

PLEASANTON

DOWNTOWN SPECIFIC PLAN

FINAL ENVIRONMENTAL IMPACT REPORT
MAY 2019 | SCH# 2001032014

DOWNTOWN SPECIFIC PLAN

**FINAL ENVIRONMENTAL
IMPACT REPORT**

MAY 2019 | SCH# 2001032014

PREPARED FOR

THE CITY OF



BY

DYETT & BHATIA

Urban and Regional Planners

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I Introduction

This Final Environmental Impact Report (EIR) has been prepared by the City of Pleasanton in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 *et seq.*). The EIR analyzes potential environmental impacts of the adoption and implementation of the proposed City of Pleasanton Downtown Specific Plan, referred to as the “Proposed Plan.” This Final EIR provides responses to comments on the Draft EIR as well as corrections and clarifications to the Draft EIR. The City of Pleasanton is the lead agency responsible for ensuring that the proposed General Plan complies with CEQA. “Lead agency” is defined by Section 21067 of CEQA as “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.”

Purpose

This document, combined with the Draft EIR, published February 1, 2019, constitutes the Final EIR on the Proposed Plan as described in Chapter 2: Project Description of the Draft EIR. The primary purpose of the Final EIR is to revise and refine the environmental analysis in the Draft EIR in response to comments received during the public review period. The public review period for the Draft EIR (State Clearinghouse No. 2001032014) lasted for 45 days, from Friday, February 1, 2019 to Monday March 18, 2019.

This Final EIR amends and incorporates by reference the Draft EIR. This document includes comments and responses to comments on the Draft EIR, and corrections and clarifications to the Draft EIR. The EIR is intended to disclose to City of Pleasanton decision makers, responsible agencies, organizations, and the general public the potential impacts of implementing the Proposed Project using a program level of analysis. The Draft EIR and Public Review Draft Downtown Specific Plan are available for review at the City of Pleasanton website (<https://www.cityofpleasantonca.gov/>).

CEQA Process

Before the City may approve the various discretionary actions needed to implement the Proposed Plan, it must independently review and consider the information contained in the Final EIR, certifying that the Final EIR adequately discloses the environmental effects of the Proposed Plan, that the Final EIR has been completed in conformance with CEQA, and that the decision-making body of the Lead Agency independently reviewed and considered the information contained in the

Final EIR. Certification of the Final EIR would indicate the City's determination that the Final EIR adequately evaluates the environmental impacts that could be associated with the Proposed Plan.

For impacts identified in the EIR that cannot be reduced to a level that is less than significant, the City must make findings and prepare a Statement of Overriding Considerations for approval of the Proposed Project if specific social, economic, or other factors justify the Proposed Plan's unavoidable adverse environmental effects. If the City decides to approve the Proposed Plan for which the Final EIR has been prepared, it will issue a Notice of Determination.

The City of Pleasanton has prepared this document pursuant to CEQA Guidelines Section 15132, which specifies that the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- Comments and recommendations received on the Draft EIR;
- The response of the Lead Agency to significant environmental points raised in the review process; and
- Any other information added by the Lead Agency.

This Final EIR incorporates comments from public agencies and the general public. It also contains the Lead Agency's responses to those comments. Copies of the Final EIR have been provided to agencies and other parties that commented on the Draft EIR or have requested the Final EIR. The Final EIR can also be accessed through the City of Pleasanton website.

New Information in the Final EIR

If *significant new information* is added to an EIR after notice of public review has been given, but before final certification of the EIR, the Lead Agency must issue a new notice and recirculate the EIR for further comments and consultation. Significant new information is that which discloses that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; or
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Corrections or clarifications to the Draft EIR identified in Chapter 3 of this document do not constitute *significant new information* pursuant to Section 15088.5 of the CEQA Guidelines; this

new information merely clarifies and makes insignificant changes to an adequate EIR. Information presented in the Draft EIR and this document support this determination.

Organization

This document contains the following components:

- **Chapter 1**
- **Chapter 2** lists all of the agencies, organizations and individuals that submitted written comments on the Draft EIR; reproduces all comments; and provides a unique number for each comment in the page margin.
- **Chapter 3** provides numbered responses to comments on the Draft EIR keyed to the comment letters included in Chapter 2, as well as revisions to the Draft EIR where necessary to clarify or amplify in the order that responses appear. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the matrix of comments and responses. Map revisions required in response to comments are noted in the matrix and the revised maps are included in Chapter 4.
- **Chapter 4** provides an errata sheet with revisions to the Draft EIR where necessary to clarify or amplify. Revisions are organized by Draft EIR section and by page number. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the matrix of comments and responses. Map revisions required in response to comments are included at the end of this chapter.

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2 Comments on the Draft EIR

This chapter contains copies of the comment letters received on the Draft EIR. A total of seven comment letters and emails were received during the 45-day comment period. In addition, the Downtown Specific Plan Task Force held a meeting on February 26, 2019, and the City of Pleasanton Planning Commission held a regular meeting on March 13, 2019, to receive comments on the Draft EIR for the General Plan Update during the comment period. There were no oral comments pertaining to environmental issues made at the Task Force Hearing. One member of the public and two planning commissioners made oral comments on the Draft EIR at the Planning Commission hearing, the minutes of which are included as comment letter C1. Additionally, this chapter includes a letter from the State Clearinghouse acknowledging the City's compliance with State Clearinghouse review requirements pursuant to CEQA and stating that no additional comments were submitted by State agencies. Comments received are listed in Table 2-1.

Each letter is identified by a designator (e.g. "Letter A1"). Letters sent by the same commenter are grouped together (e.g. "Letter A1-B" designates a letter sent at a later date). Specific comments within each letter are identified by a designator in the page margin that reflects the sequence of the specific comment within the correspondence (e.g. "A1-1" for the first comment in Letter A1). Comments are organized by public agency comments and responses (Section A), individual comments and responses (Section B), and public hearing comments and responses (Section C). Public hearing comments are limited to those recorded in minutes from the March 13, 2019 Planning Commission Hearing (Letter C1) and are listed in order by speaker. Within each category, comments are listed in chronological order according to the date on the letter.

Table 2-1: Comments Received on the Draft EIR

<i>Letter #</i>	<i>Date</i>	<i>Commenter</i>	<i>Agency/Organization</i>
<i>Section A: Agencies (Federal, State, Regional, Local)</i>			
A1	February 20, 2019	Celina Hernandez	San Francisco Bay Regional Water Quality Control Board
A2	March 15, 2019	Elke Rank	Alameda County Flood Control and Water Conservation District, Zone 7
A3	March 18, 2019	Saravana Suthanthira, Principal Transportation Planner	Alameda County Transportation Commission
A4	March 19, 2019	Scott Morgan, Director, State Clearinghouse	State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
<i>Section B: Individuals</i>			
BI-A	March 14, 2019	Nancy Allen	Individual
BI-B	March 18, 2019	Nancy Allen	Individual
B2	March 18, 2019	Laurene K. Green	Individual
<i>Section C: Comments Received at Planning Commission Hearing</i>			
CI-1	March 13, 2019	Laurene K. Green	Individual
CI-2	March 13, 2019	Nancy Allen	Planning Chair
CI-3	March 13, 2019	Justin Brown	Planning Commissioner
CI-4	March 13, 2019	Justin Brown	Planning Commissioner
CI-5	March 13, 2019	Herb Ritter	Planning Commissioner

From: Hernandez, Celina@Waterboards
Sent: Wednesday, February 20, 2019 12:48 PM
To: 'rapatenaude@cityofpleasantonca.gov' <rapatenaude@cityofpleasantonca.gov>
Subject: Water Board Comments on Draft EIR, Downtown Pleasanton
Importance: High

Hello,

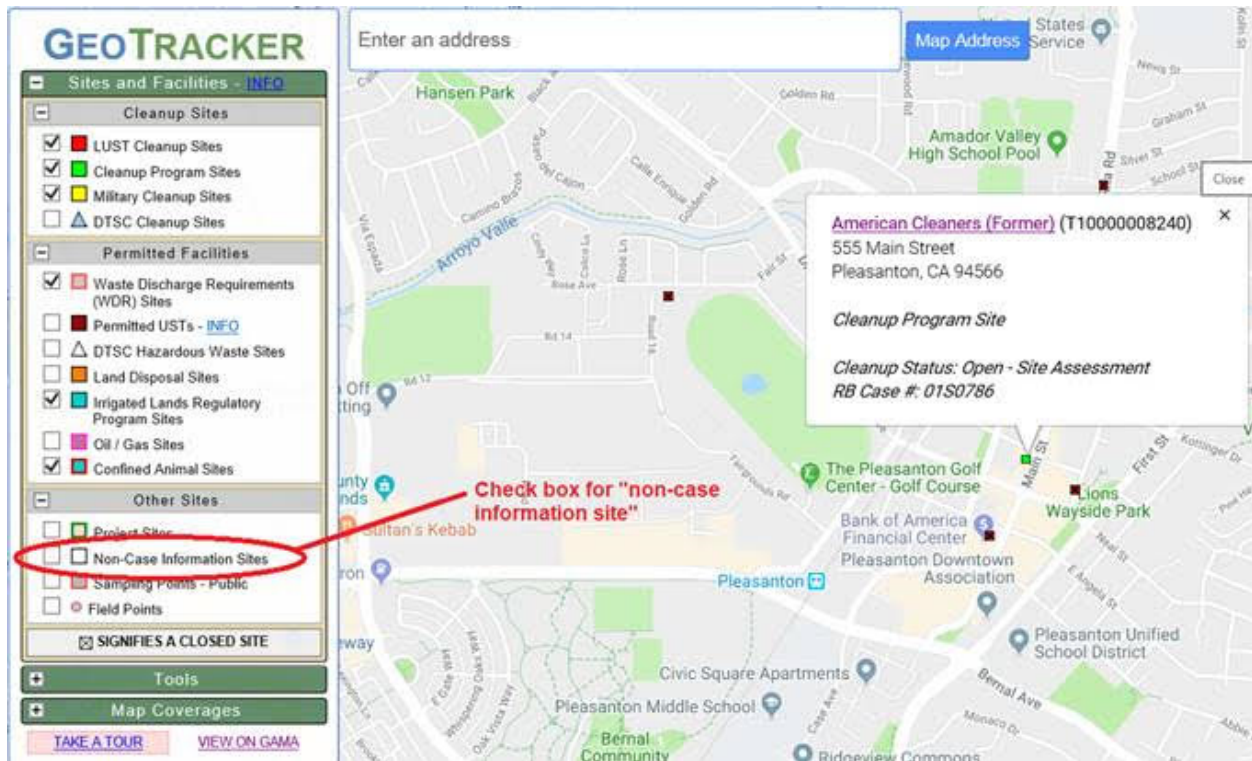
I am a case manager for some hazardous materials sites or site cleanup cases in downtown Pleasanton. I mainly work on historic dry cleaners in the area. I reviewed the Draft EIR available at http://www.cityofpleasantonca.gov/pdf/DEIR_DSP.pdf.

My comment on page 3.7-3, Hazardous Materials Sites, Geotracker bullet; Table 3.7-1; and Figure 3.7-1 is presented below:

Historic dry cleaner sites are not referenced this is because some of the historic dry cleaner sites are listed under “non-case information” because we are gathering information to determine if we need to open a case and enroll the discharger in our voluntary site cleanup program.

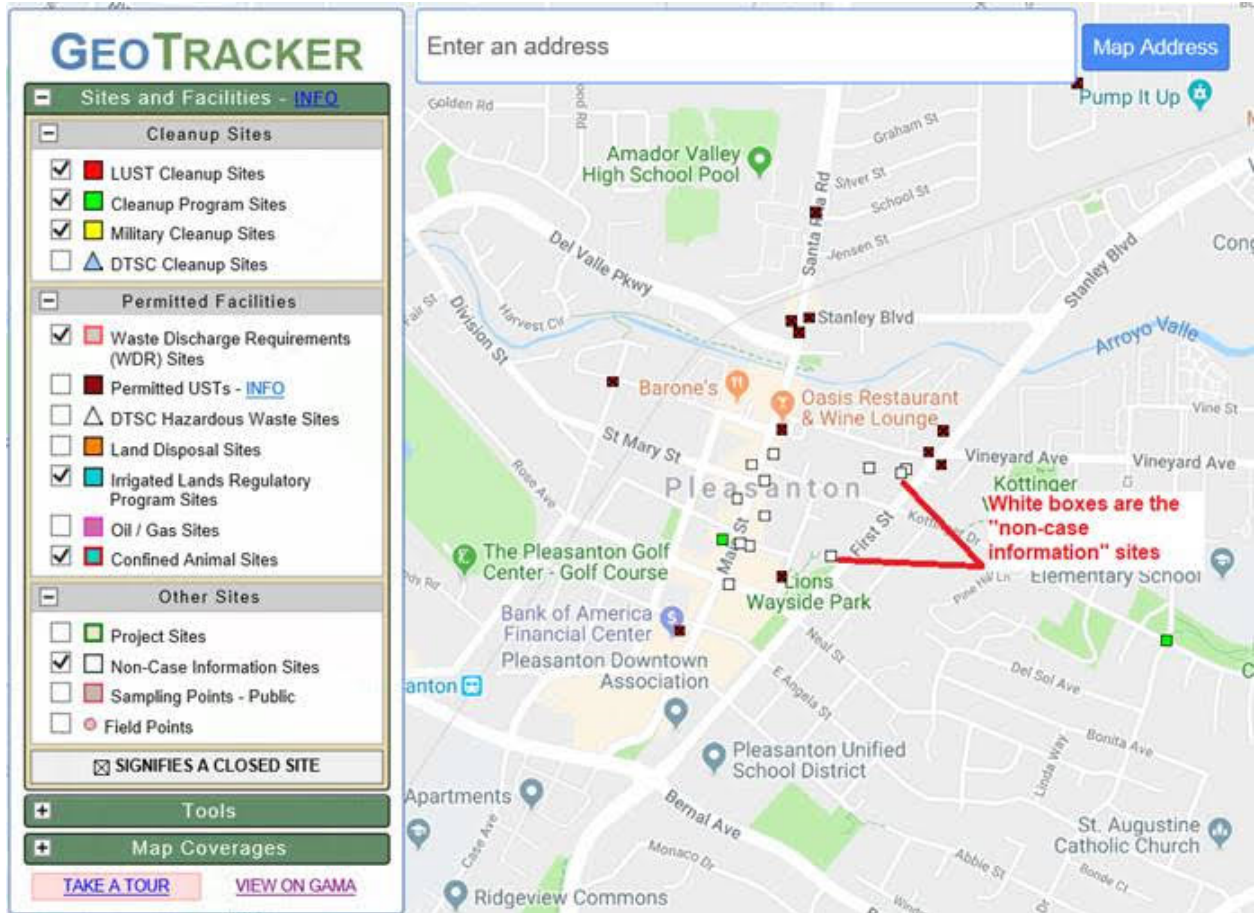
To access these sites, follow these steps in GeoTracker:

- On GeoTracker homepage, enter 555 Main St., former American Cleaners that is referenced because it is an open and active site cleanup program case
- On 555 Main St. main page, click “Map this Site” next to the site name at the top right
- At the Map page, click “non-case information sites” on the right, see snapshot below.



