolished all extant buildings during development of the business park.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic. The text below further explains and defines the significance criteria for impact question b).

CEQA Guidelines Section 15064.5(c) applies to effects on archaeological sites. Effects on non-unique archaeological resources are not considered significant. Regarding unique archaeological resources, lead agencies may require that reasonable efforts be made to allow such resources to be preserved in place or left in an undisturbed state. To the extent that unique archaeological resources are not preserved in place or left undisturbed, *Public Resources Code* Section 21083.2 requires mitigation measures to protect such resources. Additionally, mitigation measures may be imposed to provide for archaeological sites discovered during construction. Generally, imposing mitigation measures would reduce archeological resource effects to a less-than-significant level.

Discussion of Checklist Items

Less-than-Significant Impacts. As noted above, the project site is in an area of high archaeological sensitivity. The adoption of the TOD Standards and Guidelines itself would not include any construction, and the proposed residential and retail land uses would not be expected to result in any greater impacts, if any, than could occur under existing zoning and under the existing development plan. This issue will be addressed in the environmental review documents at the time a development plan is proposed for the project sites.

No Impact. As noted above, all pre-business park structures located at Hacienda were demolished and only the relatively new structures related to the business park remain. Therefore, the project would not result in a direct impact to historic resources. No rock outcroppings are located in the project vicinity and no paleontological remains have been identified nearby, or would be expected in this area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
6. Geology and Soils – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
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				X

¹ City of Pleasanton, Hacienda Business Park Planned Unit Development, PUD-81-30, Final Environmental Impact Report, May 1982.

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substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		
ii) Strong seismic ground shaking?	X	
iii) Seismic-related ground failure, including liquefaction?	X	
iv) Landslides?		X
b) Result in substantial soil erosion or the loss of topsoil?	X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?		X

Environmental Setting

The three project sites are located on relatively flat land. The City has referred to the Public Safety Element of the Pleasanton General Plan and to the geotechnical investigation prepared for the Hacienda Business Park before its development² to analyze whether the project sites are located in areas of seismic activity. The three sites are located in the vicinity of the known Mt. Diablo Fault, although they are not in any landslide zone or in an Alquist Priolo Special Study Zone (Figures 5-1, 5-2, and 5-5 of the Public Safety Element). The sites are in an area designated as “Severe to Violent” for relative intensity of ground shaking by the California Geological Survey and are listed in a liquefaction zone in the California Geological Survey Seismic Hazards Zonation Program (Figures 5-3 and 5-4 of the Public Safety Element of the General Plan). Regarding expansive soils, the three sites have the potential to contain such soils.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. The project vicinity has a relatively high susceptibility to seismic shaking. The greatest seismic risks for the area are from a large earthquake on the Calaveras fault on the Pleasanton Ridge flank, and to a slightly lesser extent, large magnitude earthquakes on the more distant Calaveras fault segments, as well as on the Calaveras, Concord, Greenville, Hayward, or San Andreas faults. Such events could cause extensive damage to structures and infrastructure.

Because the site vicinity is located in an area susceptible to liquefaction and expansive soils, the potential exists for development due to the proposed zoning change to be subject to these hazards. Thus the project sponsor of development of the site would have to submit geotechnical or soils studies at the time development is proposed on any of the three project sites, if required to update the existing analysis conducted in 1981.

² Wahler Associates, Geotechnical Engineer, “Preliminary Geotechnical Investigation, Hacienda Business Park, Pleasanton, California,” June 1981.

The City of Pleasanton requires all development projects to conform to the most current *California Building Code* as amended by *Pleasanton Municipal Code* Chapter 20.08: Building Code. Thus the project sponsor would be required to design and build all structures to withstand predicted peak accelerations of a maximum credible earthquake. Future development of the three project sites would require an NPDES permit. Implementation of the required NPDES permit would reduce this impact to a less-than-significant level for soil erosion issues.

No Impact. The Alquist-Priolo map for the project vicinity shows no fault trace or Alquist-Priolo special studies zone on or adjacent to any of the three project sites. The project area is located about ½ mile south of the Mount Diablo Fault and approximately 2 miles east of the Calaveras Fault. Therefore fault rupture would not be expected to impact the project.

The sites are generally level with no hills located nearby. Therefore, landsliding in the project vicinity would be unlikely.

Sanitary sewers would serve the project vicinity and development resulting from the proposed zoning change would not involve continued or proposed used of septic systems.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Environmental Setting

Description of the Greenhouse Effect. Heat retention within the atmosphere is an essential process to sustain life on Earth. The natural process through which heat is retained in the troposphere is called the “greenhouse effect.” The greenhouse effect traps heat in the troposphere through a three-fold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and greenhouse gases (GHGs) in the upper atmosphere absorb and emit this long-wave radiation into space and toward the Earth. This “trapping” of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Without the greenhouse effect, the Earth’s average temperature would be approximately -18 degrees Celsius (°C) (0° Fahrenheit [°F]) instead of its present 14 °C (57 °F) (National Climatic Data Center 2008). The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long-wave radiation, but they are not as plentiful.

