



## Notice of Preparation

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**To:** Neighboring Residents, Agencies, and Other Interested Parties  
**From:** City of Pleasanton (Lead Agency), Planning and Community Development  
 P.O. Box 520  
 Pleasanton, California 94566-0802

**Subject:** Notice of Preparation of a Draft Environmental Impact Report (DEIR) and Public DEIR Scoping Session for the following project:  
**Stoneridge Drive Specific Plan Amendment/Staples Ranch Project**

**Scoping Session:** **April 11 2007, City Council Chambers, 200 Old Bernal Ave., Pleasanton, 7:00 p.m.**

<b>Project Title</b>	<b>File Number</b>
Stoneridge Drive Specific Plan Amendment/Staples Ranch DEIR	PUD-57/PSP-11
<b>Project Proponent</b>	<b>APN(s)</b>
Alameda County Surplus Property Authority	946-1128-002-09 (1.5 Acres in Pleasanton) 946-1128-003-09 (122.5 Acres Unincorporated)
<b>Project Location</b>	
<p>The project site, also known as Staples Ranch, is within Pleasanton's Sphere of Influence. The project site is at the eastern edge of Pleasanton and is bordered by the City of Livermore and El Charro Road to the east; Interstate 580 (I-580) to the north; the terminus of Stoneridge Drive to the southwest; and the Arroyo Mocho on the south. Figure 1 shows the project location.</p>	
<b>Present Land Use, Zoning, and General Plan Designations</b>	
<p>The project site is presently undeveloped and is used for agriculture (dry-land hay production). 122.5 acres of the project site are located in unincorporated Alameda County and are currently zoned Agriculture by Alameda County. 1.5 acres of the project site are located in the City of Pleasanton and are zoned Planned Unit Development-Medium Density Residential (PUD-MDR). The entire site would be zoned for Planned Unit Development (PUD), if the proposed project were approved.</p> <p>The Alameda County General Plan designates the project site for Mixed-Use/Business Park. The Pleasanton General Plan designates portions of the project site as Medium and High Density Residential; Parks and Recreation; and Retail/ Highway/Service Commercial, Business and Professional Offices. A specific plan has been prepared for the project site (see discussion below).</p>	
<b>Project Description</b>	
<p>Staples Ranch is approximately 124 acres of undeveloped land within the larger 293-acre Stoneridge Drive Specific Plan (Specific Plan) area. The Alameda County Surplus Property Authority proposes to amend the 1989 Specific Plan to revise planned land use designations, development intensities, and circulation patterns. The Alameda County Surplus Property Authority is the owner of the project site, and Hendrick Automotive Group and Continuing Life Communities propose to develop portions of the property. Hendrick Automotive Group proposes to develop an auto mall with space for about six automobile dealers, and Continuing Life Communities proposes to develop a senior continuing care community, including a skilled nursing facility. The Staples Ranch development (proposed project) would include:</p>	

- An approximately 37-acre auto mall, with up to 331,000 square feet of buildings and up to 3,270 parking stalls;
- An approximately 45-acre senior continuing care community with about 1,400,000 square feet of buildings housing approximately 800 assisted living units, nursing beds and common facilities;
- Future commercial development of up to 175,000 square feet of retail or up to 280,000 square feet of non-retail office and services uses on approximately 16 acres;
- Future development of an approximately 17-acre community park by the City, which may include lighted sports fields, lighted tennis courts, a dog park, trails, a trail staging area, a pedestrian bridge connecting the north and south sides of the arroyo, a four-rink ice-skating facility on up to 8 acres, and similar park-related activities;
- Preservation of the Stoneridge Drive extension right-of-way through the project site and connecting to an improved El Charro Road, as envisioned in the Specific Plan;
- A new two-lane bridge that would extend Stoneridge Drive over the Arroyo Mocho and provide access to the proposed senior continuing care community and community park; and
- Access to the auto mall and future commercial development would be from a new road off El Charro Road, with no through connection to Stoneridge Drive except for emergency vehicles and (potentially) buses.

The following actions would be required to complete the proposed project:

- Amendments to the Stoneridge Drive Specific Plan including changes to the: 1) land use map and text; 2) circulation maps and text; 3) text related to the community park, and 4) Specific Plan implementation and phasing discussion;
- Annexation and rezoning of the project site;
- PUD plan approval for the project;
- Tentative and Final Subdivision Maps and Improvement Plans; and
- Permits and approvals from other local, State, and Federal agencies, as required.

The City of Pleasanton will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the project identified above. We are interested in your views regarding the scope and content of the DEIR. If you are with an agency, your agency will need to use the DEIR when considering your permit or other approval for the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *no later than April 30, 2007*.

Please send your response to Robin Giffin, Associate Planner at the City's Planning and Community Development department at the address shown above or via email at [rgiffin@ci.pleasanton.ca.us](mailto:rgiffin@ci.pleasanton.ca.us). The Initial Study for this project will be available at [www.staplesranch.org](http://www.staplesranch.org) and on the City's webpage at [www.ci.pleasanton.ca.us](http://www.ci.pleasanton.ca.us).

**To further solicit public and agency participation in the environmental review process, you are also invited to attend the public scoping meeting to be held April 11, 2007, City Council Chambers, 200 Old Bernal Avenue, Pleasanton, at 7:00 pm.**

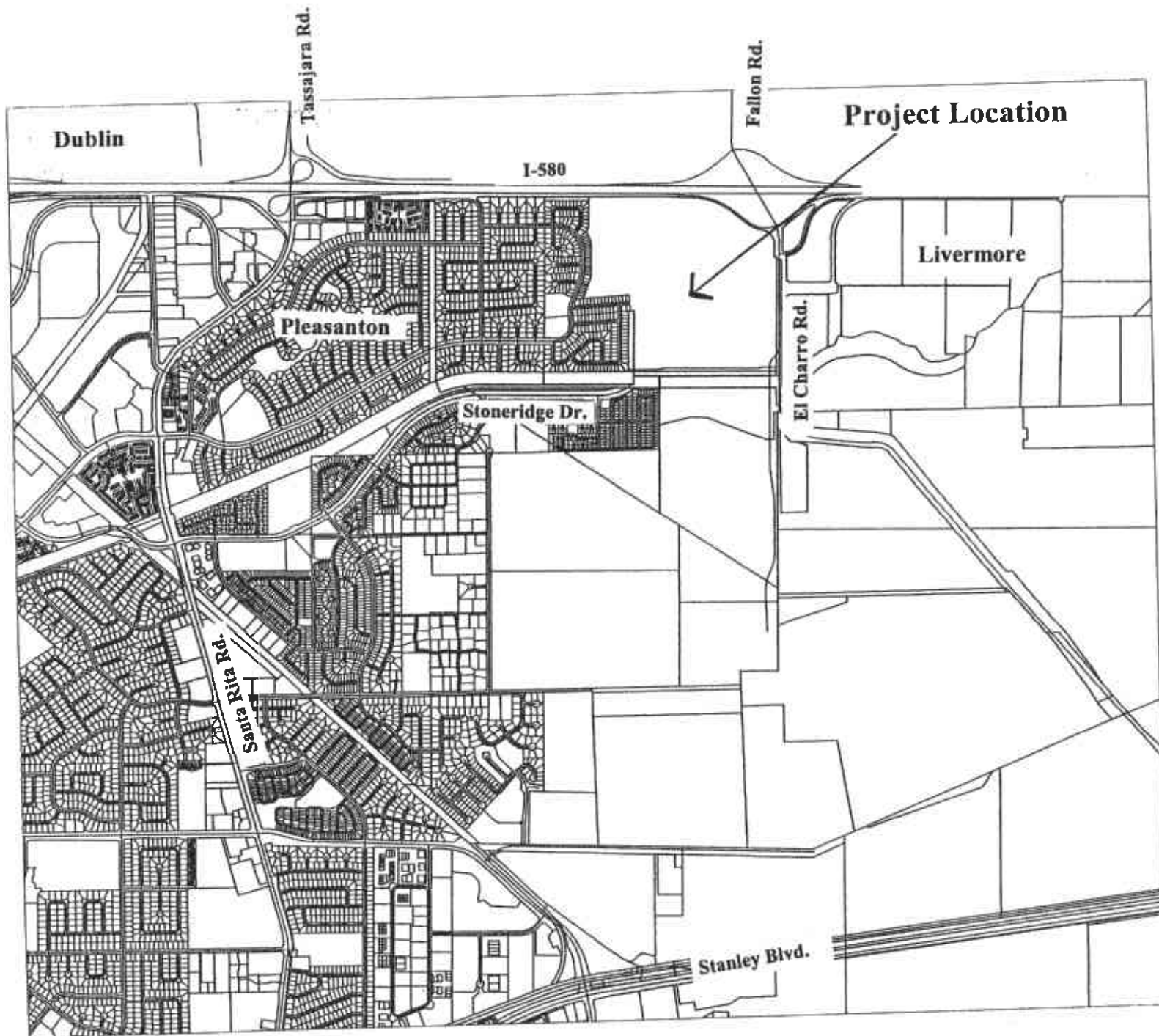
If you have any questions, please do not hesitate to contact Robin Giffin at (925) 931-5612.

Prepared by:

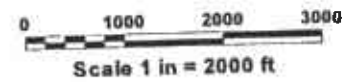
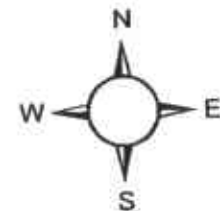
Robin Giffin, Associate Planner



March 19, 2007



**Figure 1**



## I. INTRODUCTION

This Initial Study (IS) has been prepared in accordance with the provisions of the *California Environmental Quality Act* (CEQA) and its implementing guidelines. It assesses the potential environmental impacts of the proposed project described in Section III. Project Description, below.

This IS consists of an environmental checklist and a brief explanation of topics addressed in the checklist. Because the proposed project amends the City of Pleasanton's 1989 Stoneridge Drive Specific Plan (Specific Plan), this Initial Study refers to the Environmental Impact Report (EIR) for the Specific Plan as the "1989 Specific Plan EIR."<sup>1</sup> That EIR evaluated potential effects of implementing the Specific Plan's proposed land uses on 293 acres.