- Below is a snapshot showing the “non-case information” white boxes on the map after checking the box on the right

A1-4



If you have any questions, please contact me.

A1-4

Regards,
 Celina Hernandez, PG

SF Bay Regional Water Quality Control Board
 1515 Clay St, Suite 1400
 Oakland, CA 94612
 Phone: 510-622-2447
 E-mail: celina.hernandez@waterboards.ca.gov



ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7

100 NORTH CANYONS PARKWAY • LIVERMORE, CA 94551 • PHONE (925) 454-5000 • FAX (925) 454-5727

A2-1

March 15, 2019

Richard Patenaude, Contract Planner
City of Pleasanton, Community Development Department
P.O. Box 520
Pleasanton, CA 94566
Sent by e-mail to: rpatenaude@cityofpleasantonca.gov

Re: *Downtown Specific Plan Draft EIR*

Dear Mr. Patenaude,

Zone 7 Water Agency (Zone 7, or Zone 7 of the Alameda County Flood Control and Water Conservation District) has reviewed the referenced document in the context of Zone 7's mission to provide water supply, flood protection, and groundwater and stream management within the Livermore-Amador Valley. Following are our comments for your consideration:

1. Arroyo del Valle

A2-2

- **Setback.** The plan includes policies to enhance the use of use of, and also to conserve, Arroyo del Valle. Any developments (trails, homes, etc.) adjacent to Arroyo Valle should be subjected to minimum setback requirements as determined by Zone 7 or Alameda County Flood Control and Water Conservation District (ACFCWCD). Zone 7's minimum requirement is twenty feet from a projected 2.5:1 slope from the bank toe.
- **Management.** On 3.8-2, first paragraph, it states that ACFCWCD is responsible for managing sections of Arroyo Valle within the planning area. This should be revised to read "Arroyo Valle is owned by many entities, including public and private, who all share the responsibility of managing their part of the Arroyo Valle."
- **Regulated Stream.** On 3.8-7, under Flood Zones, please clarify that the Arroyo del Valle is a regulated stream due to Lake del Valle. A 100-year storm event does not equate to the capacity of Arroyo Valle; Arroyo Valle is subject to Lake del Valle flood releases (made by the Department of Water Resources) which can be greater than runoff from a 100-yr storm event.

A2-3

A2-4

2. Section 3.8, Local Regulations

A2-5

Be aware of the following Zone 7 programs and ordinances that may be appropriate to include in the DEIR:

- **Development Impact Fee.** New development and the expansion of existing development may impose a burden on the existing flood protection and storm drainage infrastructure within the Zone 7 service area. Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of the Development Impact Fee for Flood Protection and Storm Water Drainage. These fees are collected for Zone 7 by the local governing agency: 1) upon approval of final map for public improvements

creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid. Please refer to Zone 7's Flood Protection & Storm Water Drainage Development Impact Fee Ordinance and additional information at: <http://www.zone7water.com/permits-a-fees>.

A2-5

- **Groundwater Management.** The project area lies over a groundwater basin (Livermore Valley Groundwater Basin) that is used for municipal, industrial, and domestic and irrigation water supply. To support protection of groundwater quality, the project should be consistent with or comply with appropriate plans and regulations such as Zone 7's Salt and Nutrient Management Plan and the Sustainable Groundwater Management Ordinance, the State's Water Recycling Policy (and associated orders), the State's storm water protection measures, and the County's Water Wells Ordinance.

A2-6

3. Wells

A2-7

- **Records.** Our records indicate there are 26 water wells and 2 cathodic protection wells in the project area including two Zone 7 Water Agency groundwater monitoring program wells (i.e., 3S1E16P05 and 3S1E20J04) (see attached well table). The approximate locations are shown on the enclosed well location map. Please immediately notify Zone 7 if any other wells exist in the project area. All well locations should be field verified and noted on the plans. If any of the wells are to be decommissioned, a well destruction permit must be obtained from Zone 7 before starting work. A Zone 7 drilling permit is also needed for any other water well or soil boring work that may be planned for this project. Well permit applications and the permit fee schedule can be downloaded from our website: www.zone7water.com, or requested by email sent to wellpermits@zone7water.com. Additional information can be obtained by contacting Michelle Parent at (925) 454-5077.

A2-8

4. Water Supply Assessment

A2-9

- **Ozonation Facilities.** Page 36: Zone 7's ozonation facility at Del Valle Water Treatment Plant is expected to be operational in 2020 (construction began in 2018), and the ozonation facility at Patterson Pass Water Treatment Plant is expected to be operational in 2022 (construction will begin in 2019).
- **Demands.** Should the City of Pleasanton approve the Downtown Specific Plan, the associated demand increase is less than 1% of the total demand for the City of Pleasanton and is therefore not considered a significant increase requiring interim analysis since it is well within the margin of error for Zone 7's projected water demands and planned future water supplies.
- **Urban Water Management Plan (UWMP).** The water supply analysis in the WSA is largely based on Zone 7's and the City of Pleasanton's 2015 UWMPs, which are the latest versions of this document. Note that the documents, which communicate the agencies' water supply conditions and plans, will be formally updated in 2021 in accordance with the State of California's requirements.

A2-10

A2-11

We appreciate the opportunity to comment on this project. If you have any questions on this letter, please feel free to contact me at (925) 454-5005 or via email at erank@zone7water.com.

A2-12

Sincerely,



Elke Rank

cc: Carol Mahoney, Amparo Flores, file
Attachments: (1) well map, (2) well records search



Zone 7 Water Agency
 100 North Canyons Parkway, Livermore, CA

City of Pleasanton Downtown Specific Plan
 Well Map

3-13-2019

Well Table - City of Pleasanton Downtown Specific Plan

Well ID	Address	Location	Status	Longitude	Latitude	AsParNum	ComplDate	PermitNum	Driller	Category	SubCategory
3S/1E 16P 5*	4254 Vervais Avenue	Just south of curb, ~170' East of Santa Rita.	active	-121.873098	37.665241	<Null>	7/13/1976	0	USGS HEW	well-static	monitor
3S/1E 16R 1	3780 Stanley Blvd	In SE corner of large open field south of Stanley Blvd.	unknown	-121.863716	37.6664	<Null>	6/29/1948	0	GIBSON DRILLING	well-supply	supply
3S/1E 20A 1	ROSE AVE & PLEASANTON AVE	<Null>	unknown	-121.880093	37.661908	<Null>	3/10/1976	7642	PITCHER DRILLING	well-other	cathode
3S/1E 21C 1	VERVAIS AVE	<Null>	unknown	-121.873627	37.665175	<Null>	<Null>	0	<Null>	well-supply	supply
3S/1E 21C 2	MAIN & DEL VALLE PARKWAY	<Null>	unknown	-121.873519	37.665196	<Null>	<Null>	0	<Null>	well-static	monitor
3S/1E 21C 3	MAIN & DEL VALLE PARKWAY	<Null>	unlocatable	-121.873534	37.664974	<Null>	<Null>	0	<Null>	well-static	monitor
3S/1E 21C30	BENJAMIN CT	<Null>	unknown	-121.870276	37.663951	094 0219 032 00	<Null>	25118	TRC	well-static	monitor
3S/1E 21C31	TESSA PL & BENJAMIN CT	<Null>	unknown	-121.870626	37.66406	094 0219 032 00	<Null>	25119	TRC	well-static	monitor
3S/1E 21C32	TESSA PL & JAY CT	<Null>	unknown	-121.870771	37.66374	094 0219 032 00	<Null>	25120	TRC	well-static	monitor
3S/1E 21C33	TESSA PL & RAY ST	<Null>	unknown	-121.870862	37.663366	094 0219 032 00	<Null>	25121	TRC	well-static	monitor
3S/1E 21C36	4191 FIRST ST	FIRST ST & RAY ST	unknown	-121.869682	37.663575	094-0110-012-04	<Null>	29030	DELTA CONSULTANTS	well-static	monitor
3S/1E 21C39	4191 FIRST ST	FIRST ST & RAY ST	unknown	-121.869787	37.663686	094-0110-012-04	<Null>	29030	DELTA CONSULTANTS	well-static	monitor
3S/1E 21C40	4191 FIRST ST	FIRST ST & RAY ST	unknown	-121.869911	37.663616	094-0110-012-04	<Null>	29030	DELTA CONSULTANTS	well-static	monitor
3S/1E 21C56	4191 FIRST ST	FIRST ST & RAY ST	unknown	-121.869674	37.663752	094 0110 012 04	4/7/2010	2010016	DELTA CONSULTANTS	well-static	monitor
3S/1E 21C57	4191 FIRST ST	FIRST ST & RAY ST	unknown	-121.869668	37.663751	094 0110 012 04	4/7/2010	2010016	DELTA CONSULTANTS	well-static	monitor
3S/1E 21D 1	344 Division Street	MW-2	active	-121.875886	37.661638	<Null>	8/6/2018	2018071	Gregg	well-static	monitor
3S/1E 21D 2	555 Main Street	MW-3	active	-121.876215	37.661439	<Null>	8/1/2018	2018081	Gregg	well-static	monitor
3S/1E 21D 3	555 Main Street	MW-4	active	-121.875952	37.661328	<Null>	7/30/2018	2018081	Gregg	well-static	monitor
3S/1E 21E 1	349 MAIN ST	<Null>	unknown	-121.876632	37.659411	<Null>	<Null>	0	<Null>	well-other	cathode
3S/1E 21E 2	4558 - 2ND STREET	<Null>	abandoned	-121.873374	37.658186	<Null>	<Null>	0	<Null>	well-static	irrigation
3S/1E 21E 6	<Null>	<Null>	unknown	-121.876751	37.659525	<Null>	<Null>	0	<Null>	well-static	monitor
3S/1E 21E12	349 MAIN ST	<Null>	unknown	-121.876945	37.659639	<Null>	<Null>	0	<Null>	well-static	monitor
3S/1E 21E13	349 MAIN ST	<Null>	unknown	-121.876775	37.659569	<Null>	3/7/1991	0	APPLIED GEOSYSTEMS	well-static	monitor
3S/1E 21E23	537 Main Street	MW-5	active	-121.875892	37.661154	<Null>	8/1/2018	2018072	Gregg	well-static	monitor
3S/1E 21M 1	4725 FIRST STREET	<Null>	unknown	-121.877374	37.65696	<Null>	6/10/1992	92294	KLEINFELDER	well-static	monitor
3S/1E 21M 2	4725 FIRST STREET	<Null>	unknown	-121.877134	37.656806	<Null>	6/10/1992	92294	KLEINFELDER	well-static	monitor
3S/1E 21M 3	4725 FIRST STREET, PLEASANTON	<Null>	unknown	-121.876843	37.657443	<Null>	6/10/1992	92294	KLEINFELDER	well-static	monitor
3S/1E 20J 4*	OLD BERNAL AVE & BERNAL AVE	<Null>	active	-121.881524	37.657365	<Null>	10/29/1975	0	USGS HEW	well-static	monitor

* Zone 7 program well



March 18, 2019

Richard Patenaude
Contract Planner
City of Pleasanton
Community Development Department
P.O. Box 520
Pleasanton, CA 94566

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan

Dear Mr. Patenaude,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan. The plan covers 319 acres in central Pleasanton. The Plan area is approximately bound by the Alameda County Fairgrounds to the west; the Arroyo del Valle and Union Pacific Railroad tracks to the north; portions of Second and Third Streets to the east; and Bernal Avenue to the south. The proposed Plan provides a policy framework which would apply to new development and redevelopment within the Plan area, as well as streetscape changes.

A3-2

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- Impact 3.12-1 of the DEIR considers the impacts of the proposed Plan on the existing circulation system. However, it does not include an analysis of the CMP routes including I-680, which was identified in our response to the Notice of Preparation of the DEIR dated April 9, 2018. Please include an impact analysis for I-680 in the DEIR.
- The proposed Plan area is adjacent to the Alameda County Fairgrounds. However the DEIR does not consider potential impacts due to special event traffic. The DEIR should consider potential impacts during events at the Fairgrounds.
- Alameda CTC acknowledges that under Impact 3.12-2 the DEIR indicates that any future development within the Plan area that generates more than 100 peak-hour trips would be required to evaluate, and potentially mitigate any identified traffic impacts.
- Alameda CTC also acknowledges that under Impact 3.12-6, the DEIR states that the proposed Plan uses a Complete Streets approach intended to improve the safety of transit and bicycle

A3-3

A3-4

A3-5

A3-6

facilities, and that amendments to the City's Bicycle and Pedestrian Master Plan will ensure avoiding any future conflicts.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Saravana Suthanthira', with a long horizontal flourish extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

A3-6

A3-7



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

March 19, 2019

Richard Patenaude
Pleasanton, City of
P.O. Box 520
Pleasanton, CA 94566-0802

Subject: Pleasanton Downtown Specific Plan
SCH#: 2001032014

Dear Richard Patenaude:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. The review period closed on 3/18/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: <https://ceqanet.opr.ca.gov/2001032014/5> for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED

MAR 22 2019

CITY OF PLEASANTON
PLANNING DIVISION

From: ncallen@comcast.net <ncallen@comcast.net>
Sent: Thursday, March 14, 2019 7:40 AM
To: Stefanie Ananthan <sananthan@cityofpleasantonca.gov>; Gerry Beaudin <gbeaudin@cityofpleasantonca.gov>; Ellen Clark <eclark@cityofpleasantonca.gov>
Cc: ncallen@comcast.net
Subject: FW: DSP Draft EIR - pls use THIS version (not one i emailed late last night)

B1-A-1

Hi,

PLs disregard my email from last night and use this version for our minutes. Thx
Nancy
Hello,

The DSP task force recommended a number of changes to the DSP plan at their Feb. 27th meeting that were different than their earlier plan when the EIR assumptions were created. If approved these changes could significantly increase the buildable square footage and also the number of potential residential units that could be built in our core commercial district vs. existing zoning. And I assume they could increase impacts beyond what was assumed in the draft EIR

B1-A-2

Please clarify in the final EIR what the incremental impact is based on the new zoning changes the task force recommended at the Feb. 27 meeting (see below) vs. what was assumed when the draft EIR was written:

B1-A-3

1. Changing zoning to allow ground floor residential in commercial district behind commercial storefronts (if not very visible)
 1. And at an FAR of 300%
2. Increasing FAR in many commercial district areas beyond existing FAR limits– in some case doubling or more the potential buildable space. Also, may increase parking risks.
3. Increasing building height over what was assumed in draft EIR in some areas, which could potentially increase residential units

3.1. Includes potential of eliminating the 30 feet threshold for residential that exists today to 40 feet or more.

4. The proposal to included Barone's and Shell on Map A and allow residential. This will likely add more units/bedrooms than in the base plan (30-40?).