Primary Greenhouse Gases. Greenhouse gases include, but are not limited to, Carbon dioxide (CO₂), Methane (CH₄), Nitrous oxide (N₂O), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur hexafluoride.

Contributions to Greenhouse Gas Emissions

State of California. Based upon the 2004 GHG inventory data compiled by the California Air Resources Board (CARB) for the California 1990 greenhouse gas emissions inventory, California emitted 484 million metric tons of CO₂ equivalent (MMT_{CO₂E}), including emissions resulting from out-of-state electrical generation (CARB 2007). California is estimated to be the second largest emitter of greenhouse gases in the country, and is the 12th to 16th largest emitter of greenhouse gasses worldwide.

A California Energy Commission (CEC) emissions inventory report placed CO₂ produced by fossil fuel combustion in California as the largest source of GHG emissions in 2004, accounting for 81 percent of the total GHG emissions (CEC 2006). CO₂ emissions from other sources contributed 2.8 percent of the total GHG emissions, methane emissions 5.7 percent, nitrous oxide emissions 6.8 percent, and the remaining 2.9 percent was composed of emissions of other gases comprised primarily of refrigerants and a small contribution of sulfur hexafluoride (SF₆) used as insulating materials in electricity transmission and distribution (CEC 2006).

San Francisco Bay Area and Alameda County. In December 2008, the Bay Area Air Quality Management District (BAAQMD) published an inventory of GHG emissions in the Bay Area for the base year 2007. Total Bay Area GHG emissions in 2007 were estimated at 102.6 MMT_{CO₂E}. Alameda County GHG emissions in 2007 were estimated at 17.7 MMT_{CO₂E}. (BAAQMD 2008).

The primary contributors to GHG emissions in the San Francisco Bay Area and in Alameda County are transportation, industry, and electric power generation. These and other primary contributors to the GHG emissions of the San Francisco Bay Area and Alameda County are presented in Table 1, GHG Sources in the San Francisco Bay Area and Alameda County.

Table 1
GHG Sources in the San Francisco Bay Area and Alameda County
CO₂-Equivalent (Million Metric Tons/Year)

End-Use Sector	Alameda County	SF Bay Area
Industrial / Commercial	3.3	34.9
Residential Fuel Usage	1.3	6.8
Electricity / Co-Generation*	2.0	15.2
Off-Road Equipment	0.6	2.9
Transportation	10.4	41.6
Agriculture / Farming	0.1	1.1
Total	17.7	102.6

Notes: Includes Imported Electricity emissions of 7.1 MMT_{CO₂E}

Source: BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, 2008.

City of Pleasanton. Table 9.4 of the Pleasanton General Plan 2005-2025, reproduced below as Table 2, Pleasanton GHG Emissions, Existing and Projected, lists estimated existing (2005) and projected General Plan buildout (2025) GHG emissions (Million Tons/Year) for the City of Pleasanton.

Table 2
Pleasanton GHG Emissions, Existing and Projected

Emission Source	Existing Conditions (2005)		General Plan Buildout (2025)	
	(CO ₂ e in MT/Year)	% all CO ₂ e	(CO ₂ e in MT/Year)	% all CO ₂ e
Residential	0.277	21	0.319	16
Commercial/Office/R&D/Other	0.241	18	0.404	21
Industrial	0.043	3	0.082	4
Transportation	0.777	58	1.140	59
Total Annual Emissions	1.338	100	1.940	100

Notes: CO₂e = carbon dioxide, e = equivalent, CO₂e = carbon dioxide equivalent, MT = million tons
Source: City of Pleasanton General Plan 2005-2025, Table 9.4.

The increase in GHG emissions per year shown in the table represents the “business as usual” scenario. This increase does not take into account potential reductions that would result from the implementation of AB 32 or the General Plan’s GHG emissions reduction programs and policies, which are summarized below.

Applicable Plans and Policies

Executive Order S-3-05. In June 2005, Governor Schwarzenegger established California’s GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

Assembly Bill 32. In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. The first GHG emissions limit requires emissions reductions to 1990 levels by 2020.

AB 32 required CARB to adopt a scoping plan by January 2009 indicating how reductions in significant GHG sources would be achieved through regulations, market mechanisms, and other actions. CARB adopted the Climate Change Proposed Scoping Plan in December 2008. This plan contains an outline of the proposed State strategies to achieve the 2020 GHG emission limits. Under the Scoping Plan, approximately 85 percent of the State’s emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. It is expected that emission reduction from this cap-and trade program will account for a large portion of the reductions required by AB 32.