The 293 acres, within or adjacent to eastern Pleasanton, in the Specific Plan Area included approximately 128 acres of residential uses (38.5 acres low density and 89.9 acres medium density), 78 acres of service commercial / light industrial uses, 30 acres of commercial uses, 26 acres of parks, 5 acres of schools, 23.4 acres of roads, and 2.5 acres of public/institutional uses. The Specific Plan EIR assumed the 30 acres of commercial uses would include up to 353,000 square feet (sq. ft.) at a floor area ratio (FAR) of 0.27, and the 78 acres of service commercial / light industrial uses would include up to 1,000,000 sq. ft. of development.

The Specific Plan includes provisions for phasing of development. The first phase included development of the residentially-designated parcels; all of these areas have been built out since 1989. The 17-acre parkland proposed north of Arroyo Mocho has yet to be developed.

Approximately 122.5 acres of the 124 acre Staples Ranch property is outside of Pleasanton's City limits, but is within its Sphere of Influence. The 122.5 acres and the adjacent El Charro Road right-of-way would need to be annexed and rezoned prior to developing the auto mall and senior continuing-care community. Developing these specific projects would also require City approvals including Planned Unit Developments (PUD) and a subdivision of the Staples Ranch property.

This IS therefore analyzes environmental impacts of 1) changes to the Specific Plan necessary to accommodate the project (at a program level, supplementing and updating the 1989 Specific Plan EIR analyses); 2) the City of Pleasanton annexing the remainder of Staples Ranch property from Alameda County (also at a programmatic level), and 3) developing the automobile mall, senior continuing-care community, and proposed community park (at a project level). For each potential impact topic, this IS first summarizes 1989 Specific Plan EIR impacts, if applicable, then updates the Specific Plan impacts, including proposed revisions, and annexation/rezoning. Finally, this IS evaluates specific impacts associated with the currently proposed development, and identifies any potential impacts not previously addressed in the 1989 Specific Plan EIR.

Through this process, the IS determines what new impacts that were not already identified and mitigated or overridden in the 1989 Specific Plan EIR might occur from proposed project changes. The IS identifies mitigation measures to reduce some impacts to a less-than-significant level or to be carried forward for evaluation in an EIR. This IS does not reassess the already developed residential areas of the Stoneridge Drive Specific Plan, except as they may contribute to cumulative environmental impacts.

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<sup>1</sup> City of Pleasanton, *Final Environmental Impact Report, the Stoneridge Drive Specific Plan*, State Clearinghouse # 88082720, certified October 1989.

**Environmental Checklist Form**

**II. PROJECT INFORMATION**

1. *Project title:*  
Stoneridge Drive Specific Plan Amendment / Staples Ranch Project
  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:*  
Robin Giffin, Associate Planner, (925) 931-5612
  4. *Project location:*  
The project site, also known as Staples Ranch, is within Pleasanton's Sphere of Influence. The project site is at the eastern edge of Pleasanton and is bordered by the City of Livermore and El Charro Road to the east; Interstate 580 (I-580) to the north; the terminus of Stoneridge Drive to the southwest; and the Arroyo Mocho on the south.  
Assessor Parcel Numbers:  
946-1128-002-09 (1.5 Acres in Pleasanton)  
946-1128-003-09 (122.5 Acres in Unincorporated Alameda County)
  5. *Project sponsor's name and address:*  
Alameda County Surplus Property Authority  
224 W. Winton Ave., Room 110  
Hayward, CA 94544-1215
  6. *General plan designation:*  
Alameda County: Mixed Use/Business Park  
City of Pleasanton:  
Medium Density Residential  
High Density Residential  
Parks and Recreation  
Retail/Highway/Service Commercial, Business  
and Professional Offices  
*Zoning:*  
Alameda County: Agriculture  
City of Pleasanton: 1.5 acres in Pleasanton zoned PUD-MDR. 122.5 acres in unincorporated Alameda County, no zoning. To become Planned Unit Development (PUD), if approved.
  7. *Description of project:* See Section III.2. Project Characteristics and Approvals, below.
  8. *Surrounding land uses and setting:*  
See Section III.1. Project Location and Context, below.
  9. *Other public agencies whose approval is required:*  
See Section III.2. Project Characteristics and Approvals, below.
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### **III. PROJECT DESCRIPTION**

#### **1. Project Location and Context**

The undeveloped 124-acre Staples Ranch property proposed for annexation and development as part of this project is primarily located in an unincorporated area of eastern Alameda County. (Figures 1 and 2 show the project location and the Staples Ranch Specific Plan boundaries.) This property is bounded by Interstate 580 (I-580) on the north, El Charro Road and the City of Livermore on the east, a number of sand and gravel quarries on the south, and the California Somerset single-family residential development to the west within the City of Pleasanton. The area east of the site, in the City of Livermore, is currently agricultural and open-space buffer land. This land extends westward from the end of the Livermore Municipal Airport runway, approximately 5,400 feet (i.e., just over 1 mile) east of the property. Livermore recently announced plans for a church and retail development on approximately 150 acres of this land. Undeveloped agricultural lands north of I-580 are planned as part of the Eastern Dublin Specific Plan as future commercial and residential development.

The 124-acre Staples Ranch site is undeveloped and a local farmer currently uses it for honey and dry-land hay production. Several old ranch buildings and houses have been removed from the Staples Ranch site; however a grove of ornamental and fruit trees remains at the ranch complex site.

The Arroyo Mocho borders the property to the south, within a channel approximately 250 feet wide. In 2004, the Alameda County Flood Control District Zone 7 (Zone 7), in coordination with the Alameda County Surplus Property Authority, completed a flood control improvement project. This project widened the Arroyo Mocho channel to its current size in order to contain the projected 100-year flood. This project also realigned the Arroyo Las Positas, which had formerly traversed the Staples Ranch property, so that it now converges on the Arroyo Mocho at El Charro Road. Zone 7 and Alameda County placed several stockpiles of soil from the flood control work on the Staples Ranch property.

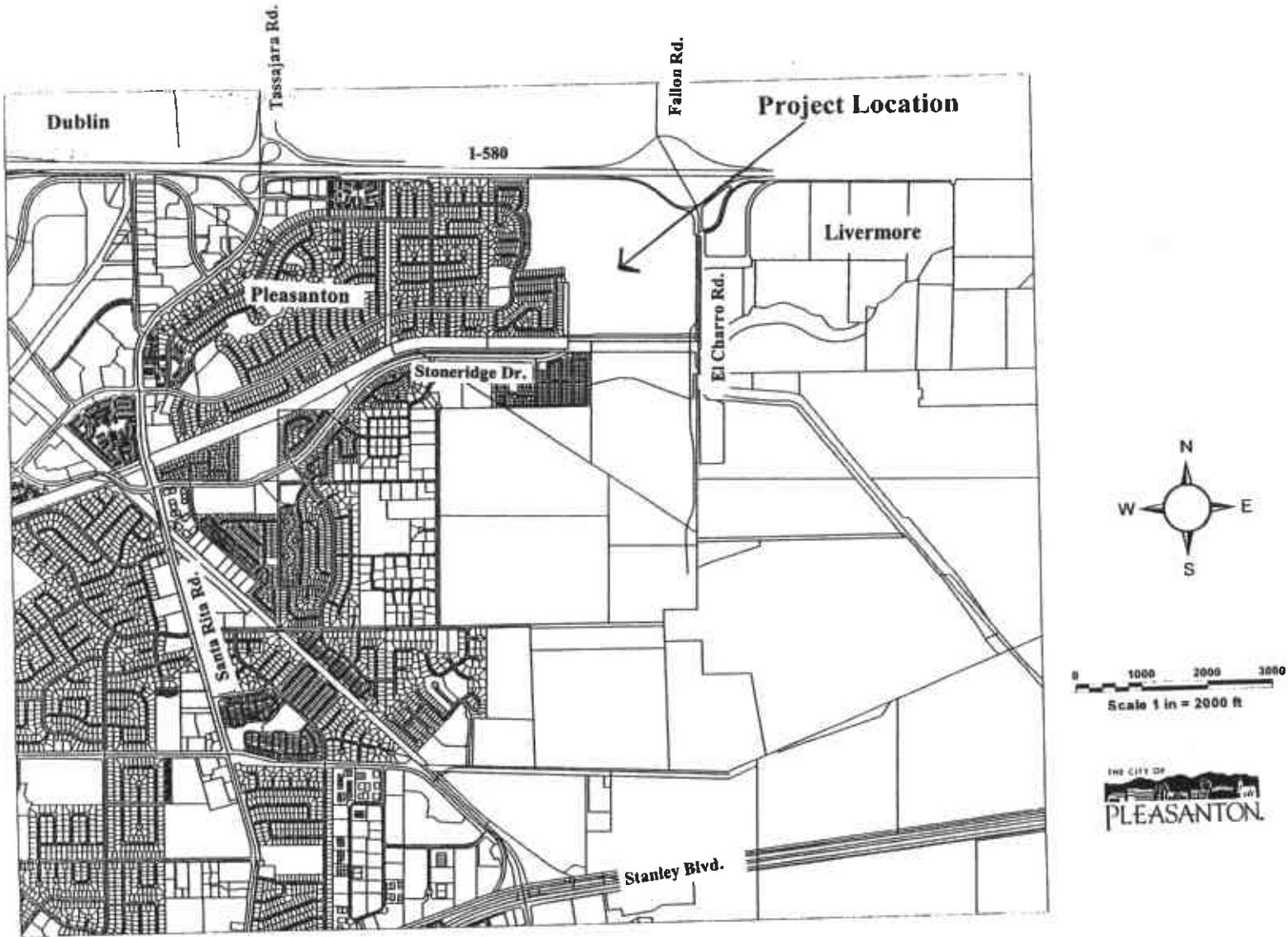
Access to the eastern portion of the project site is via El Charro Road from I-580. El Charro Road is a private road south of the freeway interchange that primarily serves local quarries south of the project site. In the California Somerset residential development, Staples Ranch Drive dead ends at the western edge of the Staples ranch property. Stoneridge Drive currently terminates southwest of the Staples Ranch property, south of the Arroyo Mocho.

A PT&T (currently SBC) fiber optic line (and easement) runs east-west across the central portion of the property. Along the freeway frontage are a Pacific Gas and Electric (PG&E) natural gas pipeline (and easement) and a major Zone 7 water transmission pipeline (and easement).