B1-A-4

4.1. Although traffic volumes may not be higher than commercial use, reducing vibrant retail space in core downtown seems contrary to DSP goals on increasing vibrancy. Adding 2-3 dozen homes could also likely create overflow parking issues on our city streets.

Therefore, I request the following items be addressed for each of these proposed zoning changes – WORST case analysis

B1-A-5

- A. Additional residential units (and # bedrooms) vs. today and vs. draft EIR
- B. Additional buildable square footage vs. today and vs. draft EIR
- C. Additional traffic vs. today and vs. draft EIR with added incremental units
- D. Additional parking required vs. today and vs. draft EIR

- E. Any new potential environmental impacts that need to be studied (e.g., creek near Barone's)
- F. What is potential loss of existing retail square footage (to residential), excluding the town square? This is not an EIR issue but it is a business issue.

B1-A-5

On item A, I would request we see the detail of the number of and what the driver of the incremental housing units will be at the unit level and bedroom level for our key strategy changes (pls document assumptions). This will help decision makers understand the impact of various choices. For example, how many units/bedrooms will come from:

- New civic center
- Map A rezones
- Map B rezones
- Allowing ground floor housing behind commercial where it was not previously allowed
- Increasing FAR and building height beyond what is currently allowed.

I recognize that some of this request may not be purely required for the EIR. However, I believe it is necessary information to make good business decisions about the future of our downtown.

Thank you

Nancy Allen

p.s. Separately, how can we further reengage the public in what changes are being considered as our priority is to have an engaged public and insure our plan creates a better downtown for our residents. When only one or two residents (aside from business owners/developers) show up at the DSP and the Planning Commission to speak about the DSP EIR I worry we have an outreach gap. Since many of the DSP recommendations from Feb. 27th are in conflict with earlier resident feedback and the resident survey, I think we owe it to public to get them engaged before this goes through the public process. One idea could be to write an article in Pleasanton Weekly I (and announce at Farmer's Markets) about some of the changes being considered and schedule a town hall meeting with broad notification to reengage the public. Thank you for considering this as I know transparency and strong public input have always been a key goal of this process.

B1-A-6

Nancy Allen

Subject: More info for EIR comments

ncallen@comcast.net <ncallen@comcast.net>

to Gerry Beaudin, Ellen Clark, ncallen@comcast.net

Mon, Mar 18, 5:55 PM (18 hours ago)

Hello,


I have attached a second document I would appreciate be included as back-up to my original email requesting potential EIR or staff business updates. Please include this for the public record in all comments related to the EIR.

I also encourage us to pull together something along this lines as we evaluate, for business decision purposes, the impact of key recommendations that may in any way be controversial.

Thank you.

Nancy Allen

How do Decisions of DSP Task Force (2/27/19) Compare to Goals*

Goals of task force/ 2/27 Decisions	Benefits existing residents	Increases retail footprint of existing commercial	Increases retail vibrancy	Retain unique character; have buffer between uses	Process Strong public input; transparent	Process Implications shared/well understood	Notes
Allow ground floor res behind 50' commercial or less	N	N	N	N	N	N	<p>True Value store is 175" deep. -Allows storefront retail to be cut by 2/3rd with res. behind. Reduces retail footprint/sales tax, increases res parking on street and no transition buffer for residents.</p> 
Increase FAR to 300% in commercial area	N	N	N	N	N	N	<p>-Risks 3 story dense buildings all over commercial district. And likely with mostly residential as that is where developer profits. -No discussion of implications at 2/27 DSP meeting.</p>
Building height increased to 46 feet	N	N	N	N	N	N	<p>-Buildings 10-15 feet taller than Spring Street -Residential could be ~ 66% to 75% of existing commercial district.</p>
Rezone Barone's in advance of a PUD to allow res. and more	N	N	N	N	N Postcard/agenda never mentioned Barone's. No detailed staff report or workshop	N (see Planning Commission minutes from 3/13)	<p>-Why isn't zoning upgrade part of normal PUD process? -Inconsistent with public input</p>
Active ground floor	Y	Y	Y	Y	Y	Y	Very good start.

Code: X = no; Y = yes

*This table focuses on existing commercial footprint as that is all that is a given. Town square speculative.

From: L GH <lkgh16@yahoo.com>
Date: Monday, March 18, 2019 at 4:40 PM
To: Richard Patenaude <rpatenaude@cityofpleasantonca.gov>
Cc: Megan Campbell <mcampbell@cityofpleasantonca.gov>
Subject: L Green's Response to DEIR_DSP

Richard Patenaude,

Attached please find my questions and concerns for the DSP Draft EIR. If you have any follow-up discussions for me, please feel free to contact me via phone or email.

**Kind regards,
Laurene.**

Laurene K. Green (a.k.a. Green-Horner)

Email: lkgh16@yahoo.com

Cell: +1 (925) 922-2789

Address: PO BOX 1837, Pleasanton, CA, 94566, USA

Questions & Concerns

B2-2

for the

Downtown Specific Plan (DSP) Environmental Impact Report (EIR)

General: It is clear that a lot of thought and hard work has gone into the discussion of this surprisingly complicated project. The resulting DSP Draft EIR is presented in a readable and professional manner, and those whom have contributed should be complimented for their efforts.

5 CEQA Required Conclusions

B2-3

General: GHG emissions will increase, despite several good efforts to mitigate this potential outcome. The increase in GHG emissions, as stated, are inconsistent with our City and States' stated desires to decrease these emissions as we combat Climate Change, and as we try to change our region's non-attainment status. This is a serious potential outcome and needs to be considered as such. The phrase "significant and unavoidable" is a bit of a misnomer, one can avoid these outcomes by not doing this specific project as planned. A decision to pass on this very well developed and much needed project is obviously easier said than done, but should be considered none the less.

3.2 Air Quality

B2-4

ENVIRONMENTAL SETTING

- 1) **Local Air Quality – Local Criteria Pollutant Monitoring Data:** How useful is the closest air monitoring station if it is in Livermore? Have tests been done in Pleasanton to verify that Livermore data is useful for us, especially during the construction phase which is intensely local?

IMPACT ANALYSIS

- 2) **General:** The EIR appears to minimize the impact of the construction phase by stating its temporary or "one off" nature. The residents and workers in that area will feel impacted even if temporarily. One should note that other cities in the Bay Area are dealing with the improper execution of construction-site safety measures and resulting exposures (e.g., materials for cement-making were left uncovered and therefore were being blown to a nearby school and children were having respiratory issues). What guarantee is there that we will experience better, as we live under the same state regulations and enforcement?
- 3) **General:** What defines objectionable odor? Residents will want to know if their opinions will be included in this definition.

B2-5

B2-6

- | | |
|---|-------|
| 4) Impacts - Construction: The assumption that regional air quality will improve with time as regulations to reduce emissions take effect, is an aspirational and hopeful thought that we all share, but cannot be guaranteed, nor counted on for the purposes of this Plan. | B2-7 |
| 5) Impacts - Operations: As with the previous comment, fleet turnover & improved vehicle technology is hoped for but not guaranteed. Contrary examples can be found in the current Administration's efforts to not only roll back federal standards but state standards as well. | B2-8 |
| 6) Impacts - Operations: As with the previous comment, employee commute trip reduction programs are hoped for but not guaranteed, especially as these are voluntary. | B2-9 |
| 7) DRY CLEANING FACILITIES: The phasing out of TACs by CARB may remove chemicals which are currently understood to be problematic, but there are many examples which show that replacement chemicals can later turn out to be as bad or worse, but it will take decades to be expressed in a noticeable manner, and more decades to be regulated. Based on the known requirement to use chemicals in the dry clean process, using a setback of 300ft would be prudent. | B2-10 |

3.5 Energy, Climate Change, and Greenhouse Gas emissions

B2-11

- 1) The opening paragraph states that “There was no response to the Notice of Preparation (NOP) regarding topics addressed in this section of the EIR”. Was the Committee on Energy and the Environment notified and asked to comment?

METHODOLOGY AND ASSUMPTIONS

B2-12

- 2) **Greenhouse gas emissions:** BAAQMD appears to have given guidance, in particular, regarding the use of qualitative analysis instead of quantitative analysis in some cases. Can you show the documentation which supports this?

- 3) **Greenhouse gas emissions:** Quantification of GHG emissions appears to be required in subsequent individual project reviews. What is the mechanism to stop or redesign a project if these are shown to be unacceptable, especially if the overall project has already been approved?

B2-13

- 4) **Greenhouse gas emissions – Operational GHG Emissions – Emissions Targets:** Could you describe why this “service population” number is used? It appears to dilute the impact of the emissions on residents, so not sure how this is helpful.

B2-14

- 5) **Greenhouse gas emissions – Energy Emissions:** There is likely a type-o here. The *3,414 BTU per kWh* conversion factor should be *3,412.14 BTU per kWh*. Please verify that the correct number is used not just here but in any calculations.

B2-15

- 6) **Table 3.5-8 and 8:** *6.4 MTCO_{2e}*, or even *5.6 MTCO_{2e}*, is significantly larger than the *1.7 MTCO_{2e}* criteria, not just inconsistent with SB 32 and EO S-3-05!

B2-16

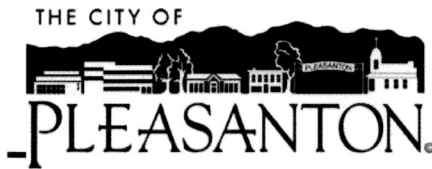
3.8 Hydrology, Drainage, and Water Quality

B2-17

1) **General:** Reading through this section and the associated Appendix F, it is hard to find a clear statement that Zone 7 guarantees they will supply Pleasanton the additional **99 AFA** required for this proposed plan. It looks like the City's 2015 UWMP did not capture this amount, but Zone 7 appears to be projecting access to water which may be able to accommodate this extra. However, it isn't clearly stated that Zone 7 guarantees the delivery of this amount. Going from *842 AFA* to *941 AFA* is a significant jump, and a guarantee from our supplier needs to be displayed clearly if available.

2) **General:** The inclusion in of properties on the corner of Ray St and First St in the EIR should be considered seriously as well. There are several potential legacy issues associated with more than one property on that corner, and the City should assure itself that including any of these properties in the EIR, or by reference, doesn't create legal and financial liabilities for the City down the road.

B2-18



PLANNING COMMISSION MEETING MINUTES

City Council Chamber
200 Old Bernal Avenue, Pleasanton, CA 94566

APPROVED

Wednesday, March 13, 2019

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

The Planning Commission Meeting of March 13, 2019 was called to order at 7:02 p.m. by Chair Allen.

The Pledge of Allegiance was led by Commissioner Balch.

Staff Members Present: Gerry Beaudin, Director of Community Development; Megan Campbell, Associate Planner; Ellen Clark, Planning Manager; Jennifer Hagen, Associate Planner; Julie Harryman, Assistant City Attorney; Richard Patenaude, Planning Consultant; Jenny Soo, Associate Planner; Stefanie Ananthan, Recording Secretary

Commissioners Present: Commissioners Jack Balch, Justin Brown, Greg O'Connor, Herb Ritter and Chair Nancy Allen

Commissioners Absent: None

2. APPROVAL OF MINUTES

None

3. MEETING OPEN FOR ANY MEMBER OF THE AUDIENCE TO ADDRESS THE PLANNING COMMISSION ON ANY ITEM WHICH IS NOT ALREADY ON THE AGENDA

There were no members of the audience wishing to address the Commission.

4. AGENDA AMENDMENTS

Planning Manager Ellen Clark announced that Item 6.c., PUD-130, P18-0078/0079/0080/0081, Ponderosa Homes was rescheduled to the next Commission meeting on March 27, 2019.

5. CONSENT CALENDAR

Consent Calendar items are considered routine and will be enacted, approved, or adopted by one motion unless a request for removal for discussion or explanation is received from

the Planning Commission or a member of the public by submitting a speaker card for that item.

a. P18-0269, Linh Phan

Application for Design Review approval to construct an approximately 6,401-square-foot, two-story, single-family residence with an approximately 1,057-square-foot attached garage and approximately 572-square-foot detached garage at 1131 Sleepy Head Lane. Zoning for the property is PUD-SRDR (Planned Unit Development – Semi-Rural Density Residential) District.

b. PUD-131, Henry Batteate for Erin Sorgel

Application for Planned Unit Development (PUD) development plan approval to construct an approximately 5,059-square-foot single-family residence with an approximately 939-square-foot attached garage and to convert the existing 1,016-square-foot residence to an Accessory Dwelling Unit at 481 Sycamore Road. Zoning for the project site is PUD – A (Planned Unit Development – Agricultural) District.

Commissioner Balch moved to approve the Consent Calendar.

Commissioner Ritter seconded the motion.

ROLL CALL VOTE:

AYES: Commissioners Allen, Balch, Brown, O’Connor, Ritter
NOES: None
ABSENT: None

Resolution PC-2019-04 approving Case P18-0269 was adopted as motioned.

Resolution PC-2019-05 recommending approval of PUD-131 was adopted as motioned.

6. PUBLIC HEARINGS AND OTHER MATTERS

a. P18-0314, Joshua Brysk, Appellant; Rocio Arango, Applicant

Appeal of the Zoning Administrator’s approval of a Conditional Use Permit to operate a large family day care home with a maximum of 14 children at the existing residence located at 3149 Chardonnay Drive. Zoning for the property is R-1-6,500 (One-Family Residential) District.

Associate Planner Jenny Soo presented the specifics of the item in the Agenda Report.