Senate Bill 97. In August 2007, the legislature enacted SB 97 (Dutton), which directed the Governor’s Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of greenhouse gas emissions. OPR’s guidelines became effective on March 18, 2010. The guidelines direct lead agencies to determine whether or not projects (which are not exempt from CEQA) will increase or decrease GHG emissions. The guidelines also give lead agencies discretion to choose whether to assess

a project's GHG impacts quantitatively or qualitatively, and encourages lead agencies to quantify GHG emissions where possible.

Pleasanton General Plan 2005-2025. The City of Pleasanton adopted the Pleasanton General Plan 2005-2025 on July 21, 2009. The General Plan includes a significant and broad-based set of policies and programs that will serve to reduce GHG emissions. They are contained in the Land Use, Circulation, Public Facilities, and Community Programs, Conservation and Open Space, Water, Air Quality and Climate Change, Energy, Community Character, and Subregional Elements of the General Plan. The programs address climate change and GHG emissions reduction through multiple approaches, including:

- A more efficient use of land and other resources;
- Measures that encourage alternative means of travel;
- Maintenance of the Urban Growth Boundary;
- The preservation of the City's urban forest;
- A pattern of urban development that facilitates pedestrian and bike access to parks, other public facilities, and neighborhood commercial uses;
- Water conservation;
- Preservation of air quality;
- Conservation of energy and the use of alternative technology to generate energy; and
- Subregional coordination of transit and subregional planning of trails for bikes and pedestrians.

The CAP will provide additional information regarding how these policies and others will assist the City of Pleasanton in meeting its targets. The CAP will set a target for GHG production, consistent with AB 32, and will include specific targets for GHG emission reductions for emissions under the control of the City, will quantify the contributions of existing programs of the General Plan, and will discuss additional measures needed to achieve the City's targets, including exploring the relationship between jobs, available housing, vehicle miles traveled and greenhouse gas production.

In the meantime, the General Plan requires development projects approved prior to adoption of the CAP to adhere to the best management practices (BMPs) for energy efficiency, vehicle trip reduction, transit and bicycle/pedestrian increases, recycling, and heat island treatments, as described in Table 3 below.

Table 3
Pleasanton General Plan 2005-2025 GHG BMPs

Pleasanton General Plan BMP
BMP #1: Single- and multi-family residential and commercial development to comply with the City of Pleasanton's <i>Green Building Ordinance</i> . As far as feasible, residential projects should incorporate: resource-efficient landscaping, energy-efficient hot water distribution systems; high-efficiency toilets and other low-flow plumbing fixtures; high-efficiency heating and cooling systems; pre-plumbing for solar water heating; installation of wiring conduit for future photovoltaic systems; installation of Energy Star appliances; and Green Points in the Community Design and Planning category.
BMP #2: Development shall incorporate energy efficient appliances and systems that meet Energy Star standards.

Pleasanton General Plan BMP
BMP #3: Where feasible, incorporate solar roofs (or other alternative energy measures) into commercial development sufficient to meet 12.5 percent of the building’s annual energy usage. Residential development to be solar-ready, including proper solar orientation, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water system, and space provided for solar hot water storage tank.
BMP #4: Require transit and bicycle/pedestrian connections in new development, where feasible.
BMP #5: For commercial/industrial projects, prepare and implement a voluntary Trip Reduction Plan, using the resources available through the City of Pleasanton’s Transportation Systems Management program as described in Chapter 17.24 of the <i>Pleasanton Municipal Code</i> . Trip reduction goal of 15 percent within five years and 25 percent within 10 years, compared to “business as usual.”
BMP # 6: Require priority facilities for alternative-fueled vehicles such as priority parking and parking facilities, where feasible.
BMP # 7: Development and demolition to comply with the City’s <i>Construction and Demolition Debris Ordinance</i> .
BMP # 8: In new commercial and multifamily projects, include facilities to accommodate the commercial and/or community recycling of plastic, paper, green waste, and food waste.
BMP #9: Incorporate “heat island” treatments that include cool roofs, cool pavements, and strategically placed shade trees.

Source: *Pleasanton General Plan 2005-2025*.

Discussion of Checklist Items

Less than Significant Impacts.

Operational Emissions. In assessing whether GHG emissions from the proposed project are considerable, the City considered whether the proposed project would result in more greenhouse gas emissions per year from operations than the existing entitlement on the project sites. The existing entitlement assumed in General Plan land use analyses is 732,832 square feet of office space and 333 apartments. If approved, the proposed project would replace these assumed entitlements with 1,595 apartments and 30,000 square feet of neighborhood shopping center land uses. Table 4 below compares the proposed project to the existing entitlement.

Table 4
Land Uses, Proposed and Existing*

Project	Apartments	Office	Neighborhood Shopping Center
Proposed Project	1,595 units	0 sq. ft.	30,000 sq. ft.
Existing Entitlement	333 units	732,832 sq. ft.	0 sq. ft.

Notes: The “Existing Entitlement” is the entitlement assumed in previous General Plan land use analyses for the project sites.