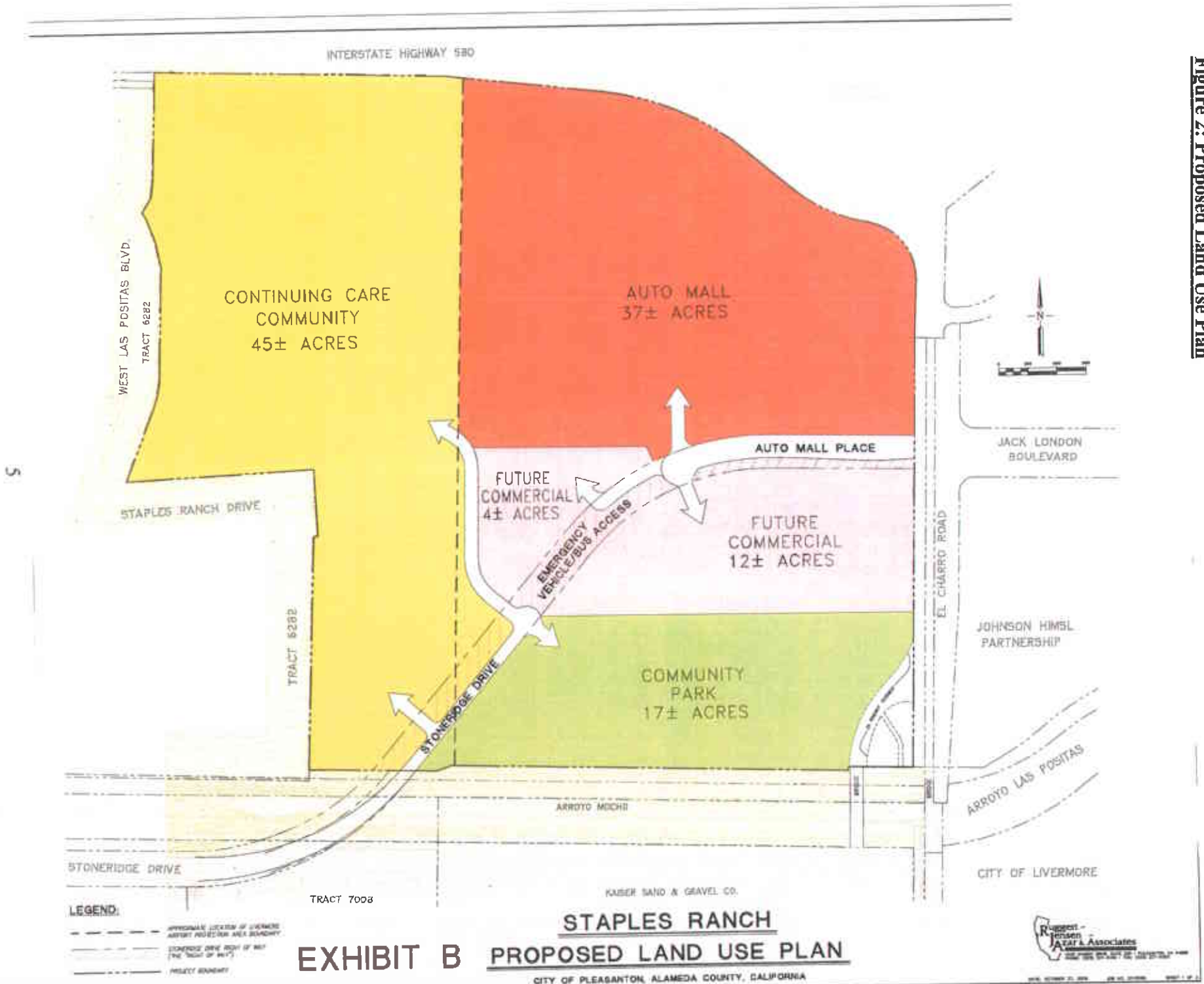
#### **2. Project Characteristics and Approvals**

The proposed project includes three separate yet related elements: 1) amending the Stoneridge Drive Specific Plan including circulation and financing plans; 2) annexing 122.5 acres of the Staples Ranch property (and the El Charro right-of-way) to the City of Pleasanton, including necessary rezoning consistent with proposed land use plan, and; 3) developing the proposed Pleasanton Auto Mall, senior continuing-care community, community park and future commercial development, including requisite land use entitlements and necessary infrastructure. The Project Sponsor seeks entitlements for a Specific Plan amendment, PUD zoning, annexation, Development Agreement, and Parcel Map.

Figure 1: Project Location



**Figure 2: Proposed Land Use Plan**



**EXHIBIT B**

**STAPLES RANCH  
PROPOSED LAND USE PLAN**

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA

Russell Jensen  
AJAR & Associates  
PLANNERS ARCHITECTS ENGINEERS  
10000 SHILOH ROAD, SUITE 100, PLEASANTON, CA 94588  
TEL: (925) 781-1100 FAX: (925) 781-1101 WWW: www.rjaj.com



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### Auto Mall

The Hendrick Automotive Group proposes to develop about 37 acres, adjacent to the I-580 / El Charro Road interchange, with an auto mall containing up to 331,000 square feet of buildings and up to 3,270 parking stalls. This auto mall would accommodate growth plans for existing Pleasanton auto dealerships, including Lexus, Acura, BMW, Mini, Infiniti and Volvo. Figure 3 shows a conceptual site plan for the project.

Buildings would be one- to two-floors high. Freeway signage up to 50 feet tall is proposed. The City would limit auto-mall access to traffic coming from I-580 / El Charro Road, with no Pleasanton access via Stoneridge Drive.

### Senior Continuing-Care Community

Continuing Life Communities proposes to develop about 45 acres, located outside the Livermore Airport Protection Area, as a senior continuing-care community, featuring approximately 800 senior care units plus supporting skilled nursing units. The project would construct single-story "villa" independent-living units located adjacent to the existing neighborhood to the west, two-story "garden terrace" independent living units, and three- and four-story apartment-style structures further east. Total square feet of improvements would be approximately 1,400,000. A berm, a soundwall, and signage are proposed by the freeway. Figure 4 shows a conceptual site plan for the proposed community.

People would access the senior community from a new two-lane bridge extending Stoneridge Drive over the Arroyo Mocho, with a potential emergency vehicle access point from the end of Staples Ranch Drive. There would be no vehicular access connection to the adjacent auto mall, or to El Charro Road, although the project would provide emergency vehicle access.

### Community Park

The Project Sponsor would dedicate about 17 acres, located just north of the Arroyo Mocho, to the City for a community park. Vehicular access would be limited to a new 2-lane bridge extending Stoneridge Drive over the Arroyo Mocho that would also serve as pedestrian access. This bridge would link the existing Stoneridge Drive linear park located south of the Mocho with both the park and the planned regional trail. The regional trail, planned on the north side of the Arroyo Mocho, would link Pleasanton and Livermore. The park could contain an ice skating facility, including a brew-pub type restaurant, a pro shop, and similar amenities on up to 8 acres, tennis courts and/or sports fields that could be lit without disturbing neighboring residents, a dog park, trails, or other uses as the City may determine.

### Future Commercial Development

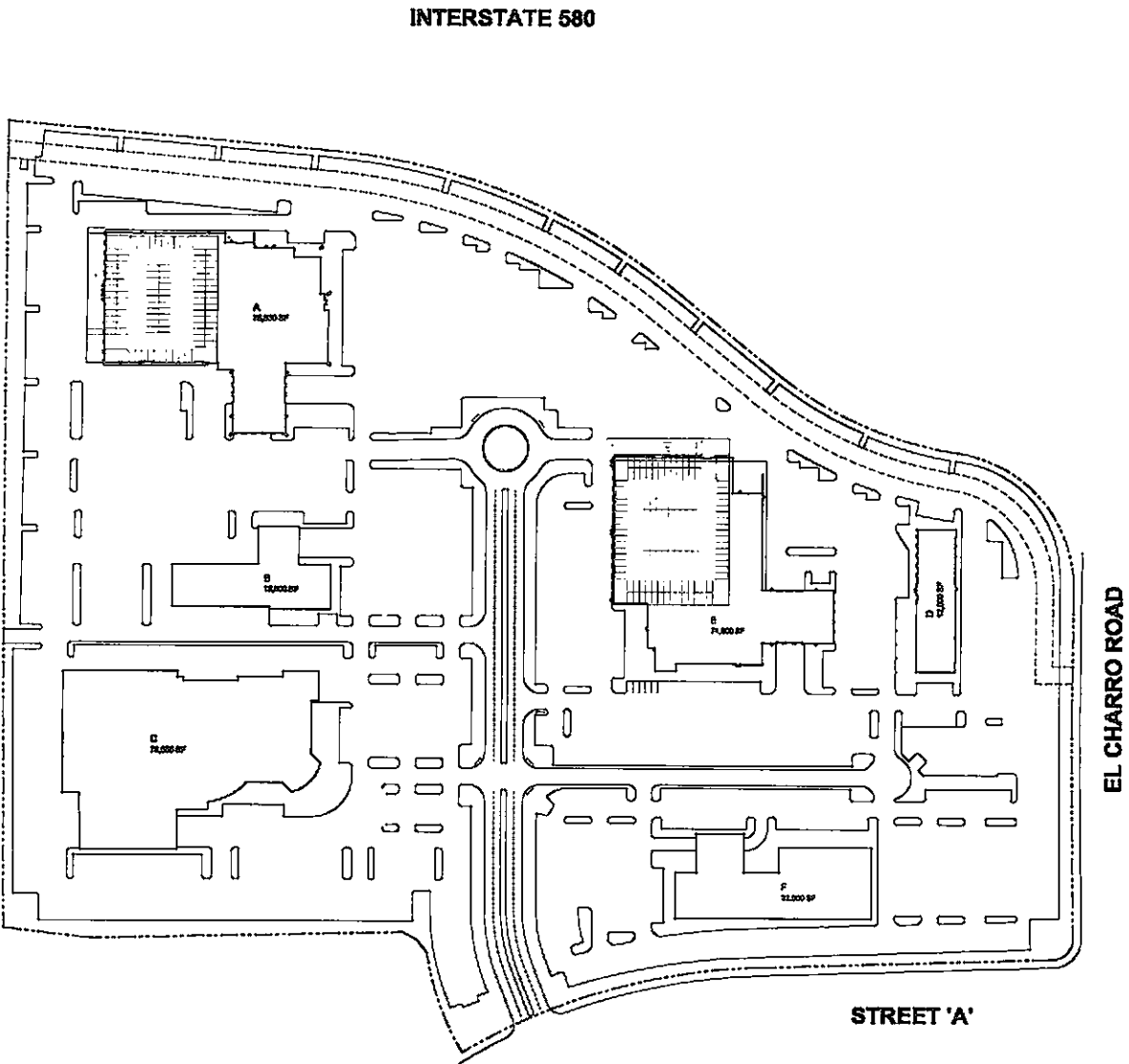
The Project Sponsor proposes that about 16 acres, located to the north of the proposed community park, be designated for future retail and/or office development. The Alameda County Surplus Property Authority does not currently have a developer for these acres and is seeking a flexible land use that would set maximum building heights and floor-area-ratios and permit a variety of potential uses, subject to future project-specific review by the City. Potential uses could include an Asian grocery store, a gas station, a research and development complex with associated office uses, a warehouse/distribution center, or a mix of uses. The proposed building height would be limited to a maximum of 45 feet to ensure compatibility with adjacent land uses and the Livermore Municipal

## Staples Ranch Project Initial Study

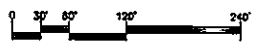
Airport. Development would be limited to approximately 175,000 square feet for a completely retail project or approximately 280,000 square feet for a different commercial project.