Community Development Director Gerry Beaudin referred to the map and associated traffic discussion and stated the existing small family daycare currently operating out of the home was generating about 16 trips per day; therefore, the 26 trips would not all be new trips, based upon the change anticipated from a large family daycare.

Chair Allen asked why the State has regulated large family daycares.

Mr. Beaudin explained it is a community need and a demand which has increased significantly in the State. Neighbors were resistant to changes in single-family neighborhoods, especially associated with small and large family daycares, so the State identified large daycares up to a certain capacity and put legislation in place to ensure those uses are treated like single-family homes to help address community needs for child care.

Chair Allen inquired how many large family daycares the City currently has in operation and whether any have ever been denied, and if so, what was the rationale.

Mr. Beaudin responded that, according to the State's permitting system, the City currently has 17 large family daycares. He explained that the City has denied two large family daycare applications in the past, one of which resulted in a legal challenge; and one which was withdrawn following the denial.

Assistant City Attorney Julie Harryman indicated that she was aware of two denials. She explained the first instance when City Council denied an application in 2005, which was appealed by neighbors, and the applicant sued. The City litigated and lost because the Judge disagreed with the traffic issues the neighbors had alleged; the applicant went on to open a large family daycare home for 14 children in 2005. She went on to explain that in 2014, one large family daycare went before the Planning Commission, which they denied based on legal factors. The applicant had proposed to use guest parking as a place for their patrons to drop-off and pick-up, which was seemingly distant from the residence with no sidewalk for parents to safely walk with their children. Based upon the Commission's denial, the applicant decided not to pursue the case further.

Commissioner Ritter inquired when the court overruled the denial in 2005, whether it was based upon any findings.

Ms. Harryman responded that local control is often discussed by the City and a particular set of Health and Safety codes has allowed for large family daycares. She said the State restricts the criteria for considering these applications to the certain areas identified in the agenda report, which include spacing and concentration, traffic control, parking and noise control. The State has restricted the City from identifying factors such as decreased property values or other similar areas of concern for neighbors. Based on this, she asked that the Commission stay within their purview based on the State statute.

Commissioner Balch referred to the topic regarding traffic, referencing a one-way street that had been mentioned, and requested it be displayed on a map for visual reference.

Ms. Soo displayed the map showing Vineyard Avenue, and pointed out Touriga Drive, which is a two-way street, Chardonnay Drive also a two-way street and Sauterne Way, which used to be a two-way street but is now restricted where people cannot exit onto Vineyard Avenue. She stated there is no physical barrier, but the street is striped, making it a street to enter onto, but there's no source to exit.

Commissioner Brown asked for staff to further clarify the traffic route in this area.

City Traffic Engineer Mike Tassano explained that from 2001 to 2003, Vineyard Avenue had a stop sign in place of the traffic signal on Montevino Drive, where the traffic begins to move uphill. Since there was a lot of congestion at the stop sign, drivers would often turn onto Touriga Drive and speed along Chardonnay Drive as a route to Sauterne Way, which exits onto Vineyard Avenue, using this route to bypass traffic along Vineyard Avenue during evening commute hours. As a result, the City instituted a traffic calming program by closing the exit from Sauterne Way onto Vineyard Avenue, so vehicles can still enter from Vineyard Avenue onto Sauterne Way but can't exit Sauterne Way onto Vineyard Avenue. Subsequently, the stop sign was replaced with a traffic signal and traffic was reduced to one lane, to deter vehicles from using Chardonnay Drive as a cut-through street.

Commissioner Brown asked for clarification regarding the location of the traffic signal and whether Chardonnay Drive continues onto Montevino Drive.

Mr. Tassano responded the traffic signal is located at Montevino Drive, near the top of the hill and clarified that Chardonnay Drive is a dead-end right off of the cul-de-sac.

Chair Allen inquired about the proposed traffic flow during drop-off times.

Ms. Soo responded that morning drop-off would be up to 12 children, the noon drop-off would be up to six children and 30 minutes later, an additional six children would arrive, who would be picked up by the daycare in a van from school.

Chair Allen asked about the traffic flow and the route through the neighborhood, with her interest to try and avoid U-turns or any way to minimize the impact to neighbors.

Mr. Beaudin responded that staff can't be certain of the route that parents will take and that some might be coming from within the neighborhood, so they might be walking or bicycling. However, if they're choosing to come by vehicle they could come from either north or south with the possibility that they could enter the driveway and/or use the driveway to turn around and exit the opposite direction.

Commissioner Brown asked for clarification and referred to a sentence on page four of the agenda report, which states, "The driveway would be made available to parents during drop-off and pick-up times. There are also two on-street spaces directly in front of the home that will be available to the part-time assistant and parents to drop-off and pick-up." He clarified that he didn't verify the verbiage in the conditions of approval but asked whether or not the assistant is supposed to use the garage for parking and whether there's any legal restrictions or if it's based more on guidance.

Ms. Soo stated the full-time assistant will use the garage and the part-time assistant would park on-street in front of the house; therefore, the driveway would be left open for parents.

Commissioner Brown clarified there is a homeowner and a full-time assistant with access to the garage, room in the driveway for drop-off or turn-around and two spaces in front of the home, one of which would be used by the part-time assistant. Based upon that, he inquired about the availability of parking for the purpose of drop-off and said that part of the application would also include student pick-up, which is how staff calculated 42 trips per day.

Mr. Beaudin responded that it is a public street and on-street parking is available just like any other neighborhood, so there are times when the street could be busy and other times when it could be empty. He continued that the public street may not always be available for this kind of use, which is the reason staff staggered the pick-up and drop-off times for the large family daycare application.

Commissioner Brown said, therefore, the legal perspective for available on-street parking for something that conforms to the Municipal Code is not a valid reason for approval or denial but is rather ancillary.

Mr. Beaudin confirmed this statement.

Chair Allen asked whether there was any remedy if the conditions weren't being followed, offering as an example if the applicant and full-time assistant are not using the garage but rather parking in the driveway or in front of the house.

Mr. Beaudin said the first two steps to be taken would be to notify the applicant and utilize code enforcement to help enforce the conditions of approval; however, if the conditions weren't working as they'd been drafted, staff would adjust them.

Commissioner Ritter said this would not stop the assistant from just parking on street.

Mr. Beaudin responded that the conditions are written requiring that the full-time assistant park in the garage.

THE PUBLIC HEARING WAS OPENED

Rocio Arango, applicant, gave a presentation regarding the approval of a Conditional Use Permit (CUP) to operate a large family day care home with a maximum of 14 children at her residence. She spoke of the community's support for her child care operation, her willingness to abide by conditions which address neighbors' concerns and asked of those opposing her business to consider the benefits her day care provides.

Ms. Arango then spoke of the limitations on her business that have been set by the City, which regulates parking, hours of operation, traffic, and number of attendants. She went on to describe the benefits of her program including Spanish language that helps children enter the elementary school's program with basic Spanish; even though their parents do not speak the language; and that her program offers a half-day kindergarten program for students and flexibility which other centers do not provide. She also spoke of a Senate bill approved for family daycare providers and asked the Commission to approve the CUP and thanked all supporters.

Joshua Brysk, appellant, gave a presentation and said he wanted to focus on the main points of contention with the agenda report. He began with traffic, stating the concern is traffic flow. He said Sauterne Way is not just a one-way street but only allows traffic in from one direction. He went on to say that parents work in the nearby vicinity and would be coming from different locations; some would come off Touriga Drive and enter Chardonnay Drive from the left side.

He stated that he was almost hit by speeding vehicles when pulling out of his driveway but agreed that parents of the daycare seem to have become more respectful recently.

Mr. Brysk then stated one of the issues is the doubling of trips on the street when parent's drop-off children because they exit the same direction they entered. He thinks a traffic study would give a better picture and doesn't believe the number of trips is accurately represented, as it is not 42 but more in the range of 60 to 80 trips per day. His issue is that the street does not have the capacity to handle the traffic and he was not sure this would be enforceable, as he didn't want to create an enforcement issue for the City when neighbors call to complain, but he stated it is a safety issue. He also said the language regarding the scope of review is interesting but not the main point, which is that there are specific aspects the operator is responsible for and they're separate from State licensing. Whereas, State licensing focuses on what happens inside the home with the children, so he asked to ensure that the Planning Commission considers the impacts to the community.

Ryan Schmidt, Pleasanton, said he has two kids who have attended the daycare over the past three years. He said it is a great opportunity and appreciates that the daycare is in his neighborhood. It serves as a good preparation for his kids readying to go to Valley View with the immersion program, which has also been great. He thinks the Council has done a good job and suggested focusing on the four points: space and concentration, traffic control, parking, and noise. He was supportive of the daycare and loves the fact that it is in his neighborhood.

Pilar Martinez said she has worked with the applicant for the last two years and said she is a great teacher. She takes turns with kids to go outside and makes sure the operation is quiet, does not see much traffic and the children are safe in the daycare.

Esperanza Jimenez said she is a parent with three kids who have attended the daycare and she is a teacher at Valley View. She sees both ends of the benefits of having Ms. Arango to help prepare the kids for the immersion program, even when parents do not speak the language. Ms. Arango is very straight-forward and notifies parents of any issues, ensures the rules are followed, is easy to talk to and able to address any situations that arise, as needed.

Sonja Cehoe said she is a teacher who also lives in the neighborhood on Chardonnay Drive across from the proposed large daycare/school and feels it will have an impact, which she has already seen regarding traffic and parking. She expressed that she didn't think it would be a great fit for the neighborhood. She values this type of opportunity on a small scale, which she has no problem with, but the proposed expansion will mean more trips, additional care givers, parking issues, as there will be more vehicles, possibly both in the garage and on the street.

Andy Beck said he was speaking on behalf of his kids and his wife, who is a Pleasanton teacher. Over the past four years, his three children have attended the daycare and his oldest is in the second grade at Valley View in the dual immersion program. His son is in kindergarten and attends the daycare in the afternoon. Their youngest has been going to the daycare since he was two-years-old and has already learned Spanish. He said after learning about Pleasanton's dual immersion program, as native English speakers, he and his wife thought it was a valuable opportunity for their children and would give them a head start. Their two-year-old tested highly in both English and Spanish when they began kindergarten which was a huge benefit.

Mr. Beck continued to say that Ms. Arango uses her small business to support her family, while providing a much-needed service to the community. She follows all rules and instructs the parents to do the same, passes regular inspections, makes upgrades as requested, and continually invests in her business to ensure it is safe for children; her home is very comfortable for their kids. As working parents, they rely on Amigo's Daycare for much-needed afterschool care for their children and full daycare for their youngest. Since kindergarten ends at 12:55 p.m. and he works in the City and his wife is a teacher, the afterschool program is very important to them. He feels Ms. Arango has created a community of active and engaged parents, several of whom are teachers and district employees. He encouraged the Commission to uphold approval and allow Ms. Arango to continue to serve the community.

Karen Wormuth stated she is the next door neighbor to the right and voiced opposition to the daycare. She understands parents feel this is a service that is good for the community, which is great, but they do not live in the neighborhood where this is taking the place. Currently, she must endure cars driving in and out and while there are only eight children now, she was almost hit the other day because a parent was not paying attention. She said the parent drove straight towards her in her vehicle and then realized she was coming right at her and swerved. She then drove to the end of the court, turned around and pulled in front of the house, despite the driveway being empty.

Ms. Wormuth continued to say that Ms. Arango currently doesn't abide by the rules and has no respect, even parking in front of her house. She expressed her anger and said if Ms. Arango cared so much about the people in the neighborhood, she would've done her diligence before she leased the home and moved in. She questioned why the owners of the home did not hold a community meeting to ask neighbors how they felt as homeowners and stated it's because they don't care. She then cited parking problems, noise, screaming kids, and said there has been an email trail going back and forth with City staff regarding a traffic count meter. She said she noticed there was a counter meter for traffic placed in the street without permission from the City; when the City was informed of it, they removed it.

Doug Vierra, Jr., said he is a Pleasanton resident and a teacher in Belmont. He had a child who attended the daycare and said the City and its residents need a daycare like this and it's an asset to the City. In response to the previous speaker, a meeting held beforehand would've been great, but he was sure that the daycare would've been opposed. He thinks this is something the City needs and is why the State has set up its regulations. Lastly, he is a high school teacher and thinks Ms. Arango is an exemplary educator; she teaches the children and it is not just a daycare but an asset to the entire community.

Erica Gallegos voiced support of the daycare, said Ms. Arango has adopted more than 10 low-income families in her program, and she supports what the program gives to the children. It is easy for parents to leave their children in her care while they go off to work. She said their children are their future and Ms. Arango has given them a great opportunity to be bilingual, as well. She understands there are many regulations and rules regarding traffic, but education of their children should be something of more importance.

Noelia Vasquez said she has a nine-year-old child in the program and Ms. Arango helped him speak English. She has learned it is very important for kids to become bilingual and spoke highly of the daycare and of Ms. Arango and asked for the Commission's approval.

Nancy Storch said she lives two doors down from the daycare and presented photographs of the kids playing. She spoke of the habit of kids playing in the street and asked the Commission to think about the U-turns that must be made at the end of the street. Ms. Arango would be allowed 14 children at a time and she has three sessions. This equals 42 children who can attend the daycare, which would be the number of vehicles, or up to 84 U-turns, per day on the street which is a risk and danger for the street. She thinks the number of children will continue or expand in the future and she cited the situation as dangerous.

Robby Perkins said he is Ms. Arango's husband and he spoke of Pleasanton as a special place because of its school district. He and Rocio lived in Santa Clara and many of the schools did not have a dual immersion program like Pleasanton. The State has passed laws due to the needs in the community to provide daycare. Amigo's Daycare is a feeder school into Valley View, so it serves a community need. He continued by saying that extensive analysis has been done by the State on traffic, noise, large daycare operations, and standards. This is a preschool and not a bar and he said the total number of children/trips would be eight children multiplied by two, which is 16. He also stressed that some parents do walk and bike to and from the daycare. Lastly, he asked that the Commission consider the greater community need.

Amy Taylor said she wanted to address parking numbers jumping from currently 40-60 to possibly up to 80 and the fact that people are allowed to drive in on Sauterne Way, as there are two entrances in and one entrance out. She thinks Ms. Arango can ask parents to enter on Sauterne Way and exit another way. She did not believe the numbers voiced were realistic and asked for approval.