As shown in Tables 1 and 2, above, transportation is the largest contributor to greenhouse gas emissions in the San Francisco Bay Area, in Alameda County, and in the City of Pleasanton. As shown in Table 5, below, it is anticipated that the proposed project would generate fewer peak hour trips than the existing entitlement.

Table 5
Estimated Peak Hour Trips, Proposed and Existing*

Project	AM Peak Hour Trips	PM Peak Hour Trips	Total Trips
Proposed Project	675	881	1,556
Existing Entitlement	1,306	1,298	2,604

*Notes: The "Existing Entitlement" is the entitlement assumed in previous General Plan land use analyses for the project sites.
Source: City of Pleasanton—Traffic Engineering.*

There are approximately 11,000 jobs within ½ mile of the project sites; and approximately 800 housing units. The proposed uses with less commercial square footage and with additional apartments will provide a pedestrian/bicycle and transit friendly mix of uses in this employment hub. A BART station is within ½ mile of the proposed project. It is estimated that the proposed project would generate 1,048 fewer peak hour trips daily than the existing entitlement. This reduction includes a 20% trip reduction for the proposed uses based on their location relative to the mix of existing uses within Hacienda Business Park and its proximity to BART. Hacienda Business Park is currently dominated by commercial development.

Greenhouse gas emissions from vehicular traffic are minimized when a community has housing sufficient to allow local employees to live in the community. This is based on the assumption that such a relationship (a balance between jobs and available housing) will reduce the distance travelled to work and therefore will reduce vehicular emissions. The current (as of 2006) jobs to housing relationship in the City of Pleasanton is "out of balance" with approximately 57,700 jobs, 25,765 housing units and about 36,393 employed residents (or approximately 1.6 jobs for every employed resident). The addition of up to 1,595 new residences will reduce this imbalance as compared to implementation of the existing entitled office development. For these reasons, GHG emissions due to operation of the proposed project are expected to be less than without implementation of the PUD amendments to adopt the Hacienda TOD Standards and Design Guidelines.

To further offset GHG emissions, the proposed project will incorporate best management practices (BMPs), such as BMP #1, #2, #8, and #9 as described in Table 3 (above). While these emissions would not eliminate project GHG emissions, their inclusion in the project would result in a lower GHG emission level than had they not been incorporated into the project.

Construction Emissions. The proposed project will incorporate best management practices (BMPs), such as recycling/reusing construction and demolition debris as described in BMP #7 in Table 3 (above), to reduce construction emissions. GHG emissions due to construction of the proposed project are considered less-than-significant.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
8. 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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <i>Government Code</i> Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Environmental Setting

The three currently vacant sites are not used to store hazardous materials. The EIR for the General Plan checked the Cal EPA website in January 31, 2008 to verify whether any hazardous materials could be found in Pleasanton. Those sites are listed on Table 3.13-1 of the EIR for the General Plan. That list does not identify any sites as being located in Hacienda. The City rechecked the Cal EPA in January 2011 and found three sites in the Hacienda area with previous Leaking Underground Storage Tanks where cleanup had been completed and the case closed and one clean-up program site (Hacienda Cleaners) where clean up had been completed and the case closed. The project sites are located more than 2 miles from the Livermore Airport, and are outside both the General Referral Area and the Height Referral Area

The project sites are infill sites in an urban area and are not located close to any wildlands.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. The proposed project would not expose people to potential health hazards through the routine transport, use, storage or disposal of hazardous materials. Future residents and tenants at the potential neighborhood-serving retail establishments due to development under the Standards and Design Guidelines may use or store relatively small amounts of hazardous materials. During construction on the project sites contractors would use some hazardous materials. Hazards associated with those materials would be reduced to less-than-significant levels by compliance with State and federal transport, storage, and disposal requirements. No additional mitigation is warranted. This issue will be addressed in more detail, including any impacts on nearby schools, in the environmental review documents at the time a development plan is proposed for the project sites.

No toxic air contaminant would result from the proposed zone change, and no worse impacts than could occur under the existing zoning of the sites could occur due to project implementation. The issue of toxic air contaminant emissions will be addressed in the environmental review documents at the time a development plan is proposed for the project sites.

No Impacts. Regarding airport hazards, all three sites are located outside both the General Referral Area and the Height Referral Area and the project would have no impact on an airport.

The City has adopted a Comprehensive Emergency Management Plan to provide for the safety of the community in the event of a major emergency such as an earthquake, flood, fire, nuclear accident, civil disturbance, or hazardous materials spill. The plan provides the basis for direction and control of emergency operations and contains task assignments for City personnel under emergency conditions.³ Any future development resulting from the zone change would be subject to the City's Emergency Operations Plan.

The project sites are infill sites in an urban area and are not located close to any wildlands. No wildland fires would impact the area.