The City would limit vehicular access to the future retail/office development to I-580 via El Charro Road, with no Pleasanton access via Stoneridge Drive.

Figure 3: Concept Site Plan For Auto Mall



**PRELIMINARY SITE PLAN  
PLANNED UNIT DEVELOPMENT**



DATE: MARCH 8, 2007  
REVISIONS:  
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\_\_\_\_\_  
\_\_\_\_\_

Figure 4: Concept Site Plan For Senior Care



ILLUSTRATIVE SITE PLAN

**STONERIDGE CREEK**  
CONTINUING CARE RETIREMENT COMMUNITY  
PLEASANTON, CALIFORNIA



### Stoneridge Drive Specific Plan Amendments

The project proposes to make the following proposed modifications to the 1989 Stoneridge Drive Specific Plan:

- Modify land use map and discussion to reflect proposed Staples Ranch land use.
- Modify circulation discussion and figures to indicate that:
  - Extend Stoneridge Drive from its present terminus as a two-lane bridge over the Arroyo Mocho to serve the community park and senior community. Also extend Stoneridge Drive from the proposed Jack London Boulevard / El Charro Road intersection approximately 800 feet to serve the auto mall and future retail/commercial development, with no connection open to the public. The City would limit access between the two portions of Stoneridge Drive to emergency vehicles.
  - Alameda County would dedicate to the City of Pleasanton right-of-way for a full extension of Stoneridge Drive to El Charro Road. The City would have ultimate control on when, or if, Stoneridge Drive would ever be extended to El Charro Road.
  - Improve El Charro Road as a public street between I-580 and the Jack London Boulevard / Stoneridge Drive intersection, with right-of-way to accommodate six lanes. Construct the intersection as an at-grade signalized intersection and design the intersection to accommodate a future four-lane arterial extension of El Charro Road south to Stanley Boulevard.
- Modify the discussion on parks, open space and landscaping to indicate that:
  - The 17-acre community park would be located adjacent to the Arroyo Mocho and planned regional trail.
  - The project would use appropriate buffers and landscaping to separate commercial and residential uses.
- Update the environmental impact mitigation discussion on airport operations, aircraft noise, traffic noise, flood hazards, biological impacts and archeological impacts to reflect findings of the Specific Plan amendment EIR process.
- Modify the Specific Plan implementation and phasing discussion.

### Other Infrastructure Improvements

The project would require infrastructure improvements including extension of gas, electric, sanitary sewer, and storm sewer systems to the site.

### Permits and Approvals

As a first step, the City of Pleasanton and the Alameda County Surplus Land Authority have executed a Memorandum of Understanding (MOU), outlining the development entitlement process, schedule, and responsibilities.

1. City of Pleasanton
  - Amend the Stoneridge Drive Specific Plan

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- Annex the entire 124-acre Staples Ranch project site
- Prezone the 124-acre Staples Ranch project site
- Review development plans for the auto mall and senior community projects, including PUD development review by City Council and Planning Commission
- Other discretionary approvals, including a parcel map

2. LAFCO

- Annexation of the site to the City of Pleasanton

3. Airport Land Use Commission

- Review specific development proposals relative to Livermore Municipal Airport Height Referral Area

4. Other Agencies

- Permits and approvals from other agencies, as required

**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

This project would potentially affect the environmental factors checked below, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

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

On the basis of this initial evaluation:

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, and it must analyze only the effects that remain to be addressed.

Signature

*Paul Miller*

Date

3/19/07

**VI. ENVIRONMENTAL CHECKLIST**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>1. Aesthetics – Would the project:</b>				
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) that includes the project site is generally flat, except for ditches and soil stockpiles, as noted below. The site is visible from I-580, as well as from El Charro Road and nearby residential development.

The project site itself has an agricultural appearance. The site has been recently disked and contains some grassy and ruderal weedy vegetation along with several stockpiled soil mounds from previous nearby projects, including realignment of the Arroyo Las Positas in 2003-2004. These mounds are the only areas of topographic relief on the project site, except for a drainage ditch running along the site’s western and portion of its southern boundary. A grove of ornamental and fruit trees marks the former location of the Staples Ranch buildings that were previously demolished.

The areas immediately east and south of the site also have an agricultural or rural appearance. The property immediately east of the site and El Charro Road is a vacant field with an agricultural appearance. The Arroyo Mocho is located along the southern border of the site. The area immediately west of the site is residential in appearance, and is completely built out with low- and medium-density single-family homes.

The site is bordered on the north by the I-580 freeway with rolling hills beyond the freeway. The area immediately north of the freeway is in the process of being developed as part of the Eastern Dublin Specific Plan development.

**Significance Criteria**

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

**Discussion of Checklist Questions**

Potentially significant impact. The 1989 Specific Plan EIR identified a significant, unavoidable impact related to the change in visual character (from agricultural to urban) that would occur with implementing the Specific Plan. Implementation of the first phase of the Specific Plan has resulted in some visual character changes to the area. The EIR will provide visual simulations to show

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potential view impacts from I-580 and the adjacent residents to the west of the proposed senior community and auto mall. The EIR will address view impacts and overall visual character changes.

Developing Staples Ranch would not adversely affect day or nighttime views in the area. The EIR will address potential auto-mall related light and glare conflicts with the Livermore Municipal Airport and with the proposed senior community.

Less-than-Significant Impact. The project area is not located within view of a state- or City-designated scenic highway corridor. The EIR will not further analyze this issue.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>2. Agriculture Resources</b> – 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) 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

As noted in Checklist Section 1. Aesthetics discussion, above, the project site and immediate vicinity to the east and south are generally agricultural in nature. A farmer grew dry-land hay on the project site this summer and recently disked the site. He has also placed beehives for honey production near the grove of trees. The area east of the site – east of El Charro Road – has been used by the same farmer for dry-land hay production.

### Significance Criteria

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

### Discussion of Checklist Questions

The 1989 Specific Plan EIR identified the loss of over 100 acres of prime agricultural soils to non-agricultural uses as a significant unavoidable impact. No mitigation measures were offered to offset this impact. A Statement of Overriding Considerations addressed this unavoidable significant impact, in concert with the Specific Plan EIR certification. The proposed Staples Ranch project



## Staples Ranch Project Initial Study

encompasses a portion of the lost agricultural land, which, as a result of implementing portions of the Specific Plan, may no longer be prime agricultural land.

**Potentially Significant Impact.** As noted above, the Specific Plan EIR identified the loss of over 100 acres of prime agricultural soils to non-agricultural uses as a significant unavoidable impact. In addition, a portion of the site is currently zoned for agriculture. The EIR will address these issues.

**Less-than-Significant Impact.** The project site is not under *Williamson Act* contract. The project would not result in the loss of additional farmland not previously identified associated with project implementation and the EIR will not further address this issue.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>3. Air Quality –</b> 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 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 development 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	80 lbs/day
Nitrogen oxides	80 lbs/day
Particulate matter (PM <sub>10</sub> )	80 lbs/day

According to *BAAQMD Guidelines*, proposed projects would warrant carbon monoxide analysis if (1) daily CO vehicle emissions would exceed 550 lbs/day, (2) project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F, or would cause LOS to decline to D, E, or F, or (3) project traffic would increase traffic volumes by 10 percent or more, unless the increase in traffic volume would be less than 100 vehicles per hour. A project would have a significant impact on air quality if the following threshold were exceeded:

Carbon monoxide (CO)	9 parts per million (ppm) averaged over 8 hours, and 20 ppm averaged over 1 hour
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Finally, 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.

### **Discussion of Checklist Items**

Potentially Significant Impacts. Although the project would result in fewer trips than those originally analyzed in the Stoneridge Drive Specific Plan EIR, the Tri-Valley area has experienced considerable growth since 1989 and the air quality baseline has changed. In addition, the project would result in greater than 2,000 vehicle trips per day, the threshold for requiring an air quality analysis. Thus the EIR will analyze project-specific and cumulative air quality effects related to motor-vehicle trips.

The proposed project includes a senior continuing-care community, which is considered a sensitive receptor. The EIR will address air quality effects on these sensitive receptors, specifically motor-vehicle emission impacts from I-580.

Less-than-Significant Impacts. The regional air quality plan includes vehicle trips and vehicle-miles traveled. The *Ozone Attainment Plan* includes development impacts from the adopted Stoneridge Drive Specific Plan. If the level of trip-making and travel distance for the proposed project would be the same (or less than) those in the adopted plan, and if any proposed change would not create additional, unanticipated growth or cause local traffic congestion, the project would conform to growth projections in the *Ozone Attainment Plan*.

This proposed project would reduce trip rates below what was anticipated for the project site in the 1989 Stoneridge Drive Specific Plan. The original 1989 Specific Plan would result in about 1,495 a.m. vehicle trips and about 2,660 p.m. vehicle trips. The proposed project analyzed herein would

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result in about 1,050 a.m. vehicle trips and about 1,275 p.m. vehicle trips. The proposed project would therefore be consistent with the *Ozone Attainment Plan*. The EIR will not further discuss air quality planning issues.