THE PUBLIC HEARING WAS CLOSED

Commissioner Balch inquired whether Sauterne Way as a one-way street was necessary and asked how the City would determine when that traffic calming mitigation was no longer necessary, given improvements on Vineyard Avenue.

Mr. Beaudin responded that the City typically does not remove traffic calming once it has been installed, but they could look into it. There is a neighborhood calming process, which requires a vote from the neighborhood prior to installation; a vote would be required to remove it as well.

Commissioner Balch asked what factors would leave the City to re-evaluate what has been put in place in light of Vineyard Avenue's changes, altering the traffic patterns.

Mr. Tassano responded that within the traffic calming program there is the option to allow staff to remove any traffic calming device. For its initial installation, the support of two-thirds of Chardonnay Drive residents was needed; anyone having direct access needed to express the desire to make it a one-way road; the same process is required for removal. He said the neighboring courts were also included and staff surveyed half of Sylvaner Drive, since that's where vehicles would also use Chardonnay Drive. He stated residents would need to contact

him to start that process and would need to obtain signatures of at least two-thirds of the neighborhood.

Commissioner Brown asked, based on Mr. Tassano's experience, if the original recommendation around traffic calming has been partially mitigated by the other changes that have occurred.

Mr. Tassano said he thinks the one-way solution provided the answers that Chardonnay Drive residents wanted. If the residents express that the other improvements on Vineyard Avenue now accomplish the need, where Sauterne Way is no longer needed as a one-way street, he is amenable to remove the one-way access. In these cases, the City ultimately does not necessarily want to be the arbiter of whether a radar speed sign, for example, has been an effective tool, so it is the same with a one-way street in this case.

Commissioner Brown referenced a quote from the Health and Safety Code Section 1597.46(a) relating to spacing, concentration, traffic control and noise control. The requirement around traffic control being one used in evaluating of a large family daycare application, and he asked if this was imposed as a means to meet a certain standard in terms of whether or not a road segment would exceed some type of threshold.

Mr. Tassano said it is more or less standard operating procedures. In looking at a daycare or facility in a shopping center where there is not an appropriate turnaround or some other safety concern, this would be something the State seeks.

Commissioner Brown said in ensuring what the Commission approves is in line with State law, he asked if it would apply to traffic control as it relates to U-turns and traffic flows and asked if that falls into this as part of the criteria.

Mr. Tassano said in this case of residential streets it is perfectly legal to make a U-turn at any point; drivers can also go to the end of the court to make a U-turn. He said it is acceptable to make a 3-point turn as well, so there are no issues with safe maneuvers.

Mr. Beaudin said the traffic control discussion is about operations. Staff has asked that U-turns be avoided as part of the pick-up and drop-off but turning into a driveway and reversing back onto the street isn't deemed a U-turn. He said staff has tried to guide the behavior of parents through conditions of approval that are enforceable. It comes back to the difference of the greater ability to control for a large family daycare, as the CUP is required whereas it is not required for a small family daycare.

Commissioner Ritter asked if staff has experienced any issues with the other 17 large family daycares in town or if modifications were needed.

Mr. Tassano responded that he has never received complaints except for when applications are under review and move forward to a public hearing.

Commissioner Ritter referred to the previously made comment about the traffic meter and inquired about the situation.

Mr. Beaudin explained that someone in the neighborhood put out a traffic counter. Staff tried to determine who it belonged to and then received a call regarding the meter, but didn't obtain anyone's name, however, the counter was removed. He noted it was not a City traffic counter.

Mr. Tassano said staff likes to know who puts counters out because they receive calls about installing stop signs and it makes it easier when staff knows someone set out a traffic counter; however, it is illegal to place a counter in the roadway without permission.

Mr. Beaudin stated the City requires an encroachment permit and there's a process to follow. When the individual called and inquired if the traffic counter was a problem, they were advised of the encroachment permit process, after which time, the equipment was soon removed. Chair Allen referred to the issue previously raised about the worst-case potential that the traffic analysis done regarding the number of trips on the street has possibly doubled. She commented if a vehicle enters one way, backs out from the driveway, and exits the same direction they entered, as opposed to exiting the opposite end of the street, if in this situation the traffic estimates were doubled and whether that would change any recommendations.

Mr. Tassano responded that was not the case and that the roadways are built to handle a lot of traffic each day. From his perspective, looking at 100+ vehicles on one street per day does not seem like much, but he nonetheless recognized that the residents living on that street may feel it to be significant. From his perspective, staff would want to look at access if the traffic increased three to four times that amount.

Commissioner O'Connor inquired whether there was a way to make a note within the conditions to request the daycare operator to inform parents of a better route to access the daycare to help increase their awareness of other options.

Mr. Beaudin responded in favor of this, saying staff can add a condition that encourages parents to use best and most efficient traffic flow during pickup and drop-off.

Commissioner Ritter said he's under the assumption the lease states that it's permissible to operate the daycare out of the home, and he inquired if the space inside the home was designed similarly to the other 17 large daycares.

Mr. Beaudin noted the State is responsible for mandating this and it's set forth through their inspection process.

Commissioner Brown thanked the speakers for their comments. He said the Planning Commission's role is to check compliance of staff's recommendations around the Municipal Code and to ensure the recommendation given to the Council confirms the application is in compliance with State law and that residents are not doing anything to put the City in legal jeopardy. He said he understands the neighbors' concerns; however, the Commission's role is specific and meant to look at the application, as it stands, and as it relates to State law and the Municipal Code in regard to compliance, in order to make any recommendations considered fair and just.

Commissioner Brown continued by saying when he reads the State code, the degrees of freedom relate to space, concentration, traffic, parking and noise control. He did not hear much

discussion around noise control. The Commission received guidance in terms of street parking on a public street and set within the conditions is a requirement to utilize the garage. He said he likes the suggestion of establishing guidelines when on-boarding new parents around the preferred traffic route for pickup and drop-off. One concern he expressed is regarding vehicles making U-turns, in terms of entering from Sauterne Way and exiting from Touriga Drive, and that this should be avoided for safety, but he did not believe the Commission had much freedom to change these public mandates which are imposed by the State.

Commissioner Ritter echoed Commissioner Brown's comments. He thinks the need for childcare in the community is very much needed and he could not find anything that would make him want to overturn the Zoning Administrator's ruling.

Commissioner O'Connor agreed and said he did not see that the Commission had any justification to overturn the Zoning Administrator's approval.

Commissioner Balch concurred. He expressed concern over the traffic control itself because of prior traffic mitigation but he was not sure the neighborhood would want to overturn that for this action. He was equally pleased that staff has conditioned the parking for new parents by way of a preferred traffic route as guidance, and the requirement for the full-time assistant and two vehicles in the driveway for parents. He was pleased to know the street could handle more vehicles and said due to this, he couldn't make the finding that traffic was an issue.

Chair Allen expressed agreement with the other Commissioners. She also supported the idea of a recommended route entering Sauterne Way and exiting on Touriga Drive, which is the route she took when viewing the area. The benefit of this is that vehicles are going west and if they don't enter the driveway, they are on the right side of the street to drop off children, as opposed to entering on Chardonnay Drive, where they could potentially park across the street resulting in the children having to cross the street, posing a greater danger. She said she tried to find issues with this application, to see if there was a reason to overturn it, but she couldn't and feels it is valid according to State law.

Commissioner O'Connor moved to deny the appeal and uphold the Zoning Administrator's approval with the added condition that the daycare operator provides parents a preferred recommended route to and from the daycare home, thereby recommending approval of Case P18-0314.

Commissioner Ritter seconded the motion.

ROLL CALL VOTE:

AYES: Commissioners Allen, Balch, Brown, O'Connor, Ritter
NOES: None
ABSENT: None

Resolution PC-2019-06 recommending approval of Case P18-0314 was adopted as motioned.

BREAK

Chair Allen called for a brief recess at 8:30 p.m., and thereafter reconvened the meeting at 8:35 p.m.

RECUSAL

Commissioners Balch and O'Connor recused themselves from participating in Item 6.b. due to economic conflicts and left the Chambers at 8:30 p.m.

b. Downtown Specific Plan – Draft Environmental Impact Report

Public hearing to receive comments on the Draft Environmental Impact Report for the Downtown Specific Plan Update (SCH #2001032014), which was published on February 1, 2019.

Planning Consultant Richard Patenaude presented the specifics of the item in the Agenda Report.

Commissioner Ritter referred to the adoption of the Bicycle and Pedestrian Master Plan and asked if there were any Housing Element components to ensure they are being included with this item.

Mr. Beaudin responded that the alternative reviewed included reducing development and removing residential from the Civic Center site. The Housing Element itself does not have housing element opportunity sites in the downtown area and staff is continuing to allow for infill development in the rest of the downtown.

Commissioner Brown referred to the alignment between the Environmental Impact Report (EIR) and the Bicycle and Pedestrian Master Plan and asked if the reference being made was to the recommendation for a raised bicycle path on Peters Avenue, which he was not sure was currently included in the approved Bicycle and Pedestrian Master Plan.

Ms. Clark said this is correct; staff would go back and update the Bicycle and Pedestrian Master Plan to reflect the Downtown Specific Plan (DSP).

Commissioner Ritter said at the Bicycle, Pedestrian, Trails Committee (BPTC) meeting they discussed the corridor on First Street and the attempt to establish a parking lot in that area. He said that he didn't remember seeing two lanes for bicyclists and pedestrians in the EIR, which is how the Bicycle and Pedestrian Master Plan was written, however, the BPTC committee wasn't favorable to the fact that this didn't connect.

Mr. Beaudin responded that the DSP currently allows for this connection. The goal of the transportation corridor is to have a corridor through the downtown similar to what is behind the Firehouse Arts Center. They are trying to replicate this based on the dimensions through the corridor and staff has conducted analysis which is included in the Bicycle and Pedestrian Master Plan; this document is specific to the improvements and modifications discussed through the task force process. The on-going improvements in the transportation corridor have been covered in other documents and are not specifically mentioned here.

Commissioner Brown inquired, as it relates to the corridor, whether the proposed mixed-use path is on the east or west side.

Mr. Beaudin responded that it is in the segment between Abbie Street and Bernal Avenue, on the site closest to First Street behind Firehouse Arts Center. There are different constraints to work within, meaning it may have to change sides from time to time.

THE PUBLIC HEARING WAS OPENED

Laurene Green, Pleasanton, referred to Section 3.8 under the impacts segment, Zone 7 has 20 years to figure out how to get us water that is needed and she thought that seems inadequate and she asked to see some document to state this is guaranteed. The same occurs with the Pleasanton portion of this, noting it states it provides 20% of the water and no discussion how they will get the water, especially since they have had supply issues in the past. Regarding significant and unavoidable impacts, the next section is inconsistent with the Climate Action Plan. She said she attended the steering committee meeting and there is an issue regarding two properties proposed to be included in EIR (Barone's and Shell Station) and she was not sure of the laws but she wanted to be sure that by including these in the EIR, especially the Shell station property, they are not allowing something to be turned into residential without proper cleanup.

C1-1

THE PUBLIC HEARING WAS CLOSED

Chair Allen mentioned that she composed a letter, which she will forward to staff in addition to providing Commissioners a copy. She read her comments within the letter into the record, as follows:

“The DSP Task force recommended a number of changes to the DSP plan at their February 27 meeting that were different than their earlier plan when the EIR assumptions were created. If approved these changes could significantly increase the buildable square footage and also the number of potential residential units that could be built in our core commercial district versus existing zoning. And I assume they could increase impacts beyond what was assumed in the draft EIR.”

C1-2

She requested the EIR clarify the incremental impact based on the new zoning changes that were recommended by the task force on February 27, which were different from the assumptions in place when the EIR was created. She identified four recommendations, as follows:

1. Changing zoning to allow ground floor residential in commercial district behind commercial storefronts (if not very visible), and allowing a Floor Area Ratio (FAR) of 300%
2. Increasing FAR in many commercial district areas beyond existing FAR limits— in some case doubling or more the potential buildable space. Also, may increase parking risks.
3. Increasing building height over what was assumed in draft EIR in some areas, which could potentially increase residential units, including eliminating the 30 feet threshold for residential that exists today to 40 feet or more.
4. The proposal to include Barone's restaurant and the Shell gas station on Map A and allow residential. This will likely add more units/bedrooms than in the base plan

(30-40)? Although traffic volumes may not be higher than commercial use, reducing vibrant retail space in core downtown seems contrary to DSP goals on increasing vibrancy. Adding two to three dozen homes could also likely create overflow parking issues on our city streets.

The second part of her memo reflects that if those changes are implemented, which she believes are different assumptions, she would request the EIR include the following items be addressed for each of those areas to help the Commission understand the impact of the zoning changes:

- A. "Additional residential units (and number of bedrooms) versus today and versus draft EIR
- B. Additional buildable square footage versus today and versus draft EIR
- C. Additional traffic versus today and versus draft EIR with added incremental units
- D. Additional parking required versus today and versus draft EIR
- E. Any new potential environmental impacts that need to be studied (e.g., creek near Barone's)
- F. What is potential loss of existing retail square footage (to residential), excluding the town square? This is not an EIR issue but it is a business issue."

She continued as follows: "On Item A, I would request we see the detail of the number of and what the driver of the incremental housing units will be at the unit level and bedroom level for our key strategy changes. This will help decision makers understand the impact of various choices. For example, how many units/bedrooms will come from:

- New civic center
- Map A rezones
- Map B rezones
- Allowing ground floor housing behind commercial where it was not previously allowed
- Increasing FAR and building height beyond what is currently allowed."

Chair Allen said that she recognized some of this might not be purely related to the EIR but this information is necessary for the Planning Commission, City Council and the community to understand to be able to come to a consensus. Her last comment was a question that was posed by a resident at the February 27 DSP meeting in regard to a concern that the DSP Task Force has a low turnout of residents in attendance at the meetings. She said there was one resident this evening and possibly two or three residents at the end of the EIR, which might be a result of some recommendations that were made which were somewhat inconsistent with the early feedback received from surveys completed by residents and the limited attendance from previous meetings. She expressed concern that residents will be caught off-guard by the end of the process. She posed a question to staff as to whether a workshop could be held for residents living in the downtown area, so they can be informed on some of the major changes being proposed and their implications.

Commissioner Brown commented that since Chair Allen's comments are now included as public record, he requested a copy of the letter she referenced.

Chair Allen proceeded to hand copies of the letter to the Commission members.