³ City of Pleasanton Comprehensive Emergency Management Plan, Revised September 26, 2005

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

Environmental Setting

All three project sites are currently located in a 500-year flood zone and are within the Del Valle Dam Inundation Area as shown on Figures 5-7 and 5-8, respectively, of the Public Safety Element of the proposed Pleasanton General Plan.

Significance Criteria

The impact questions above constitute the significance standard for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. The proposed zone change would not cause any hydrology or water quality impacts.

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Development due to buildout under the Hacienda TOD Standards and Design Guidelines would be subject to the Construction General Permit, the Alameda Countywide Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit, Industrial General Permit, Waste Discharge Requirements for the Livermore-Amador Valley Water Management Agency, Dublin-San Ramon Services District, City of Pleasanton, Livermore-Amador Valley Water Management Agency Export and Storage Facilities Intermittent Peak Wet Weather Discharge to the San Lorenzo Creek, Alamo Canal, or Wastewater Treatment Plant Permit, Order No. R2-2006-0026, NPDES Permit No. CA0037813), Master Water Recycling Permit, and potentially an individual Waste Discharge Requirement for construction dewatering, if substantial groundwater was encountered during construction, or an individual Waste Discharge Requirement if there would be discharges of water to the land surface, other than recycled water covered under the Master Water Recycling Permit.

Consequently, several regulatory mechanisms would ensure that the potential for violation of a Waste Discharge Requirement would not be substantial within the areas to be rezoned. Furthermore, the existing regulations are considered protective of water quality standards. The potential for discharges of polluted stormwater from construction to affect beneficial uses of groundwater recharge, fish migration and spawning, wildlife habitat, water contact and non-contact water recreation, and cold and warm freshwater habitat for nearby waterways would not be substantial. Implementation of existing regulatory requirements for the National Pollution Discharge Elimination System permit would ensure that any violation of Waste Discharge Requirements or water quality standards during any construction in Pleasanton would be less than significant.

Further, residential and retail/service land uses due to implementation of the proposed standards and guidelines would not be expected to result in any adverse water quality effects that would be significant.

The project sites are located within the 500-year flood zone and could be impacted by some flooding, although such flooding would not be considered potentially significant.

The project sites are not at any greater hazard for flood inundation due to a levee or dam failure than any other site within Pleasanton. The project sites, like most of Pleasanton, are within the Del Valle Dam Flood inundation area.

No Impact. Development of housing consistent with the Hacienda TOD Standards and Design Guidelines would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality. Furthermore, the proposed project would not involve any groundwater extraction or augmentation. There is no risk of seiche, tsunami, or mudflow at the project sites because the site is inland.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
10. Land Use and Planning – Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

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- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? X

Environmental Setting

The three project sites are located within Hacienda, a developed business park with some residential land uses, designated on the General Plan land use map as Mixed Use/Business Park. Currently all three sites are vacant with ruderal (weedy) vegetation.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

No Impact. Development according to the proposed Hacienda TOD Standards and Design Guidelines would be infill development in an established business and residential park thus it would not disrupt or divide an established community. The development would implement the PUD-MU mixed use zoning and would be consistent with the land use designation and policies in the General Plan. No habitat conservation plan is applicable in this developed area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
11. 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?				X
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?				X

Environmental Setting

No mineral resources that would be of value to the region and the residents of the state are known to occur in the project vicinity.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

No Impact. The project sites are not within the mapped mineral resources zone. Several gravel quarries that are designated Aggregate Resource Areas in the City's General Plan are located on El Charro Road more than 2 miles east of the project sites. The project would not result in the loss of those mineral resource areas.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
12. Noise – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Environmental Setting

The Noise Element of Pleasanton’s General Plan incorporates State noise / land-use compatibility guidelines for various land uses. The noise goal for noise sensitive land uses including residential development is an interior noise level of 45 L_{dn}. L_{dn} accounts for the difference in response of people to daytime and nighttime noises by weighting the noise decibels generated during the nighttime when background noise is generally less and people are more sensitive to noise events. To compensate for people’s increased sensitivity during nighttime hours, the L_{dn} measurement multiplies each nighttime noise event by a factor of ten, approximately equal to a doubling in perceived loudness.

Existing noise levels around the project site derive mainly from vehicular sources on I-580, including BART, and vehicle traffic on roadways within Hacienda. Figure 11-2 of the 2005-2025 General Plan (Future (2025) Noise Contours) shows outdoor noise levels at the more northerly sites in excess of 70 dBA.

Regarding airport noise, all three project sites are located more than 2 miles from the Livermore Airport.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. The *Pleasanton Municipal Code* limits construction-related noise from any one piece of equipment to 83 dBA with up to 86 dBA total. Note that such noise levels would be sporadic rather than continuous in nature because different types of construction equipment would be used throughout the construction process. As the receptor moves away from the noise source, the rate

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of attenuation (lessening) is about six decibels (dBA) for every doubling of distance from a point source.⁴ Average construction-related noise levels would generally be maintained below 80 dBA throughout project construction at distances of approximately 50 feet from the noise source. Distances of approximately 200 feet would generally maintain average noise levels below 70 dBA. Construction due to implementation of the proposed zone change on the BRE project site and potentially on the Roche Molecular Systems site would cause temporary noise impacts on the nearby Siena housing development. The proposed zone change itself would not result in any construction or construction noise.

Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential structures. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA⁵ in any habitable room. In addition, the General Plan Noise Element includes standards for indoor and outdoor noise, when noise studies are required, and a requirement that noise mitigation is included as a condition of project approval. Residential development in areas with outside noise levels up to 75 dBA is conditionally allowed and would require an acoustical study and mitigation. Thus any residential development that might occur to implement the proposed zone change would be required to meet the noise standards of the General Plan.

Development subsequent to the adoption of the Hacienda TOD Standards and Design Guidelines would not include any activities that would result in excessive groundborne vibration or noise. The future residential and commercial land uses would not increase ambient noise levels in the project vicinity above existing ambient noise levels in the area.

Construction and operational noise will be addressed in more detail, including any impacts on sensitive noise receptors, in the environmental review documents subject to the *California Environmental Quality Act* at the time development plans are proposed for the project sites. In addition, vibration impacts from the nearby BART Station on proposed residential land uses will also be analyzed at that time. Mitigation measures, if warranted, would be included as part of that process.

No Impact. The site is not in the vicinity of a private airstrip or within 2 miles of a public airport.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
13. Population and Housing – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

⁴ Thus 86 dBA at 25 feet would attenuate to 80 dBA at 50 feet, 74 dBA at 100 feet, 68 dBA at 200 feet and 62 dBA at 400 feet while 83 dBA at 25 feet would attenuate to 77 dBA at 50 feet, 71 dBA at 100 feet, and 65 dBA at 200 feet.

⁵ dbA = A weighted decibels.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-Than-Significant Impact. The project would induce residential population growth close to the Pleasanton/Dublin BART station. Development consistent with the Hacienda TOD Standards and Design Guidelines would be at a minimum of 30 residential units per acre in addition to the other allowed uses for a total of between 870 and 1,595 dwelling units on the three project sites.

The proposed rezoning would enable, but not require, the sites to be developed with housing rather than with the office/R&D uses that are currently allowed. Developing these sites with housing would increase the residential population in the area, but potential housing was analyzed as an alternative in the General Plan EIR and found to be not significant. Further analysis will occur when actual development plans are proposed.

No Impacts. Development due to the proposed zone change would not result in displacing any housing or residents as the land is undeveloped.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
14. Public Services				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. The Livermore-Pleasanton Fire Department serves the City of Pleasanton and would provide fire services to the project sites. All three sites are in an area with a travel time of 5 minutes or less from the nearest fire station. The sites are located between Fire Station 2 at 6300 Stoneridge Drive and Fire Station 3 at 3200 Santa Rita Road. The Community Development and Fire Department also require built-in fire protection systems in certain new developments, including

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automatic fire sprinklers, fire-resistant construction, and early warning fire detection systems, in addition to access and setback requirements which facilitate firefighters' entry and fire separation.

The City of Pleasanton Police Department would continue to provide police services to the project sites. The Police Department divides the City into three geographical districts. The project would be located in District Two, with two police sergeants and at least 12 officers assigned to the district. In Pleasanton, the average police response time for emergency calls in 2008 was over 4 minutes 40 seconds.

The proposed zone change would not result in development not previously planned or accounted for by fire or police service providers.

Development under the proposed standards and guidelines would accommodate between 870 and 1,595 dwelling units, compared to the 950 assumed for the previous rezonings. In early 2010, the Pleasanton Unified School District completed a demographic study⁶ which assumed 950 new transit oriented residential units in the Hacienda area. The report used a student generation rate for TOD units of 0.41 per unit. If the maximum number of units were developed under the standards and guidelines (1,595 units), this could result in approximately 650 school age children, approximately 300 of which could be K-5 elementary school children. This growth in school-age children would impact Donlon Elementary School, Hart Middle School, and Foothill High School. According to the Demographic report, if 950 units are built by 2019, Donlon's current boundary could encompass 1,100 students, a net increase of nearly 200 students over the number in 2009. The report suggested that the expected growth points to the eventual need for a new elementary school in the northwest portion of the City. Other mitigation measures that could be used by the Pleasanton Unified School District include adding portable classrooms to school sites or adjusting attendance boundaries. The Pleasanton Unified School District collects school impact fees on new construction before the City issues building permits for such construction. Thus development of the proposed sites due to development under the standards and guidelines would result in school impact fees that would be directed toward the construction costs of accommodating additional children. By doing so, any impacts on schools would be lessened to a less-than-significant level.