The project would generate normal cooking odors from the residential project and some automobile exhaust odors from on-site vehicles. Dominant west-to-east winds would carry any minor odor emissions eastward parallel to I-580. The EIR will not further address odors.

Temporary construction activity may impact air quality, but such impacts are variable from day-to-day or project-to-project. They are difficult to quantify. The BAAQMD has therefore developed a menu of mitigation measures which, if fully implemented, are presumed to achieve a less-than-significant air quality impact. The range of mitigation measures includes a set of "Basic Control Measures," a set of "Enhanced Control Measures" if the project construction area exceeds 4.0 acres, and "Optional Control Measures." The project site exceeds 4.0 acres. Thus an enhanced dust control program during construction would be applicable to this project.

Mitigation. The Staples Ranch project shall implement the following mitigation measure:

Pleasanton shall require all construction contracts for work at Staples Ranch to comply with the following BAAQMD dust control measures. Developers shall include the following dust control measures in all demolition, excavation, and construction contracts:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Suspend excavation and grading activity when instantaneous wind gusts exceed 25 mph.
- Limit the areas adjacent to residences subject to excavation, grading and other construction activity at any one time.

With implementation of the above measure, the project's temporary construction impacts would be less than significant and no further construction air quality analysis is required.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>4. Biological Resources – Would the project:</b>				
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

Most of the Staples Ranch site is non-native grassland with a few trees along the arroyos and around the area where the ranch buildings were formerly located. Farmers used the grassland areas for agriculture, such as growing hay, irrigated row crops, and pasture.<sup>2,3</sup> Based on a botanical survey conducted in July 1993 approximately 69 percent of the plant species were non-native, which is probably due to the level of disturbance on the project site.<sup>4</sup> Brome (*Bromus* sp.), wild oats (*Avena*

<sup>2</sup> City of Pleasanton, *Stoneridge Drive Specific Plan, Final Environmental Impact Report*, certified October, 1989, p. 8.

<sup>3</sup> LSA Associates, Inc., *Biological Survey Arroyo Las Positas - Arroyo Mocho Widening and Realignment*, Sept. 29, 1993. Referenced in the City of Pleasanton, *Stoneridge Specific Plan Amendment, Staples Ranch, Supplemental Draft EIR*, Section 4.5, p. 9, April 1996.

<sup>4</sup> LSA Associates, Inc., *Determination of Corps Jurisdictional Area Arroyo Las Positas - Arroyo Mocho Widening and Realignment*, Aug. 5, 1993. Referenced in the City of Pleasanton, *Stoneridge Specific Plan Amendment, Staples Ranch, Supplemental Draft EIR*, Section 4.5, p. 9, April 1996.

sp.), wild barley (*Hordeum* sp.), mustard (*Brassica* sp.), yellow star thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), prickly lettuce (*Lactuca serriola*), and milk thistle (*Silybum marianum*) dominate grassland vegetation. There is little riparian vegetation along the upper banks of the arroyos and most of it is similar to the grasses and forbs in the grassland. Some native and non-native freshwater wetland species are in the lower channel banks. Trees on the banks of the arroyos include northern California black walnuts (*Juglans californica* var. *hindsii*), blue gum eucalyptus (*Eucalyptus globulus*), willows (*Salix* sp.) and some scrubby tree tobacco (*Nicotiana glauca*). Non-native trees planted near the former Staples Ranch buildings include Spanish fir (*Abies pinsapo*), Monterey cypress (*Cupressus macrocarpa*), red river gum (*Eucalyptus camaldulensis*), swamp gum (*Eucalyptus rudis*), California black walnut, English walnut (*Juglans regia*), olive (*Olea europaea*), London plane (*Platanus acerifolia*), flowering plum (*Prunus cerasifera* 'Atropurpurea'), plum (*Prunus domestica*), pear (*Pyrus communis*), black locust (*Robinia pseudoacacia*), California pepper (*Schinus molle*), winged elm (*Ulmus alata*), and blue gum eucalyptus (HortScience 1996). Botanical changes may have occurred since 1996 and WRA is now updating this information.

Several trees on the project site might qualify as heritage trees because they have trunk circumferences of 55 inches or more. Most of the trees are in the vicinity of the former Staples Ranch buildings.

The grasslands and arroyos provide habitat for a variety of wildlife species. Barriers – such as I-580, El Charro Road, and housing developments that surround the site – limit the diversity and abundance of wildlife. Wildlife changes may have occurred since 1996.

A previous US Army Corps of Engineers determination found no wetland areas (other than those associated with the arroyos).<sup>5</sup>

### **Significance Criteria**

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

### **Discussion of Checklist Items**

Potentially Significant Impacts. The EIR will analyze project effects on candidate, sensitive, or special status plant and animal species. The EIR will analyze biologic impacts based on plant and wildlife surveys currently (2005) under preparation by WRA.

The only wetlands on the Staples Ranch site were those associated with the Arroyo Las Positas and Arroyo Mocho. WRA is currently (2005) redoing the wetland survey to determine whether wetlands currently exist on the project site. The EIR will address wetlands impacts.

The potential exists for migratory species to now inhabit the site. WRA is currently (2005) redoing the migratory species surveys. The EIR will address migratory species impacts based on this survey.

The property contains a grove of trees near the old Staples Ranch complex. Although many trees are post mature, others appear healthy. Some of the trees may be at least 55 inches in diameter and thus qualify as Heritage trees under the definition in the *Pleasanton Municipal Code*. The EIR analysis will include a new tree survey and analyze any potential impacts on Heritage trees.

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<sup>5</sup> LSA Associates, Inc., Aug. 5, 1993.

Less-than-Significant Impact. The realignment of Arroyo Las Positas was completed in 2004. The current Staples Ranch project would not impact the arroyo, with the exception of building Stoneridge Drive Bridge. This bridge was part of the original permit granted for the Arroyo realignment project. The EIR will not further analyze this impact.

No Impact. The proposed project 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 site. The EIR will not address this issue.

Mitigation. Due to construction completed for the arroyos, the 1989 Specific Plan EIR wildlife measures related to the arroyos are no longer applicable. However, this Initial Study incorporates the two vegetation mitigation measures from page 20 of the 1989 Specific Plan EIR herein:

Existing walnut tress shall be retained within the development pattern, whenever possible.

Landscape plans for the community and neighborhood parks shall consider wildlife by providing cover, food, and water for wildlife where appropriate.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>5. Cultural Resources – Would the project:</b>				
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**

The Specific Plan area is located in an area of relatively high archaeological sensitivity due to its location in the former Willow Marsh area which once housed aboriginal populations. Over the millennia, the edges of this marsh and the arroyos that fed it from the east moved back and forth across the area. In the 1989 Specific Plan EIR, archaeologists documented archaeological sites in the project vicinity, including two sites just south of Arroyo Mocho in the Specific Plan area. Archaeologists uncovered chert tools and human cranial fragments at those sites.

The project site included a portion of the former Staples Ranch, a complex of 14 buildings including a ranch house and related outbuildings. A historic resource assessment concluded that the buildings had no historic value.<sup>6</sup> Subsequently the Project Sponsor removed these structures from the site. During the Arroyo realignment construction, a number of individual skeletal remains were unearthed and removed. All of these remains were below the surface (up to 10 feet deep).

<sup>6</sup> Ward Hill, Architectural Historian, for Holman & Associates, "Historic Architecture Assessment, the Staples Ranch, City of Pleasanton, Alameda County, California," January 3, 1994. Referenced in the City of Pleasanton, *Stoneridge Specific Plan Amendment, Staples Ranch, Supplemental Draft EIR*, Initial Study, page 12, April 1996.

## 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

The 1989 Specific Plan EIR identified an impact related to the potentially significant loss of archaeological resources during excavation and grading for project-area building and road construction. Sites in the project vicinity covered with a relatively thin layer of alluvium have yielded human remains, middens, pottery pieces, charred rock, and other artifacts. Any excavation or grading could damage these subsurface archaeological sites, if not mitigated.

Less-than-Significant Impacts. As noted above, the project site is in an area of high archaeological sensitivity. Grading and excavation prior to project construction has the potential to disturb buried archaeological resources. Implementation of mitigation measures from the 1989 Specific Plan EIR and other measures noted, below, would reduce subsurface cultural resource impacts to a less-than-significant level. The EIR will not further analyze archaeological resources.

No Impact. As noted above, all structures located on the former Staples Ranch site have been surveyed, determined not to be of historical significance, and demolished. Therefore, the project would not result in a direct impact to historic resources. The EIR will not analyze historic resources.

Mitigation. This Initial Study incorporates archaeological resources mitigation measures from page 23 of the 1989 Specific Plan EIR herein after further refining these measures:

Once the specific alignment of the Stoneridge Drive extension and development plans for the surrounding area are determined, a more detailed archaeological investigation shall be conducted prior to any construction.

The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology. The archaeological consultant shall prepare an archaeological research design that will be submitted first and directly for approval to the Director of the Department of Planning and Community Development.

The archaeological consultant shall then undertake an archaeological monitoring and testing program. The consultant shall determine the borders and the existence of a sub-surface component for any known archaeological sites, using a backhoe. At the completion of this work, a professional surveyor shall mark and shoot the borders. After these sites have been accurately located, a determination can be made as to whether they would be impacted by

proposed development. The archaeologist may also supervise other subsurface monitoring as described in the approved archaeological research design.

If it is determined that development would impact important archaeological resources, the archaeological consultant shall hand excavate a sample area of the site(s) to determine the significance of the site(s) under current *CEQA Guidelines* and to help determine which of the three alternative mitigation measures, below, to implement. Upon completing the archaeological monitoring program, the archaeological consultant shall submit a written report of findings first and directly to the Director of the Department of Planning and Community Development. The archaeological monitoring program shall include the following:

- An archaeologist shall be on site during soils disturbing activities.
- The archaeological consultant shall advise all project contractors to be on the alert for evidence of expected resources, of how to identify the evidence of the expected resources, and of the appropriate protocol in the event of discovering an archaeological resource.
- The archaeological monitor shall be present on the project site until the Director of the Planning and Community Development Department, in consultation with the archaeological consultant, determines that project construction activities could have no effects on significant archaeological resources.
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual /ecofactual material as warranted for analysis.
- If an intact archaeological deposit were to be encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The City shall empower the archaeological monitor to temporarily redirect demolition/excavation/construction crews and heavy equipment until the resource is evaluated. The archaeological consultant shall immediately notify the Director of the Planning and Community Development Department of the encountered resources.