Mr. Beaudin requested that Chair Allen forward her comments by email to staff. He said since this is the Draft EIR comment period, staff will ensure that all of these comments are addressed in the Final EIR and he will follow up separately with outreach. Commissioner Brown referred to Item 1 of the letter and said that he was not sure if this was correct in regard to the zoning change to allow ground floor residential in a commercial district.

Mr. Beaudin responded that 300% is currently allowed on Main Street; the change being that other districts, such as the mixed-use transitional, mixed-use downtown district and some others would increase, based upon the motion from the February 27 DSP Task Force meeting, increase the FAR.

Commissioner Brown said the height went from 36-40 feet in the Mixed Use-Transitional district. In terms of comments made for the 46-foot in some areas, for example Town Square and the way the EIR is written around the Town Square, there is an envelope for the number of units and parking assumptions. So, there was no discussion at the DSP whether the envelope on which the EIR was predicated in regard to the number of units should change. Therefore, he would argue or comment that Item 3 is not material as it relates to what was discussed. That region and the envelope did not change as a result of the height changing because the height is independent of those other parameters.

C1-3

Mr. Beaudin said everyone is welcome to put comments forward and staff will thoroughly respond. There may be things that they agree to disagree on regarding impacts, and this is the purpose of the Draft EIR.

Chair Allen explained that it was her perception, so she trusts staff will determine if she made mistakes or if more clarity is needed. For example, she did not know the original assumptions made for Item 3.

Mr. Beaudin said when getting to the Final EIR, staff will have gathered all the comments and will produce a Response to Comments document; if there are areas that require more clarity, staff will explain as best they can with follow-up directly related to the comment. The purpose of the document is to serve as an informational piece for the City Council; therefore, staff will ensure to cover all areas that are specifically required for the EIR and ensure they have a healthy policy discussion around issues that may not be as directly related to the EIR.

Chair Allen referred to Commissioner Brown's question in regard to her intent on Item 1; she clarified that as she understood, the proposed zoning changes specific to Main Street and that currently, residential use is not allowed behind commercial buildings. She said the change was to allow residential use behind deep commercial sites with an implication that given 300% FAR, if recommendations were approved, there's potential for three-story townhomes to be built behind commercial storefronts; therefore, it could result with an implication regarding the number of residential units believed to exist in the downtown area.

Mr. Beaudin commented that the discussion is now moving away from the EIR, but to respond, the existing commercial zoning on Main Street does allow for mixed-use with an

emphasis on an active street frontage, which is within the DSP and the current regulations. As the Task Force process has proceeded, there's been discussion regarding whether to have ground floor residential, which consequently was removed, but added back following the February 27 Task Force meeting. Therefore, the number of units relative to the ultimate build-out of downtown, in regard to the zoning and how the EIR was drafted, would account for infill throughout the downtown over a 20-year period. The EIR would anticipate this infill occurring in various places across the downtown, but not on every parcel. Given Chair Allen's comments, staff will compare them to their assumptions to see how things align.

Commissioner Brown said he believes there was an envelope in terms of expected units but they didn't specify whether it would occur on Main Street versus another street. He confirmed that staff will refer back to the planning assumptions around the envelope that they created the Draft EIR against to determine if it requires any modification based on those changes, which is a fair request by Commissioner Allen. He referred to Barone's restaurant and the Shell gas station and thinks the speaker's comment is valid, but at the same time, the proposal as part of Map B was that the General Plan would be amended to show that it is envisioned that it could transition to either mixed-use or residential in the future, but they are not actually changing the zoning; therefore a zoning change would require the Planning Commission to go through the Planned Unit Development (PUD) process. He concluded that in terms of the EIR, when creating a PUD, it would include abating and changing a Shell gas station, which would be addressed at that time.

C1-4

Chair Allen asked staff to clarify Commissioner Brown's last comment; she said his assumption was that Barone's restaurant and the gas station would not be changed until it went through a PUD process.

Commissioner Brown clarified it was not the zoning but a discussion that the General Plan would change to reflect that it is envisioned as part of the 20-year plan; it could transition at a later date from commercial to mixed-use.

Mr. Beaudin said their goal is to make Map A changes with the adoption of the date of the plan as it moves through the public process. Map B would be a subsequent effort, and, in some cases, the General Plan needs to be modified. In most cases, it is the zoning and Specific Plan designations that need to be addressed to align with their DSP efforts. Therefore, the intent behind the Barone's restaurant and the Shell gas station conversation was that they would create a residential overlay for those project sites, and it would create the opportunity of a wider range of uses that would be considered at the time a formal application moves forward.

Mr. Beaudin continued by stating that the General Plan, the zoning and the DSP would all create the list of options and then the applicant would come forward with their PUD. There would be project specific environmental review or at the very least, technical studies, that would have to supplement the analysis at a program level for these sites and likely for others in the downtown when it's decided to move forward. He gave another example that if it's decided to move forward with redevelopment of the Civic Center site, there's anticipation that the envelope, location of the driveways, number of trips, location of the parking structure, hotel, etc. will require more analysis and details, especially around traffic.

Chair Allen said as she understands, Barone's restaurant and the Shell gas station will be on Map A; which will change the General Plan, the DSP and any zoning to say it can be mixed-use, and those changes will get made in advance of any PUD going forward.

Commissioner Brown said to be specific, he referred to the DSP, General Plan and zoning including the residential overlay and said when the City Council ultimately approves the Final DSP, he asked if the zoning has changed or would that wait until a PUD is proposed.

Mr. Beaudin said the General Plan itself can remain as is, because it allows for a range of uses already for the Barone's restaurant site particularly, and the goal is to have the General Plan and zoning, the specific plan itself, speak to the wider range of uses. This change would occur concurrently with the plan update. He said the point made by Commissioner Brown is entirely correct; there would be a PUD application that would be required, which is a legislative change, and there would have to be another level of environmental review to ensure technicalities are addressed for that specific site and the project before the City at that time. He clarified the list of options are within in the DSP.

Commissioner Brown clarified that Mr. Beaudin is stating that the residential overlay, at that point, would already be approved and be in alignment across the plans.

Mr. Beaudin said he was going to bring the conversation back to the environmental process, because the current discussion is moving more towards a policy conversation. He continued to say that from an environmental review perspective, the idea of a commercial site or residential project, staff has taken an initial look and it is a lower impact relative to traffic, if it does shift to a residential use. Therefore, creating the list of options does not create more complexity from an environmental review perspective. Regarding the comment from the speaker earlier regarding underground storage tanks, there are standard mitigations that exist for those transitions and plans required to ensure the soils and other contamination issues are addressed. Staff would ensure all of this analysis is done. The same issue with a PUD and there would be further discussion with the community as to whether the project is appropriate and additional environmental review at that time.

Again, he stressed that this is a healthy policy discussion on the horizon as to whether those sites are in or out. From an environmental perspective, staff is comfortable that the document allows that policy conversation to take place.

Commissioner Ritter lastly said his biggest issue is to make sure the environmental report is not overly restrictive in its analysis, where if the whole City was wiped out by a natural disaster, the roads and buildings could be rebuilt. He wants to be sure they are encompassing the big picture where they can put a garage underneath and two units above so they are not over-restricting their analysis. Other than that, Commissioner Ritter said he thinks the DSP came up with some good recommendations at the last meeting and he endorsed most of those.

C1-5

Mr. Beaudin confirmed that a motion was not needed and he thanked the Commission for their comments.

c. PUD-130, P18-0078/0079/0080/0081, Ponderosa Homes

Work session to review and receive comments on applications for various entitlements for four parcels (10807, 11021, 11033 Dublin Canyon Road and the parcel west of 11021 Dublin Canyon Road) totaling approximately 128.5 acres, including annexation, general plan amendments, and Planned Unit Development (PUD) rezoning and development plan to demolish two homes and construct 33 single-family detached homes with related on- and off-site improvements, and public land dedication and improvements.

Item 6.c. was continued to the next meeting on March 27, 2019.

7. MATTERS INITIATED BY COMMISSION MEMBERS

None

8. MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

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

There were no reports from Commissioner's regarding meetings attended.

b. Future Planning Calendar

Ms. Clark gave a brief overview of future items for the Commission's review.

c. Actions of the City Council

No action was taken.

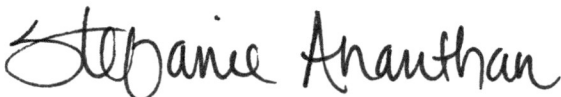
d. Actions of the Zoning Administrator

No action was taken.

5. ADJOURNMENT

Chair Allen adjourned the meeting at 9:26 p.m.

Respectfully submitted,



Stefanie Ananthan
Recording Secretary

3 Responses to Comments

This chapter includes responses to comments on environmental issues, in the same order as presented in Chapter 2: Comments on the Draft EIR. In addition, this chapter also includes a master response regarding the potential environmental impacts of land use and zoning changes that have been proposed based on public review of the Draft DSP, since its release in November 2018. The master response allows for a more nuanced and thorough response to all related comments, supplementing responses to each individual comment. The responses are marked with the same number-letter designator as the comment to which they respond.

Responses to written comments received during the public review are summarized in the matrix below. The reference number and text of the comments are presented alongside the response for ease of reference. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response.

Responses focus on comments that raise important environmental issues or pertain to the adequacy of analysis in the Draft EIR or to other aspects pertinent to the potential effects of the Proposed Project on the environment pursuant to CEQA. Comments that address policy issues, opinions or other topics beyond the purview of the Draft EIR or CEQA are noted as such for the public record. Where comments are on the merits of the Proposed Plan rather than on the Draft EIR, these are also noted in the responses. Where appropriate, the information and/or revisions suggested in the comment letters have been incorporated into the Final EIR. Where such revisions are warranted in response to comments on the Draft EIR, deletions are shown in ~~striketrough~~ and additions are shown underlined in the matrix of comments and responses. Map revisions required in response to comments are noted in the matrix and the revised maps are included in Chapter 4.

Master Response: Potential Environmental Impacts of Changes to the Land Use Designations and Development Standards in the Proposed Plan Resulting from Public Review

This master response has been prepared to address comments related to the potential environmental impacts of changes to the Public Review Draft Downtown Specific Plan (Proposed Plan) recommended by the Downtown Specific Plan Update Task Force (Task Force). The master response allows for a comprehensive, holistic response to the inter-related comments on changes to the land use designations and development standards in the Proposed Plan.

The Proposed Plan was released for public review in November 2018. Following the release of the public review draft, input on the Proposed Plan was sought from a broad cross-section of the community at a variety of events, including public meetings of the Task Force, and at meetings of the City Council. At the February 27, 2019 Task Force meeting, the Task Force recommended several changes to the land use designations and development standards in the Proposed Plan; the City Council considered and provided direction on the recommendation at meetings held on April 16 and May 7, 2019. These changes are described below, together with their potential net effect on the theoretical development potential downtown.

Summary of changes to the land use designations and development standards in the Proposed Plan resulting from public review

Mixed Use - Downtown Designation

Under the Proposed Plan, the maximum allowable FAR in the Mixed Use – Downtown designation is 150 percent and the maximum building height is 40 feet. The City Council has recommended that the maximum FAR be increased to 300 percent and the maximum building height be increased to 46 feet so long as the maximum building height does not exceed three stories. These changes would increase the theoretical development potential in the Mixed Use – Downtown designation, allowing an additional 407,000 square feet of developable space by virtue of the increased FAR.¹ However, the Task Force and City Council did not recommend a change to the cap on the total number of residential units permitted in the Mixed Use – Downtown designation, which would remain unchanged at 124 units overall. Therefore, any additional developable space resulting from the change would be non-residential.

As described in more detail below, it should be noted that an increase the theoretical development potential would not affect the buildout projections used in the EIR analysis, which considered a reasonably foreseeable estimate of the amount of residential and non-residential development likely to result from implementation of Proposed Plan, based on a market demand study, a review of

¹ With a maximum FAR of 150%, there would be 256,000 square feet of non-residential buildable space and 151,000 square feet of residential buildable space in the MU-D designation, accounting for open space, circulation and the proposed park. Increasing the maximum allowable FAR to 300% would theoretically allow for an additional 407,000 square feet of buildable space. As described in more detail below, theoretical capacity refers to the maximum allowable under City regulations, although in practice it is rare that a property is built out to the maximum allowed.

historical building permit data, and an assessment of the number of parcels downtown with realistic potential for redevelopment within the planning horizon. Further, the Council directive that building heights in the Mixed Use – Downtown designation not exceed three stories places an additional limit on the development potential in the Mixed Use – Downtown designation.

Mixed Use - Transitional Designation

Under the Proposed Plan, the maximum allowable FAR in the Mixed Use – Transitional designation is 125 percent and the maximum building height is 36 feet. The City Council did not change these limitations, but did direct that buildings be limited to a maximum of two stories. With a height limit of 36 feet, three story buildings are possible, assuming a 15-foot floor plate on the ground floor and a 10-foot height for floors above that. Therefore, the Council-directed 2-story limit on development would effectively reduce the theoretical development capacity on parcels within the Mixed Use – Transitional designation. Given that ground floor residential development would be allowed in the MU-T designation by virtue of the Council-directed revisions to Policy LD-P.17 described below, it is estimated that limiting building heights to 2 stories in the MU-T designation would effectively reduce the non-residential development capacity by approximately 7,000 square feet.

Residential Building Heights

Proposed Plan policy LD-P.46 limits residential building heights to no more than 30 feet. The City Council supported modifying this policy to generally require that residential height limits be limited to 30 feet and two stories in height, but to not preclude development of heights in excess of 30 feet through consideration of a planned unit development (PUD). The approval of a PUD establishes the development standards for the life of the project, and the Pleasanton Municipal Code establishes a list of development factors for the Planning Commission and City Council to consider prior to the approval of a PUD application, including consistency with the General Plan and compatibility with properties in the vicinity and the natural topographic features of the site.

Ground Floor Use Regulations

Proposed Plan policy LD-P.17 prohibits ground floor residential uses in the Downtown Commercial, Mixed Use – Downtown, and Mixed Use – Transitional designations. The City Council recommended modifying this policy to prohibit ground floor residential on properties with frontage on Main Street and throughout the Mixed Use-Downtown district, but to allow it elsewhere in the Downtown Commercial and in the Mixed Use-Transitional District. For sites within the Downtown Commercial District and Mixed Use Transitional District, residential behind commercial development would be allowed subject to certain design parameters including that the use is located in the rear of the site and not visually prominent from the street; that street-fronting commercial space on such sites to have a minimum depth of 50 feet on Main Street, with a lesser depth (40 feet) required on other streets, so as to maintain the commercial character of the street.