For a discussion of parks and recreation, see the discussion, below, under 14. Recreation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

⁶ Fall 2009/2010 Report: Student Population Projections Fall 2009-Fall 2019 By Residence and At Maturity, prepared by Davis Demographic & Planning, Inc. January 2010

Environmental Setting

The City has developed parks in the project vicinity. Two parks are located within Hacienda: 1) Owens Plaza Park with picnic tables, barbeques, and both tot and youth play areas; and 2) Creekside Park with similar facilities to Owens Plaza Park plus restrooms, basketball, softball, and volleyball facilities. All the sites are within one-half mile of a park. The Thomas Hart Middle School gymnasium is also open to the public during some non-school hours with its basketball, volleyball, and restroom facilities.

Within the Pleasanton Planning area are 16 community parks run by the City and two regional parks – Pleasanton Ridge Park and Shadow Cliffs Recreational Area – that are run by the East Bay Regional Park District. The City also collects park in-lieu fees from multi-family development in the amount of \$7,969 per unit. The standards and design guidelines also include requirements for on-site open space that would partially meet residents’ recreational and open space needs.

Significance Criteria

The Pleasanton General Plan includes Program 10.18 which states that a standard of at least 5 acres of neighborhood or community park per 1,000 people should be maintained. As of the publication of the City’s General Plan in 2009, there was approximately 5.1 acres of parkland for every 1,000 population. This standard and the impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. Development of the project sites according to the Hacienda TOD Standards and Design Guidelines could potentially add up to 1595 residential units and about 30,000 square feet of commercial space. Assuming 2.3 persons per unit in the TOD units, the local population could increase by approximately 3,670 persons. Offsetting this increase in need for park and recreational services will be the requirement included in the Hacienda TOD Standards and Design Guidelines for private and group open space on site, and the City’s requirement for dedication of park acreage or payment of park in-lieu fees. The park dedication requirement and the park in-lieu fees are calculated to offset the anticipated increase in population by providing additional park space or the equivalent in fees to maintain the standard of 5 acres of neighborhood and community park for every 1,000 residents. If up to 1,595 units were added, park in-lieu fees paid to the City would total \$12.7 million. Therefore, it is not expected that the additional development would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facility would occur or be accelerated.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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16. Transportation/Traffic – Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

X

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

X

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| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | X |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | X |
| e) Result in inadequate emergency access? | X |
| f) Result in inadequate parking capacity? | X |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | X |

Environmental Setting

The information in this section is based on the attached Hacienda Transit Oriented Development Traffic Analysis, dated January 25, 2011.

I-580, an eight-lane interstate freeway, is the northern boundary, Tassajara Creek to the Iron Horse Trail right-of-way to Arroyo Mocho is the eastern boundary, Arroyo Mocho is the southern boundary, and Hopyard Road is the western boundary of Hacienda. (See Figure 1, above.) The three sites are surrounded by Owens Drive (a four-lane road), Hacienda Drive (a four-lane road), Stoneridge Drive (a four-lane road) and Willow Road (a four-lane road). Gibraltar Drive (a two-lane road), is the boundary between the BRE site (Hacienda Site 7E) and the Roche Molecular Systems site (Hacienda Site 6).

The Pleasanton/Dublin BART station is less than ½ mile due north of the three project sites.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic. In addition, the project would result in a significant effect if it would:

- Result in a substantial increase in traffic that would cause the corridor or intersection level of service to drop during the peak hour below acceptable level of service (LOS) D, or contributes traffic to intersections where the levels of service are already below D.

Discussion of Checklist Items

Less-than-Significant Impact with Mitigation. The Project Development replaces land uses on the project sites from office and light-industrial land-uses to residential and neighborhood-serving retail land uses. The project density at 55 apartment units to the acre is a moderate density residential development that produces fewer total trips than the previously approved Office Development.

This lower trip generation rate is further reduced due to the project development's inclusion of residential retail development that facilitates a Transit Oriented Design. The inclusion of retail and proximity to local and regional transit encourage alternate travel modes that further reduces the trip generation.

A traffic study was completed for the proposed project on January 21, 2011 and the analysis showed that eight intersections operated below the level of service D standard, but could be mitigated to LOS D or better. The traffic study found that the identified improvements would be required with or without the project construction and improvements are already included in either the General Plan or the Traffic Development Fee Program. While the project's vehicle trips add to the traffic volume on the roadways,

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the development does not substantially increase traffic and does not induce the need for roadway improvements and the traffic generation is a less than significant impact. The project developer will be required to fund their share of the improvements through the Traffic Development Fee Program.

The project changes the design of the existing collector and arterial road system. To implement the Transit Oriented Design, the project will narrow two arterial roadways and one collector roadway. The narrowing of the roadways promotes pedestrian circulation, but does reduce the storage capacity and operational viability at two project intersections. While these two intersections maintain an acceptable level of service, the approach delay and storage capacity that result from the roadway narrowing requires mitigation.