Mitigation measures shall include one of the three alternatives below:

1. In-Situ Preservation: The Project Sponsor shall preserve artifacts and resources as found and shall apply suitable open space, capping, or monumentation to the site. The Project Sponsor shall alter development plans to accommodate this alternative, as necessary.
2. Excavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project Sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.
3. Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.

If the City requires data recovery, the archaeological consultant shall first prepare an Archaeological Data Recovery Plan that s/he shall submit to the Director of the Planning and Community Development Department for review and approval.



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If development plans call for trenching within 200 feet of the Arroyo Mocho, a program of subsurface mechanical trenching along the impacted route shall precede project trenching in an attempt to locate additional archaeological sites and/or the original meander of the Mocho, where such sites would most likely be. If additional sites were to be found, the developer shall adhere to the above mitigation measures.

If human remains are discovered, the project sponsor shall contact the County Coroner immediately. If the coroner determines that the human remains are Native American remains, the project sponsor shall notify the California State Native American Heritage Commission.

The archaeological consultant shall prepare a Final Archaeological Resources Report evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the testing, monitoring, and data recovery programs. The Director of the Planning and Community Development Department shall review and approve this document.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>6. Geology and Soils – Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
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**

As described in the 1989 Specific Plan EIR, soils in the Specific Plan area range from clay in the northern third of the site (which includes much of the Staples Ranch site), including Clear Lake clay

(Cc) and Pescadreo Clay (Pd), to loamy associations, including Sycamore silt loam (So), Yolo loam (YmA), Yolo loam over gravel (Yo), Sunnyvale clay loam (Sl) and Sycamore silt loam over clay (Sy), in the south. These soils are considered to have slight to no erosion hazard. However, clayey soils identified above have a moderate to high expansion potential.

### Significance Criteria

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

### Discussion of Checklist Items

The 1989 Specific Plan EIR identified project impacts due to seismic shaking, secondary ground failure from seismic shaking, and erosion as potentially significant impacts subject to mitigation measures identified in that EIR.

Less-than-Significant Impacts. The 1989 Specific Plan EIR noted that the project area has a relatively high susceptibility to seismic shaking due to the presence of unconsolidated fluvial and alluvial deposits. 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 lower 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.

The 1989 Specific Plan EIR concluded that strong seismic shaking could result in secondary ground failure including lateral spreading, differential settlement, lurch cracking, and bank failures (near the arroyos). Subsequent studies for a proposed 1996 development on the Staples Ranch site concluded that the potential for secondary seismically induced ground failure, including liquefaction-induced lateral spreading, lurching, dynamic compaction, and landsliding at the site would be remote or non-existent due to the absence of loose, granular soils within about 40 feet of the ground surface.<sup>7</sup>

The 1989 Specific Plan EIR identified the need for detailed geotechnical engineering studies, special engineering measures, and setbacks from the arroyos to reduce geotechnical impacts to a less-than-significant level. Including measures from that EIR (see Mitigation, below) as conditions of approval would reduce these impact to a less-than-significant level and the EIR will not further address geotechnical impacts.

The City of Pleasanton requires all development projects to conform to the *2001 California Building Code*<sup>8</sup> as amended by *Pleasanton Municipal Code* Chapter 20.08: Building Code. Thus the Project Sponsor's representatives would design and build all structures to withstand predicted peak accelerations of a maximum credible earthquake. Thus no mitigation measures would be warranted and the EIR will not further analyze this seismic issue.

As described above, site soils are considered to have slight to no erosion hazard. The 1989 Specific Plan EIR identified appropriate erosion control measures for protecting the site during the

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<sup>7</sup> Harza Kaldveer, Consulting Engineers, *Geotechnical Investigation for Arroyo Mocho Widening and Arroyo Las Positas Creek Relocation, Pleasanton, California*, November 3, 1993. As referenced in the City of Pleasanton, *Stoneridge Specific Plan Amendment, Staples Ranch, Supplemental Draft EIR*, Chapter 4-4, page 10, April 1996.

<sup>8</sup> The *2001 California Building Code* is based on the *1997 Uniform Building Code*.

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construction period. In addition, the project would require an NPDES permit as the proposed grading would involve more than 1 acre of ground disturbance. See the erosion control measure under Checklist Section 8. Hydrology and Water Quality, below. Implementation of the required NPDES permit and this mitigation measure would reduce this impact to a less-than-significant level and the EIR will not further address soil erosion issues.

Clayey soils identified above have a moderate to high expansion potential. The 1989 Specific Plan EIR identifies and mitigates soil expansion issues. Bank failure also could occur due to erosion in the arroyos. Incorporating the 1989 Specific Plan EIR's geologic mitigations into the permits would reduce soil expansion impacts to a less-than-significant level. The EIR will not further address this issue.

No Impact. As discussed in the 1989 Specific Plan EIR, the Alquist-Priolo map for the project area shows no fault trace or Alquist-Priolo special studies zone on or adjacent to the project site.<sup>9</sup> The project area is located about 1.5 miles west of the Livermore Fault inferred location and approximately 6 miles east of the Calaveras Fault. Therefore fault rupture would not impact the project. The EIR will not further address fault rupture impacts.

Landslides were not considered to be a potentially significant impact in the 1989 Specific Plan EIR. The project area is generally level with gentle slopes in the soil stockpile area. Therefore, landsliding on the site would be unlikely. The EIR will not address landslide potential.

Sanitary sewers would serve the proposed project and the project would not involve continued or proposed use of septic systems. The EIR will not address septic systems.

Mitigation. This Initial Study incorporates the seismic and geologic mitigation measures from page 15 of the 1989 Specific Plan EIR herein after further refining these measures:

Before approving precise site development plans, the Project Sponsor shall submit detailed geotechnical engineering studies to the City of Pleasanton Engineer for review. These geotechnical engineering studies shall consider existing conditions and establish requirements for grading and foundation design to accommodate the expansive soil potential as well as possible secondary earthquake effects. Special engineering measures shall be required during development so that shallow structure footings or pavement areas shall not be placed directly on expansive soils. This would require pier-type foundations or removing expansive soils and replacing them with imported foundation soils. Native soils shall be stockpiled for later use as fill in nonstructural areas.

The Project Sponsor shall set back all development from the existing Arroyo banks to avoid potential seismically-induced bank failure and shall have all fill engineered to account for potential earthquake effects.

With implementation of these measures, the project would result in less-than-significant geotechnical effects.

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<sup>9</sup> State of California Department of Conservation, Division of Mines and Geology, "Dublin and Livermore Quadrangles, State of California Special Studies Zones," Jan. 1, 1982.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>7. Hazards and Hazardous Materials – Would the project:</b>				
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 Government Code 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 currently vacant site is not used to store hazardous materials. Alameda County Health Care Services Agency has certified that all three aboveground storage tanks and an underground storage tank have been successfully closed after remediation actions.<sup>10</sup>

AES, a hazardous waste management company, packaged and removed hazardous materials found at the former site of the Staples Ranch complex. These hazardous materials included ammonium phosphate and sulfate, calcium phosphate, phosphorous pentoxide, carbon black, and alkali and lead-acid batteries. AES also removed smaller quantities of surface coatings, adhesives, lubricants, fuels, cleaners, coolants, hydraulic fluid, and pesticides.<sup>11</sup> This cleanup effectively rid the site of

<sup>10</sup> Eva Chu, Hazardous Materials Specialist, Alameda County Health Care Services Agency, "Closure of Under- and Above-Ground Storage Tank at Staples Ranch," July 14, 1994; "Closure of Above-Ground Storage Tank," December 28, 1994; and "Remedial Action Completion at Staples Ranch, El Charro Road, Pleasanton, CA," February 29, 1996.

<sup>11</sup> Versar Inc., *Hazardous Material Survey and Site Assessment, Staples Ranch, El Charro Road, Pleasanton, California*, prepared for County of Alameda, General Services Agency, July 2, 2001.

these hazardous wastes. Versar Inc. identified potential onsite asbestos and lead contamination. Pacific Environmental Abatement Services then conducted additional hazardous material abatement at Staples Ranch related to asbestos-containing materials and lead-containing paint.<sup>12</sup> This cleanup removed all asbestos and lead contamination from the project site.

A Pacific Gas and Electric (PG&E) natural gas pipeline runs through the project site. The Livermore Airport is located within 2 miles of the project site; the project site is within the Airport Land Use Commission Airport Safety Zone General Referral Area.

### **Significance Criteria**

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

### **Discussion of Checklist Items**

The 1989 Specific Plan EIR did not address hazards and hazardous materials issues. The 1989 Specific Plan EIR identified potentially significant airport safety impacts generally related to placing residential and school uses within the flight paths of the airport. Mitigation measures encompassed stricter airport controls by the City of Livermore and a requirement for property owners within the Specific Plan area to sign aviation easements.

Potentially Significant Impacts. The potential exists for a gas rupture or leak while excavating during project construction or maintenance. The EIR will address this issue.

The 531-acre Livermore Municipal Airport is located about 5,400 feet east of El Charro Road. Regularly scheduled activities at the airport include flight instruction, rental, charter, aircraft sales, and maintenance. No regularly scheduled commercial airline service is available. In 1993, the Alameda County Airport Land Use Commission adopted an Airport Protection Area. Livermore's objective for proposing the Airport Protection Area was to protect the airport from possible closure or operations curtailment due to incompatible land use encroachment, i.e., noise-sensitive residential uses near the airport or under flight patterns. The airport policy states that land uses other than residential may be allowed within the Airport Protection Area if they are consistent with other zone and area designations in the Airport Land Use Commission Policy Plan.

The Policy Plan designates a General Area, an Airport Safety Zone for each runway, and a Height Referral Area. In compliance with State law, the Airport Land Use Commission reviews local public agency referrals of projects proposed within these specified areas to determine Policy Plan consistency. The entire 124-acre Staples Ranch site is within the Airport Land Use Commission General Referral Area and Height Referral Area. Per State law, the Commission must review the proposed Specific Plan amendments prior to City of Pleasanton approval action.