This change does not increase the overall development potential because the permitted FARs are not affected by the amendment; however, to the extent that there are sites in the Downtown Commercial, Mixed Use – Downtown, and Mixed Use – Transitional designations large enough to accommodate ground floor residential while respecting the minimum depth for street-fronting commercial uses, this change would potentially allow for additional housing units. However, it should be noted that the City has historically interpreted existing Specific Plan policies, which are

also restrictive with respect to ground floor residential uses, to permit it at the rear of a site, behind street-fronting commercial uses. Even with this approach in place, there have been a limited number of new residential units, an estimated 50 units, developed in the downtown, since 2000. Thus, the increase in residential development, beyond that allowed under the existing specific plan, is not expected to be substantial. The City Council also recommended that Proposed Plan Policy LD-P.18 be revised to discourage, rather than prohibit residential building entries on Main Street, provided that such entries are of minimal width and designed and integrated in a way that maintains a predominantly commercial building frontage on the subject property. This change does not affect the amount of developable space in the planning area.

Division Street Closure

Under the Proposed Plan, Policy LD-P.68 call for enhancing the streetscape design of Division Street between Main Street and Railroad Avenue to create a pedestrian-friendly zone that could be closed to vehicular traffic for special events and during specified times. The Task Force recommended that the language of the Proposed Plan be changed to state that the goal of Division Street improvements is ultimately to transition to the permanent closure of Division Street between Main Street and Railroad Avenue to through traffic.

Site Specific Redesignations

The City Council recommended that the Land Use Diagram (Specific Plan Figure 4-2) be amended to reflect the potential future re-zoning of two specific sites: 4212 First Street, also known as the Safreno Property; and 475 St. John Street, the site of the existing Barone's restaurant, an also known as the Barone Pproperty. Both sites are currently designated Downtown Commercial, and both include existing commercial uses. Per the direction of the City Council, the land use map would be amended as follows:

- 4212 First Street: Retain the existing Downtown Commercial land use designation, but include an annotation noting that a residential-only project may be considered on this property, with any such proposal requiring an additional, discretionary action by the City in the form of approval of a Planned Unit Development (PUD) rezoning and development plan, and a project-specific environmental impact analysis.
- 475 St. John Street. Retain the existing Downtown Commercial land use designation, but include an annotation noting that the site could be redesignated to Mixed Use-Transitional (MU-T), also subject to a Planned Unit Development and a project-specific environmental impact analysis.

In addition, in early 2019, the City acquired two properties located at 4363 and 4377 First Street, which are currently occupied with commercial uses, with the intent to redevelop these sites with public uses, such as parking and pedestrian connections for visitors to the Firehouse Arts Center, Lions Wayside Park, and Downtown Pleasanton. In the existing Specific Plan these properties are designated Downtown Commercial, which allows for a maximum height of 40 feet and a maximum FAR of 300 percent. The City Council took action on March 19, 2019 to redesignate and re-zone the two properties to Public and Institutional, which allows for the aforementioned types of governmental and community uses. The City adopted findings pursuant to CEQA in re-zoning the two properties, finding that the amended land use and zoning designations would result in less intensive land uses than are existing or would be developable under the prior Commercial zoning,

and determining that the changes would thus be categorically exempt pursuant to CEQA guidelines section 15061(b)(3). Thus, no further analysis for these sites is included in this FEIR.

Implications for Buildout Projections

The net outcome of the changes to the land use designations and development standards in the Proposed Plan recommended by the City Council is that there would be a net increase of approximately 400,000 square feet of theoretical development potential downtown. However, it is important to note that the buildout projections in the EIR are based on a reasonably foreseeable estimate of the amount of residential and non-residential development likely to result from implementation of Proposed Plan, not on the maximum theoretical potential. This is because it is highly unlikely that every parcel in the planning area would redevelop to the maximum allowed under the Plan; thus an impact analysis done under that assumption would overestimate environmental impacts and could lead to unnecessary and onerous mitigation.

Instead, a projection of the number of new residents, housing units, and non-residential square footage likely under the Proposed Plan was developed based on a review of historical building permit data, an assessment of the number of parcels downtown with realistic potential for redevelopment within the 20 year planning horizon, and market demand projections. Vacant and underutilized parcels were identified and on the basis of recent development trends downtown and other factors, it was projected that implementation of the Proposed Plan would result in 370 new residential units and 260,700 square feet of non-residential space through 2040. This projection was used for the purpose of evaluating the potential environmental impacts of implementing the Proposed Plan; in the event that the projected number of housing units or non-residential space is reached, additional environmental analysis would be needed before subsequent development projects could be approved.

It should be noted that an analysis of market potential for various types of non-residential land uses downtown completed as part of the DSP Update concluded that there is unlikely to be substantial market demand for larger, regional-scale retail, hotel or office uses, and that the greatest potential for growth will be in smaller-format, mixed use and “niche” commercial development (such as a boutique hotel), dining, and office uses – essentially, a continuation of existing and past trends. Between 2000-2018, approximately 135,000 square feet of non-residential space (or about 7,500 square feet annually) was added downtown, including 20,000 square feet associated with the construction of the Firehouse Arts Center that opened in 2010. As such, the buildout projections used in the EIR account for twice as much commercial development as has actually occurred over the past two decades, and the adjustments made to development standards by the City Council, are not expected to result in growth in excess of that analyzed in the Draft EIR. Further, with respect to the Barone and Safreno properties, these sites were among those identified as “opportunity sites” in the Proposed Plan’s buildout analysis, and thus factored into the projections for future residential and commercial buildout within the planning area. (See Draft EIR pages 2-27 to 2-28, for additional detail on the buildout analysis).

Therefore, overall, an increase in the theoretical development potential downtown as a result of the proposed changes to the land use designations and development standards in the Proposed Plan does not necessarily affect the buildout projections used in the EIR. The buildout projections in the EIR represent the City’s best estimate of development reasonably foreseeable under the Proposed

Plan. The actual amount of development will be determined by a number of factors, including market conditions, site constraints, land availability, and property owner interest.

Assessment of Potential Environmental Impacts from the Changes Recommended by the City Council

The following discussion is provided to assess whether the changes to the land use designations and development standards in the Proposed Plan recommended by the City Council would result in new or substantially more adverse environmental impacts in comparison to those identified and mitigated in the Draft EIR. Potential impacts under each resource category identified in Appendix G of the CEQA Guidelines are discussed below.

Aesthetics

Implementation of the City Council recommended changes could result in a modest increase in building heights in areas designated as Mixed Use – Downtown, although the limit on the number of stories means that any increased height would likely result only in variation in roof articulation. Implementation of the recommended changes could result in a decrease in building heights in areas designated as Mixed Use – Transitional, which would have the potential to result in lower building heights and reduce impacts of the Proposed Plan on scenic vistas. Development would be subject to design standards and Proposed Plan policies which seek to preserve and enhance existing character. Residential ground floor uses are subject to provisions which ensure that such uses are not visually prominent and are therefore consistent with existing visual character. Therefore, compliance with existing and proposed policies would ensure that implementation of the Council-recommended changes would have a less than significant impact on the scenic resources and visual character of the planning area. Proposed Plan policies addressing visual character and the permanent closure of Division Street between Main Street and Railroad Avenue to through traffic would further enhance the aesthetic resources within the planning area. New sources of light and glare resulting from implementation of the recommended changes would be subject to existing regulations and design standards and required to be shielded from sensitive land uses; therefore, impacts would not increase. Overall, implementation of the Council-recommended changes would not result in any new or substantially more severe impacts on aesthetics as compared to the Proposed Plan given compliance with existing and proposed policies and regulations.

Air Quality

Implementation of the City Council recommended changes could increase the theoretical capacity for non-residential development; however, buildout is projected on the basis of realistic capacity within the planning area derived from review of past trends and market demand and represents the maximum envelope of anticipated growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase population, development, or vehicle miles traveled over and above the level analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan on air quality, including attainment of air quality standards. Compliance with CARB airborne toxic control measures and implementation of mitigation measures AQ-1 through AQ-4 would limit construction impacts on air quality and limit exposure of additional sensitive receptors to construction-related pollution. Implementation of the recommended changes would not conflict with applicable air quality plans or result in new sources of offensive odors. Overall, implementation of the City Council recommended changes would not

result in any new or substantially more severe impacts on air quality as compared to the Proposed Plan.

Biological Resources

Implementation of the City Council recommended changes would result in a similar level of development as the Proposed Plan and would be subject to existing State, local, and Proposed Plan policies which address the protection of biological resources. Implementation of these changes would not result in any new or substantially more severe impacts to biological resources as compared to the Proposed Plan given compliance with these policies.

Cultural, Historic, and Tribal Cultural Resources

Implementation of the City Council recommended changes would result in similar impacts to cultural, historic, and tribal cultural resources as the Proposed Plan. Changes related to development standards within Mixed Use districts, ground floor residential uses, and Division Street streetscaping would not affect such resources. Implementation of these changes would not result in the redevelopment of historic properties in the planning area, which are protected from demolition by Proposed Plan policies, the City of Pleasanton General Plan, and the Pleasanton Downtown Design Guidelines. As with the Proposed Plan, implementation of the City Council recommended changes would have a less than significant impact with regards to archaeological resources, paleontological resources, and human remains. Compliance with the City's General Plan policies would be sufficient to reduce any potential impacts to tribal cultural resources to a less than significant level. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts on cultural, historic, or tribal cultural resources as compared to the Proposed Plan given compliance with existing and proposed policies and regulations.

Energy, Climate Change, and Greenhouse Gas Emissions

As discussed, implementation of the City Council recommended changes could increase the theoretical capacity for non-residential development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum envelope of anticipated growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase population, development, or vehicle miles traveled over and above the level analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan on energy, climate change, or greenhouse gases. Streetscape changes to Division Street, in combination with other Proposed Plan policies aimed at reducing VMT, would improve the pedestrian experience and promote multi-modal transportation options. Implementation of the City Council recommended changes would result in a similar efficiency metric as calculated for the Proposed Plan, which greatly exceeded the target identified by SB 32 and EO S-3-05. Therefore, implementation of these changes would not affect impacts of the Proposed Plan on the environment or result in further conflicts with plans adopted for the purpose of reducing GHG emissions. Increased FAR in Mixed Use – Downtown and Mixed Use – Transitional districts and allowable building heights in Mixed Use – Downtown districts may increase the consumption of energy during project construction and operation. However, these changes would likely only allow for variation in roof articulation and would apply to only a small portion of the planning area, and therefore would not substantially increase energy consumption beyond that anticipated under the Proposed Plan. Implementation of the recommended changes

would be required to comply with Proposed Plan policies and all existing regulations pertaining to energy consumption and conservation and would not conflict with energy conservation regulations. Overall, implementation of the Council-recommended changes would not result in any new or substantially more severe impacts on climate change, generation of greenhouse gases, or energy consumption as compared to the Proposed Plan given compliance with existing and proposed policies and regulations.

Geology and Seismicity

Implementation of the City Council-recommended changes would increase allowable building heights the Mixed Use – Downtown district and density in the Mixed Use – Downtown and Mixed Use – Transitional districts. All development in the planning area would be subject to the numerous State and local regulations and policies requiring site-specific geologic investigations, soil reports, and design practices to minimize susceptibility to seismic events. Compliance with regulations and policies including the City of Pleasanton Building Code (which adopts the California Building Code standards related to geological hazards), City of Pleasanton Municipal Code, City of Pleasanton General Plan Public Safety and Conservation Elements, and the Seismic Hazards Mapping Act would ensure that impacts regarding exposure to geologic and seismic hazards would not increase beyond those anticipated under the Proposed Plan, even with an increase in building height and density. Additionally, the City has adopted policies which require a soils engineer's report for development in areas of moderate to highly expansive soils and which would reduce impacts of expansive soils to a level that is less than significant. With adherence to existing regulations regarding grading, site preparation, and design, impacts related to erosion and topsoil loss would not increase. Development associated with these changes would be subject to Pleasanton Municipal Code requirements to utilize public sewer and wastewater transmission systems and would not result in any new impacts associated with this issue. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts related to geologic and seismic hazards as compared to the Proposed Plan given compliance with existing regulations.

Hazards and Hazardous Materials

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum envelope of anticipated growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase development anticipated at buildout and would not worsen impacts of the Proposed Plan related to hazards and hazardous materials. The recommended changes would not result in new impacts related to the release of hazardous materials into the environment or the emissions or handling of hazardous materials or waste near schools given compliance with existing regulations. Development of the Barone and Safreno properties would be subject to future project-level CEQA review to determine potential impacts associated with redesignation of these sites and exposure to hazards and hazardous materials.

Permanent closure of Division Street between Main Street and Railroad Avenue would not obstruct emergency access given provisions of this change to allow emergency vehicles and its relative distance from the multiple evacuation arteries in the planning area, and would not obstruct implementation of the adopted emergency plan. Given that there are no airports or private airstrips

within two miles of the planning area, implementation of the City Council recommended changes would have no impact related to an airport-related safety hazard for people residing or working in the planning area. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts related to exposure to hazards and hazardous materials as compared to the Proposed Plan given compliance with existing programs and regulations.

Hydrology, Drainage, and Water Quality

Implementation of the City Council recommended changes would not substantially increase pollutant loading levels in the sanitary sewer system. Given compliance with the SWRCB Construction General Permit and implementation of the DSRSD Pollutant Minimization Program and Municipal Regional Stormwater NPDES Permit Provisions C.3 Best Management Practices (BMPs), implementation of these changes would not violate established water standards. Compliance with Proposed Plan policies and existing local regulations would ensure that implementation of these changes would not substantially degrade water quality.

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum anticipated envelope of growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase the service population calculated at buildout and would not put additional strain on groundwater resources. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts related to hydrology, drainage, and water quality as compared to the Proposed Plan given compliance with existing programs and regulations.

Land Use, Population, and Housing

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum envelope of anticipated growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase development or population anticipated over and above the level analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan related to hazards and hazardous materials. Implementation of the City Council recommended changes would result in only minor differences in planned development, as discussed, and would not introduce any new or substantially more severe impacts to land use, population, and housing over and above those analyzed previously.

Noise

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum anticipated envelope of growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase development, population, or vehicle miles traveled analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan related to hazards and hazardous materials. Implementation of the City Council recommended changes would result in only minor

differences in planned development, as discussed, and would not introduce any new or substantially more severe impacts related to noise over and above those analyzed previously.