Willow Road at Gibraltar Drive – provide 150 foot left turn storage for the northbound and southbound left turns on Willow Road.

Gibraltar Drive at Hacienda Drive – Install protected left turn signal phasing for the eastbound and westbound left turn movements at the intersection of Gibraltar Drive at Hacienda Drive.

Construction of these improvements will reduce the impact of the project to a less than significant impact level.

Less-than-Significant Impact. The project increases traffic on the regional roadway system, however the increase in traffic does not exceed the level of service standard created by the County Congestion Management Agency. The conversion of the project area from office to residential reduces the anticipated total number of future trips on the regional roadway system. The reduction of regional trips creates a less than significant impact.

No Impacts. The project would make no change to air traffic patterns, would not introduce incompatible vehicles (such as farm equipment) on the roadways, or cause conflicts with plans or policies supporting alternative transportation. The proposed project encourages alternative transportation by providing for housing and neighborhood-serving retail uses with one half mile of a BART station.

The development plans provide a design for emergency vehicle access routes and for parking.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
17. Utilities and Service Systems – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

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- | | |
|---|---|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | X |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | X |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | X |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | X |

The City of Pleasanton currently supplies domestic water to Hacienda. The Dublin San Ramon Services District currently treats wastewater from Hacienda at its treatment plant near I-680 and Stoneridge Drive. Wastewater collection facilities within the City limits are maintained and operated by the City of Pleasanton. The Pleasanton Garbage Service provides refuse disposal to the project vicinity through a franchise agreement with the City and transports solid waste to a landfill site on Vasco Road. PG&E provides gas and electrical service to Hacienda.

Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

Discussion of Checklist Items

Less-than-Significant Impacts. Capacity of the Dublin San-Ramon Sanitary District (DSRSD) treatment plant is 17 million gallons per day (mgd), of which Pleasanton's allotted share is 8.5 mgd. Pleasanton is currently using about 6 mgd of its allocation. Therefore, adequate capacity exists to serve the development accommodated by the proposed zone change. DSRSD has a maximum treatment plant ultimate design capacity of 20.7 mgd, although it has not begun expansion planning for its current sewage treatment plant.

The three development sites allowed under the Hacienda TOD Standards and Guidelines would generate an estimated total average dry weather wastewater flow of 270,000 gallons per day. In peak dry weather periods this additional wastewater flow is estimated to increase to an additional 450,000 gallons compared to what was planned in City's Wastewater System Master Plan dated August 2007. There is sufficient pipeline capacity in local sewer lines that are immediate and downstream of these three sites for average and peak dry weather flow discharges. However, this additional sewer flow impact would exacerbate the capacity issues in the existing sewer trunk main (East Amador Trunk Sewer, EATS) where this additional discharge would flow into. Although based on the City's engineering analysis it is estimated that there is sufficient capacity remaining in the EATS pipeline for one of the vacant sites to be developed with no additional improvements in place, development of the second and third sites would require repair to an existing "currently out of service" sewer trunk main, and construction of a new pump station. The cost of these improvements is estimated at \$3.5 million, and would be financed utilizing the City's sewer Development Fund, and Replacement Improvement Fund. The split between the two sewer funds will be based on a pro rata share between the existing City sewer customers and future development in accordance with a benefit assessment analysis. These improvement projects are currently included in the City's Capital Improvement Program to be constructed in fiscal year 2015/2016 and are planned to be moved forward to 2011/2012 (with City Council approval) to accommodate the additional sewer discharge from the new housing units.

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Construction of the new improvements is estimated to be completed in 24 to 36 months subsequent to approval. This mitigation will reduce the wastewater impacts of new development to less than significant levels.

The City requires that new development install appropriately-sized storm drains. As identified and budgeted in the City's Capital Improvement Program, the City has scheduled improvements in periodic increments to older portions of the storm drain network.

Buildout consistent with the City of Pleasanton General Plan will lead to additional water supply needs. Due to anticipated growth, the City plans to construct two new water tanks. If future residential developments on these sites were to exceed 500 units, they may be subject to a requirement to complete a Water Supply Assessment.

Buildout consistent with the City of Pleasanton General Plan will lead to additional landfill needs. The proposed project would incrementally increase demand on landfill capacity, but this impact is not considered to be significant. Development at the project site has been accounted for and considered in Pleasanton's plans. There is sufficient local landfill capacity.

The incremental increase in the project's demand for utilities would not exceed amounts expected and provided for in the area. Residential and neighborhood serving development due to the proposed zone change would not generate solid waste in excess of the capacity of waste-disposal services, and would not increase water and energy consumption, in excess of amounts planned and provided for in this area. Hence, this project would not adversely affect utilities and service systems.

Yes No

18. Mandatory Findings of Significance

- | | |
|--|---|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | X |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | X |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | X |

Discussion

Based on these findings, the City of Pleasanton has determined that this project would not have a significant effect on the environment and this project requires preparation of a Negative Declaration.