In 1995, the City of Pleasanton directed an assessment of relative aircraft hazard for land uses at the project site.<sup>13</sup> A consultant computed general-aviation-airport crash hazard potential from Federal

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<sup>12</sup> RGA Environmental, Inc., *Hazardous Material Abatement Monitoring Report, County of Alameda, Demolition of Staples Ranch, Pleasanton, CA*, prepared for County of Alameda, General Services Agency, April 2, 2002.

<sup>13</sup> Charles M. Salter Associates, Inc., *Somerset II – Aircraft Accident Potential from Livermore Municipal Airport*, March 30, 1995. Reference is from the City of Pleasanton, *Stoneridge Specific Plan Amendment, Staples Ranch, Supplemental Draft EIR*, Section 4.1 Land Use and Planning, pp. 5-6 and 16-18, April 1996.

Aviation Authority (FAA) historical aircraft crash data in the United States. Based on the potential frequency of aircraft crashes, the report concluded that the risk of death or injury on the ground would not be significant.

In addition, the City of Pleasanton General Plan Program 18.3 (p. V-19) states that any project that could create potential air navigation hazards (such as light, glare, and electrical interference) shall be reviewed and evaluated through the City's environmental review process. Therefore, this EIR will re-examine the topic of air safety and Airport Land Use Commission requirements.

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. Tenants at the proposed auto mall may use or store relatively small amounts of hazardous materials. During construction on the project site the 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 and the EIR will not address hazardous material use, storage, transport or disposal.

No Impacts. The Stoneridge Drive Specific Plan includes a school site about 1,200 feet southwest of the Staples Ranch site. The school district built the public elementary school on the site and it is operational. Because the project would not involve the emission of hazardous substances or handling of hazardous or acutely hazardous materials, this project would not impact this school. The EIR will not address this issue.

As noted above, under the environmental setting discussion, the project site is not currently contaminated with hazardous materials and the project site would not require clean up. The EIR will not address this issue.

The project would contain commercial and residential land uses. No toxic air emissions would result from any of use proposed for the site. The EIR will not address this issue.

The proposed project is not located in the vicinity of a private airstrip and the EIR will not address this issue.

The City has adopted an Emergency Operations 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.<sup>14</sup> None of the designated "potential mass care facilities" are located in the project area. Similarly, none of the streets bordering the project site (El Charro Road, Stoneridge Drive, I-580) contain any of these emergency facilities. Therefore, project implementation would not result in a direct impact to emergency response or evacuation. The EIR will not address this issue.

There are no heavily wooded areas adjacent to or near the project site that would potentially create a high fire hazard. The project site is not located within a high fire hazard area.<sup>15</sup> Therefore, no impact would occur related to fire hazards and the EIR will not address this issue.

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<sup>14</sup> City of Pleasanton, *General Plan*, page V-11, August 6, 1996, as amended by the voters.

<sup>15</sup> *General Plan*, Figure V-6, 1996.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>8. Hydrology and Water Quality – Would the project:</b>				
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

The entire project site is within the 100-year-flood zone, as well as the Del Valle Dam Flood Inundation Area.<sup>16</sup> The Pleasanton General Plan states: “the primary place where flood control improvements still need to be made includes the confluence of the Arroyo Las Positas into the Arroyo Mocho in the area between El Charro Road and the existing City limits.”<sup>17</sup>

Zone 7 completed the Arroyo Las Positas Realignment project in 2004.

<sup>16</sup> *General Plan*, Figures V-7 and V-8, 1996.

<sup>17</sup> *General Plan*, p. V-9, 1996.

### Significance Criteria

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

### Discussion of Checklist Items

Potentially Significant Impacts. Use of on-site soil stockpiles may allow all proposed development to be above the mapped 100-year flood level. The EIR will analyze site drainage issues regarding water to be displaced within the 100-year flood zone. The EIR will also analyze whether the project would impede or redirect flood flows.

The project site is not at any greater hazard for flood inundation due to a levee or dam failure than any other site within Pleasanton. The project site, like most of Pleasanton, is within the Del Valle Dam Flood inundation area.<sup>18</sup> The EIR will address issues of potential Del Valle Dam flood-hazard impacts on the proposed senior community.

Less-than-Significant Impact. The Regional Water Quality Control Board will require the project to include "C-3" on-site stormwater treatment. This treatment would include no net increase in stormwater to the arroyos. The NPDES permit also requires adoption and implementation of a Stormwater Pollution Prevention Plan. This plan must identify specific measures for reducing stormwater contaminants to comply with runoff water quality standards. These required measures would reduce this to a less-than-significant impact. The EIR will not further address this issue.

No Impact. The project would not otherwise degrade water quality. The EIR will not address this issue.

The proposed project would not involve any groundwater extraction or augmentation. This EIR will not address this issue.

There is no risk of seiche, tsunami or mudflow at the site because the site is inland. The EIR will not address this issue.

Mitigation. This Initial Study incorporates the additional mitigation measure from page 18 of the 1989 Specific Plan EIR herein after further refining this measure:

The project sponsor shall prepare hydrologic studies, as detailed development plans are prepared. For each phase of development, the Project Sponsor shall submit erosion and sedimentation plans to City of Pleasanton engineers for review and approval.

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<sup>18</sup> *General Plan*, Figure V-7, 1996.



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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>9. Land Use and Planning – Would the project:</b>				
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			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Environmental Setting**

The site is currently in unincorporated Alameda County, but the City of Pleasanton would annex the project site if the project were approved and implemented. Therefore, this section examines effects related to both City of Pleasanton and Alameda County land-use designations. The project site is in an area shown on the City of Pleasanton General Plan land use map as “Specific Plan Area” which denotes that “land use and densities are conceptual only and may change subject to the outcome of the Specific Plan.” As noted in Section II. Project Information, above, land use and zoning designations for the site are:

- City of Pleasanton General Plan (as adopted with the Stoneridge Drive Specific Plan amendment):
  - Service Commercial/Light Industrial (78 acres)
  - Retail/Service Commercial (30 acres)
  - Community Park (17 acres)
- City of Pleasanton Zoning: Currently none (would change to PUD or Planned Unit Development)
- Alameda County General Plan: Mixed Use/Business Park
- Alameda County Zoning: Agriculture

City of Pleasanton. The proposed project would amend the 1989 Stoneridge Drive Specific Plan to allow developing Alameda County’s 124-acre Staple Ranch property with an auto mall, a senior continuing-care community, a community park and future retail/office uses. A number of Pleasanton General Plan (1996) polices are applicable to the proposed project.

County of Alameda. Alameda County’s *East County Area Plan* designates the site as Mixed Use / Business Park, which reflects the mixed-use designations in the Pleasanton General Plan and the adopted Specific Plan. Alameda County zoning designation for the site is “A,” Agriculture.

Airport Land Use Commission. The entire Staples Ranch site (including the project site) is within the Airport Land Use Commission General Referral and Height Referral Areas for the Livermore Municipal Airport. The Commission reviewed the previously adopted Specific Plan for the site.

Land Use. The project site itself is a field currently (2005) used for dry-land hay production. The lot immediately east of the site and El Charro Road is a vacant field that is also farmed with dry-land hay. The City of Livermore is currently proposing a Specific Plan for this area. East of this field is the Las Positas Golf Course and the Livermore Municipal Airport. Quarry lands are located south of the project site. Single-family housing is located immediately west of the project site. The I-580 freeway borders the site on the north. Across the freeway, a developer is currently constructing single-family homes northwest of the site and rolling hills are located north of the project site. This area is currently undeveloped, but is planned for a mix of commercial and residential uses in Dublin.

**Significance Criteria**

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

**Discussion of Checklist Items**

Potentially Significant Impact. For any agency with jurisdiction over the project, the EIR will analyze whether the proposed project would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This analysis will include discussion of General Plan policies that might be applicable to this project. The EIR will further discuss the relationship of this project to the current General Plan update, as well as the project's relationship to the Airport Land Use Commission Height Referral Area.

Less-than-Significant Impact. The proposed project was already designated for commercial uses in the adopted Stoneridge Drive Specific Plan. Therefore, since these uses were already planned for this location, and the site is surrounded on three sides by vacant land or the I-580 freeway, it would not divide an established community. Although not a potentially significant topic, the EIR will include land use discussion for informational purposes.

No habitat conservation plan is applicable to the project area. The EIR will not analyze this topic.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>10. Mineral Resources – Would the project:</b>				
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 within the project area. El Charro Road is the access point for aggregate quarries to the south.

**Significance Criteria**

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

**Discussion of Checklist Items**

No Impact. The project site is 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 south of the Specific Plan area. The project would not result in the loss of those mineral resource areas. The EIR will address potential traffic conflicts between project access and quarry operations the Transportation section.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>11. Noise – Would the project result in:</b>				
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 City of Pleasanton’s General Plan Noise Element incorporates state noise / land use compatibility guidelines for various land uses. The city noise goal for noise sensitive land uses including residential development is an interior noise level of 45 L<sub>dn</sub>. L<sub>dn</sub> 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<sub>dn</sub> measurement multiplies each nighttime noise event by a factor of ten, which is approximately equal to a doubling in perceived loudness.

Existing noise levels around the project site derive mainly from vehicular sources on I-580 and gravel trucks on El Charo Road. Aircraft noise from the Livermore Municipal Airport operations is

audible at times, but roadway noise generally masks other non-automotive sources. Because of the project's distance from the airport, aircraft noise is audible on a single-event basis and does not increase the local ambient noise level.

Due to nearby I-580, noise measurements conducted on/near the project site for a variety of previous projects measured noise levels in the 80-decibel (dB) range.

### **Significance Criteria**

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

### **Discussion of Checklist Items**

The 1989 Specific Plan EIR identified less-than-significant noise from the sand and gravel quarrying operations south of the site on El Charro Road, and potentially significant noise impacts to Specific Plan residential development from traffic on I-580, Stoneridge Drive, and El Charro Road. Noise levels at the project site were projected to be about 75 dBA<sup>19</sup> at a distance of 220 feet from the center of the freeway.

Potentially Significant Impacts. The EIR will analyze traffic noise from I-580 as it would affect auto mall employees and sensitive receptors at the proposed senior community.

The project could potentially expose people residing or working at the project site to excessive noise levels from the Livermore Municipal Airport. The EIR will analyze airport noise impacts especially to the sensitive noise receptors at the proposed senior community.

Less-than-Significant Impact. The project would not include any activities that would result in excessive groundborne vibration or noise. The commercial and residential portions of the project itself would not increase ambient noise levels in the project vicinity above existing ambient noise levels in the area. The EIR will not further address operational noise 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 of attenuation (lessening) is about six decibels (dBA) for every doubling of distance from a point source.<sup>20</sup> 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 of the proposed auto mall would not be expected to impact nearby residences; the proposed senior community would cause temporary noise impacts on the nearby residences to the west.

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<sup>19</sup> A-weighted sound levels (or decibels) correlate with the way the human ear "hears" sound and compensates, using a weighting of frequencies. The human hearing is less sensitive at low frequencies and extreme high frequencies than in the mid-frequency range.

<sup>20</sup> 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.

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By implementing mitigation measures discussed below, under Mitigation, construction noise would be reduced to a less-than significant effect. The EIR will not further address construction noise impacts.

No Impact. The site is not in the vicinity of a private airstrip and the EIR will not address this issue.

Mitigation. Due to previous construction of portions of the Specific Plan, most noise measures are no longer applicable. This Initial Study incorporates the first additional mitigation measure from page 46 of the 1989 Specific Plan EIR herein:

All soundwalls shall be “wrapped” far enough to prevent traffic noise exposures from the sides.

Construction noise measures include the following:

The construction contractor shall locate stationary construction noise sources as far from adjacent occupied buildings as possible. If they must be located near existing residential uses, the contractor shall enclose these noise sources within temporary sheds.

The construction contractor shall construct temporary (or permanent) noise walls or baffles between the existing residential uses and the proposed senior community.

When working on the senior community, the project sponsors shall require the contractor(s) to use hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, the contractor(s) shall use an exhaust muffler on the compressed air exhaust; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves would be used where feasible, and this could achieve a 5-dBA reduction.

Construction noise would result in a less-than-significant effect with implementation of these measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>12. Population and Housing – Would the project:</b>				
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

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### Significance Criteria

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

### Discussion of Checklist Items

Potentially Significant Impact. The project could induce population growth along the east side of El Charro Road that might not otherwise occur. The proposed senior community would contain housing units some of which may be counted against Pleasanton's housing cap. The EIR will analyze these issues.

No Impact. Project implementation would not result in displacing any housing or residents. The land is undeveloped. The EIR will not further address these issues.

Mitigation. This Initial Study incorporates the last mitigation measure from page 26 of the 1989 Specific Plan EIR herein:

Following Pleasanton General Plan policies, 15 percent of the units shall be reserved for low-income households, and 20 percent for medium-income households.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>13. Public Services</b>				
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 City of Pleasanton Police Department would provide police services to the project site. Pleasanton 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 response time for emergency calls in 2004 was almost 5 minutes. The City strives to maintain an average of 4 minutes for emergency responses.

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The Livermore-Pleasanton Fire Department serves the City of Pleasanton and would provide fire services to the project site. The majority of the City lies within a five-minute travel time from one of the five fire stations located in Pleasanton. Development located outside the five-minute response time is required to provide additional fire mitigation measures, which include at a minimum, automatic fire-sprinkler systems. The Building and Fire Departments also require built-in fire protection systems in certain new developments, including automatic fire sprinklers, fire-resistant construction, and early warning fire detection systems, in addition to access and setback requirements which facilitate firefighters' entry and provide fire separation.

Fire Station #3 at 3200 Santa Rita Road is the closest station to the project site, while Station #10 at 330 Airway Boulevard in Livermore is the second closest station.

The project would not result in development not previously planned or accounted for by these service providers. The EIR will not further address police or fire services. The EIR will address emergency police, fire and medical access under Transportation.

The senior community, park, industrial, and commercial uses would not impact schools or any other public facilities in Pleasanton. The EIR will not further address potential impacts on schools and other public facilities.

The City of Pleasanton Parks and Recreation Department would provide park services. With the addition of the project's proposed 17-acre park, this project would result in a net addition of parks in the City. See Checklist Section 14. Recreation, below, for further discussion of this issue.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>14. Recreation</b>				
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	

**Environmental Setting**

The City and East Bay Regional Parks district have developed parks in the project vicinity. The two City of Pleasanton parks closest to the project site are the 5-acre Amaral Park on Dennis Drive and the 5-acre Meadows Park on West Las Positas Boulevard. The closest East Bay Regional Parks District facility is the 249-acre Shadow Cliffs Recreational Area located about two miles south of the project site.

**Significance Criteria**

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

**Discussion of Checklist Items**

Less-than-Significant Impacts. The project would not increase use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the project proposes construction of a 17-acre community park on the project site which would be expected to attract other Pleasanton residents.

Construction of the proposed community park would not result in any impacts on recreational facilities. Other impacts related to developing the park are addressed under each topic herein.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>15. Transportation/Traffic – Would the project:</b>				
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			
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**

I-580, an eight-lane interstate freeway is the northern boundary of the project site while El Charro Road is the eastern boundary. Stoneridge Drive is a four-lane road that extends east from Santa Rita Road towards the project area, narrowing to two lanes before dead-ending at the project area’s eastern boundary south of Arroyo Mocho. El Charro Road is a private two-lane road that provides access from I-580 to the gravel quarries between Pleasanton and Livermore. The Pleasanton General Plan states: “Phase development and roadway improvements so that Levels of Service do not exceed LOS D at major intersections outside the Central Business District.”<sup>21</sup>

<sup>21</sup> *Pleasanton General Plan, Circulation Element, Policy 2.*



### 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 if levels of service are already below D, a deterioration of 0.01 or more in volume-to-capacity (V/C) ratio.

### Discussion of Checklist Items

Potentially Significant Impacts. The project may cause an increase in traffic that 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). The EIR will analyze project impacts on the street-system capacity in the vicinity.

The project may exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. The EIR will analyze this traffic level of service.

The EIR will analyze whether the project could lead to any increased safety risks for airport travel.

Vehicles accessing the proposed auto mall project could conflict with existing truck traffic generated by the quarries to the south on El Charro Road. This could result in substantial hazards to both trucks and Staples Ranch-bound traffic. The EIR will analyze potential traffic safety risks.

Less-than-Significant Impacts. The project would provide emergency vehicle access routes for all areas of the site. The EIR will address this issue for informational purposes. The EIR will address less-than-significant parking issues.

The General Plan does not have any policies or programs specifically requiring bus turnouts. The General Plan does not have any specific quantitative requirements for provision of bicycle racks. However, the General Plan has one program that states, "Require the provision of adequate bicycle storage facilities in future developments."<sup>22</sup> City staff would determine, during project design review, if the project has provided adequate bicycle racks to serve proposed development. The EIR will address both transit and bicycle circulation.

Mitigation. Due to changed conditions since the 1989 Specific Plan EIR, the transportation measures included therein may no longer be applicable. The EIR for this project will analyze which, if any, of these measures will be included in the EIR.

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<sup>22</sup> *Pleasanton General Plan*, Circulation Element, Program 15.4, p. III-16.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>16. Utilities and Service Systems – Would the project:</b>				
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		
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?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

### 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 water demand higher than available supplies in the area.

### Discussion of Checklist Items

**Potentially Significant Impacts.** The City of Pleasanton would supply domestic water to the project site. The project is subject to a water supply assessment (WSA) pursuant to SB 610, which will need to be prepared and approved prior to the completion of the EIR. Water supply planning under SB 610 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by the project, as well as cumulative demand over the next 20 years, under a range of water conditions. If it is determined that there are insufficient supplies to meet demand over the next 20 years, the Agency will need to identify where those supplies will come from. If groundwater is a source of supply, there must be a description of the condition of the basin. Due to anticipated growth, the City plans on constructing two new water reservoirs, which may accommodate the water demand from this project.

**Less-than-Significant Impacts.** The Dublin San Ramon Services District would treat the project's wastewater at its treatment plant near I-680 and Stoneridge Drive. The Pleasanton Garbage Service would provide garbage disposal to the project area through a franchise agreement with the City and

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would transport solid waste to a landfill site on Vasco Road. PG&E would provide gas and electric service to the project area. A PG&E gas line is already located on the project site.

For a discussion of new storm-water drainage facilities, see discussion for Checklist Section 8. Hydrology and Water Quality, above.

Capacity of the Dublin San Ramon Sanitary District 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 project. The City would require that all project applicants obtain a will-serve letter prior to final project approval. The EIR will not further address wastewater treatment.

Buildout due to 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 additional landfill capacity.

The incremental increase in the project's demand for utilities would not exceed amounts expected and provided for in the area. The new light industrial, senior community, park and commercial uses 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 and the EIR will not further address these issues.

Mitigation. This Initial Study incorporates the mitigation measure from page 51 of the 1989 Specific Plan EIR herein:

Mitigation measures to reduce water use shall include use of water-conserving fixtures in residential and commercial development, and landscaping that is designed to be drought-tolerant. Irrigation plans shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and proper soil preparation for landscaped areas that includes a minimum of two inches of mulch and two inches of organic soil amendment.

This Initial Study incorporates the additional mitigation measure from page 53 of the 1989 Specific Plan EIR herein:

To reduce ongoing energy consumption, residential development shall be designed to take advantage of solar heating and cooling potential through lot and building orientation and use of landscaping to shade and shelter residences.

The Water Supply Assessment may require additional water supply sources be located and used, or that the project be scaled back in size.

Yes No

**17. 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

X

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community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? X

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? X

Based on these findings, the City of Pleasanton has determined that this project may have a significant effect on the environment and this project requires preparation of an Environmental Impact Report.

### VII. ALTERNATIVES

The EIR will analyze alternatives to the project that would reduce or eliminate any significant environment effects. At a minimum, these alternatives will include:

1. No Project Alternative.
2. Land Use Concept Alternative.
3. Stoneridge Drive / El Charro Road roadway network alternatives.

The EIR will identify the Environmentally Superior Alternative. In addition, the EIR will address why the Project Sponsor has rejected off-site alternatives for its other properties within Pleasanton's Planning Area.