Public Facilities and Recreation

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum anticipated envelope of growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase development or service population analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan on public services or recreational facilities. Implementation of the City Council recommended changes would not result in new impacts to Service standards for police service, fire service, schools, and parks. Implementation of these changes would not necessitate the construction of new facilities or expansion of existing ones, and would not accelerate the physical deterioration of neighborhood parks and recreation facilities. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts related to public services and recreation as compared to the Proposed Plan given compliance with existing and Proposed Plan policies.

Traffic and Transportation

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum anticipated envelope of growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase vehicle miles traveled analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan on traffic and transportation. Implementation of the City Council recommended changes would result in only minor differences in planned development, as discussed, and would not introduce any new or substantially more severe impacts to land use, population, and housing over and above those analyzed previously. Implementation of the recommended changes would not worsen impacts to intersection operations under the Proposed Plan, which would be reduced following the implementation of mitigation measures TRA-1 through TRA-8. Implementation of these changes would not create any new impacts to bicycle circulation, pedestrian circulation, and the public transit system would be less than significant. Implementation of the City Council recommended changes would not conflict with the Congestion Management Program for Alameda County, and would not result in new conflicts with the City of Pleasanton Bicycle and Pedestrian Master Plan that could not be reduced through implementation of mitigation measure TRA-9. Implementation of the recommended changes would not introduce new impacts associated with design hazards, emergency access, or air traffic patterns.

The permanent closure of Division Street between Main Street and Railroad Avenue would not result in changed impacts to the transportation system. Currently, this section of Division Street is one-way westbound, with parking permitted on the north side of the street. This section of roadway provides the sole vehicular access to several parcels along the corridor and the permanent closure to vehicular travel would not occur until either those parcels redevelop or alternative vehicular/delivery vehicle access is provided. As Division Street between Main Street and Railroad Avenue typically carries very low volumes of vehicular traffic, the redistribution of westbound trips that currently use this roadway segment to other roadway facilities in the area would not result in

degradation of intersection operations, especially as the adjacent intersections on Main Street (at St. Mary's Street and Rose Avenue) currently operate at LOS C or better and are projected to continue to operate at LOS C or better through the cumulative condition with the implementation of the Specific Plan. Additionally, elimination of the west leg of the Division Street at Main Street intersection would eliminate an off-set intersection, and reduce the number of vehicle and pedestrian conflicts at that intersection. As this roadway segment is approximately 400 feet in length, its closure would not appreciably change the result of the vehicle miles of travel assessment.

Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts to traffic and transportation as compared to the Proposed Plan given compliance with existing regulations, Proposed Plan policies, and mitigation measures.

Utilities and Service Systems

Implementation of the City Council recommended changes could increase the theoretical capacity for development; however, buildout is projected on the basis of realistic capacity derived from review of past trends and market demand and represents the maximum anticipated envelope of growth within the planning area through 2040. Therefore, implementation of the recommended changes would not increase development or service population analyzed in the Draft EIR and would not worsen impacts of the Proposed Plan on utilities and service systems. As discussed in the Draft EIR, the wastewater treatment facilities, drainage facilities, and landfills have sufficient capacity to serve the anticipated population at buildout. Additionally, the City of Pleasanton has sufficient groundwater and potable water supplies to serve the anticipated population at buildout. Implementation of the recommended changes would not violate wastewater treatment requirements or regulations related to solid waste. Overall, implementation of the City Council recommended changes would not result in any new or substantially more severe impacts to utilities and service systems as compared to the Proposed Plan given compliance with existing programs and regulations.

Conclusions

Overall, as detailed above, the changes to the land use designations and development standards in the Proposed Plan recommended by the City Council would not result in new or substantially more severe impacts than those analyzed and mitigated in the Draft EIR. While the changes would result in a net increase in the theoretical development capacity downtown, the analysis in the Draft EIR was on a reasonably foreseeable estimate of the amount of residential and non-residential development likely to result from implementation of Proposed Plan, drawing on a review of historical building permit data, an assessment of the number of parcels downtown with realistic potential for redevelopment within the 20 year planning horizon, and market demand projections. As such, the targeted adjustments made to the land use designations and development standards by the City Council, are not expected to result in growth in excess of that analyzed in the Draft EIR.

Response to Comments Matrix

Comment ID	Comment	Response
Agency Letters		
A1-1	<p>From: Hernandez, Celina@Waterboards Sent: Wednesday, February 20, 2019 12:48 PM To: 'rapatenaude@cityofpleasantonca.gov' <rapatenaude@cityofpleasantonca.gov> Subject: Water Board Comments on Draft EIR, Downtown Pleasanton Importance: High</p> <p>Hello,</p> <p>I am a case manager for some hazardous materials sites or site cleanup cases in downtown Pleasanton. I mainly work on historic dry cleaners in the area. I reviewed the Draft EIR available at http://www.cityofpleasantonca.gov/pdf/DEIR_DSP.pdf.</p>	<p>The comment is the salutation of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no further response is necessary.</p>
A1-2	<p>My comment on page 3.7-3, Hazardous Materials Sites, Geotracker bullet; Table 3.7-1; and Figure 3.7-1 is presented below:</p> <p>Historic dry cleaner sites are not referenced this is because some of the historic dry cleaner sites are listed under “non-case information” because we are gathering information to determine if we need to open a case and enroll the discharger in our voluntary site cleanup program.</p>	<p>The comment is noted. The Draft EIR discusses hazardous materials sites on pages 3.7-2 through 3.7-4 and Figure 3.7-1 shows locations within the Plan area. The dry cleaning sites identified by the commenter have not been determined to be hazardous materials sites under State, although evaluation is pending. As such, for informational purposes Figure 3.7-1 of the Draft EIR is hereby updated to include these "non-case information sites" and associated text on pages 3.7-3 and 3.7-4 are hereby amended to correspondingly. Please see errata in Chapter 4 of this Final EIR. This additional information represents a clarification and application of the information and analysis in the Draft EIR and does not change its findings. Compliance with existing federal, State, and local programs and regulations would ensure that impacts related to development on designated hazardous material sites would be less than significant.</p>
A1-3	<p>To access these sites, follow these steps in GeoTracker:</p> <ul style="list-style-type: none"> On GeoTracker homepage, enter 555 Main St., former American Cleaners that is referenced because it is an open and active site cleanup program case 	<p>Please see also response to comment A1-2. The comment provides instructions to access non-case information sites using the SWRCB GeoTracker tool, including two images depicting the necessary steps. Figure 3.7-1 and Table 3.7-1 have been revised to include non-case information sites in the planning area, as discussed in the response to comment A1-2. No further response is necessary.</p>

Comment ID	Comment	Response
	<ul style="list-style-type: none"> • On 555 Main St. main page, click “Map this Site” next to the site name at the top right • At the Map page, click “non-case information sites” on the right, see snapshot below. <p>[Attachment]</p> <ul style="list-style-type: none"> • Below is a snapshot showing the “non-case information” white boxes on the map after checking the box on the right <p>[Attachment]</p>	
A1-4	<p>If you have any questions, please contact me.</p> <p>Regards, Celina Hernandez, PG</p> <p>SF Bay Regional Water Quality Control Board 1515 Clay St, Suite 1400 Oakland, CA 94612 Phone: 510-622-2447 E-mail: celina.hernandez@waterboards.ca.gov</p>	<p>The comment is the closing of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the Draft EIR; thus, no response is necessary.</p>
A2 -1	<p>Richard Patenaude, Contract Planner City of Pleasanton, Community Development Department P.O. Box 520 Pleasanton, CA 94566 Sent by e-mail to: rpatenaude@cityofpleasantonca.gov Re: Downtown Specific Plan Draft EIR</p> <p>Dear Mr. Patenaude,</p> <p>Zone 7 Water Agency (Zone 7, or Zone 7 of the Alameda County Flood Control and Water Conservation District) has reviewed the referenced document in the context of Zone 7’s mission to provide water supply, flood protection, and groundwater and stream management within the Livermore-Amador Valley. Following are our comments for your consideration:</p>	<p>The comment is the salutation of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the Draft EIR; thus, no response is necessary. See responses to comments A2-2 through A2-11 below.</p>

Comment ID	Comment	Response
A2-2	<p>1. Arroyo Setback. The plan includes policies to enhance the use of use of, and also to conserve, Arroyo del Valle. Any developments (trails, homes, etc.) adjacent to Arroyo Valle should be subjected to minimum setback requirements as determined by Zone 7 or Alameda County Flood Control and Water Conservation District (ACFCWCD). Zone 7's minimum requirement is twenty feet from a projected 2.5:1 slope from the bank toe.</p>	<p>The comment is noted. The Draft EIR discusses potential impacts to the Arroyo del Valle on pages 3.8-26 through 3.8-32, finding that development associated with implementation of the Proposed Plan would be subject to existing local regulations and Plan policies and therefore would have a less than significant impact on water quality and drainage. Compliance with the Zone 7 minimum setback requirement, identified in the Alameda County Watercourse Protection Ordinance, would further ensure that impacts of development would be less than significant. As such, for informational purposes the text of the Regulatory Settings on page 3.8-18 of the Draft EIR is hereby revised to include information about the Watercourse Protection Ordinance and specific setback requirements which apply to the planning area. Please see errata in Chapter 4 of this Final EIR. This additional information represents a clarification and application of the information and analysis in the Draft EIR and does not change its findings. Compliance with existing federal, State, and local programs and regulations would ensure that impacts related to development on designated hazardous material sites would be less than significant.</p>
A2-3	<p>Management. On 3.8-2, first paragraph, it states that ACFCWCD is responsible for managing sections of Arroyo Valle within the planning area. This should be revised to read "Arroyo Valle is owned by many entities, including public and private, who all share the responsibility of managing their part of the Arroyo Valle."</p>	<p>The comment is noted and the associated text on page 3.8-2 is hereby amended to correspondingly. Please see errata in Chapter 4 of this Final EIR. to reflect this information. This update represents a clarification and does not change the findings of the Draft EIR.</p>
A2-4	<p>Regulated Stream. On 3.8-7, under Flood Zones, please clarify that the Arroyo del Valle is a regulated stream due to Lake del Valle. A 100-year storm event does not equate to the capacity of Arroyo Valle; Arroyo Valle is subject to Lake del Valle flood releases (made by the Department of Water Resources) which can be greater than runoff from a 100-yr storm event.</p>	<p>The comment is noted and the associated text on page 3.8-7 is hereby amended to correspondingly. Please see errata in Chapter 4 of this Final EIR. to reflect this information. This update represents a clarification and does not change the findings of the Draft EIR.</p>
A2-5	<p>2. Section 3.8, Local Regulations Be aware of the following Zone 7 programs and ordinances that may be appropriate to include in the DEIR: Development Impact Fee. New development and the expansion of existing development may impose a burden on the existing flood protection and storm drainage infrastructure within the Zone 7 service area. Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of the Development Impact Fee for Flood Protection and Storm Water</p>	<p>The comment is noted. The Regulatory Setting of Section 3.8 of the Draft EIR is hereby revised to include information regarding the Zone 7 Development Impact Fee. Please see the errata in Chapter 4 of this Final EIR.</p>

Comment ID	Comment	Response
	<p>Drainage. These fees are collected for Zone 7 by the local governing agency: 1) upon approval of final map for public improvements creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid. Please refer to Zone 7's Flood Protection & Storm Water Drainage Development Impact Fee Ordinance and additional information at: http://www.zone7water.com/permits-a-fees .</p>	
A2-6	<p>Groundwater Management. The project area lies over a groundwater basin (Livermore Valley Groundwater Basin) that is used for municipal, industrial, and domestic and irrigation water supply. To support protection of groundwater quality, the project should be consistent with or comply with appropriate plans and regulations such as Zone 7's Salt and Nutrient Management Plan and the Sustainable Groundwater Management Ordinance, the State's Water Recycling Policy (and associated orders), the State's storm water protection measures, and the County's Water Wells Ordinance.</p>	<p>The comment is noted. The Regulatory Setting of Section 3.8 of the Draft EIR is hereby revised to include information regarding Zone 7 Salt Management Plan and Nutrient Management Plan and the Zone 7 Sustainable Groundwater Management Ordinance. The Regulatory Setting also cites existing State and local regulations which ensure that impacts related to groundwater quality would be less than significant. Please see the errata in Chapter 4 of this Final EIR.</p>
A2-7	<p>3. Wells. Records. Our records indicate there are 26 water wells and 2 cathodic protection wells in the project area including two Zone 7 Water Agency groundwater monitoring program wells (i.e., 3S1E16P05 and 3S1E20J04) (see attached well table). The approximate locations are shown on the enclosed well location map. Please immediately notify Zone 7 if any other wells exist in the project area. All well locations should be field verified and noted on the plans.</p>	<p>The comment is noted. Information regarding the location of Zone 7 wells is hereby incorporated into the Draft EIR with a revision to page 3.8-5 as noted Chapter 4 of this Final EIR. This update represents a clarification and does not change the findings of the Draft EIR.</p>
A2-8	<p>If any of the wells are to be decommissioned, a well destruction permit must be obtained from Zone 7 before starting work. A Zone 7 drilling permit is also needed for any other water well or soil boring work that may be planned for this project. Well permit applications and the permit fee schedule can be downloaded from our website: www.zone7water.com, or requested by email sent to wellpermits@zone7water.com. Additional information can be obtained by contacting Michelle Parent at (925) 454-5077.</p>	<p>The comment is noted. The Regulatory Setting of Section 3.8 of the Draft EIR is hereby revised to include information regarding Zone 7 permits. Please see the errata in Chapter 4 of this Final EIR.</p>
A2-9	<p>4. Water Supply Assessment. Ozonation Facilities. Page 36: Zone 7's ozonation facility at Del Valle Water Treatment Plant is expected to be operational in 2020 (construction began in 2018), and the ozonation facility at Patterson Pass Water Treatment Plant is expected to be operational in 2022 (construction will begin in 2019).</p>	<p>The comment is noted. The second full sentence of page 36 of the water supply assessment included as Appendix F of the Draft EIR, or page 52 of Appendix F, is hereby amended to include additional information about Zone 7's plans for construction of ozonation facilities.</p>

Final Environmental Impact Report for the City of Pleasanton Downtown Specific Plan
 Chapter 3: Responses to Comments

Comment ID	Comment	Response
A2-10	Demands. Should the City of Pleasanton approve the Downtown Specific Plan, the associated demand increase is less than 1% of the total demand for the City of Pleasanton and is therefore not considered a significant increase requiring interim analysis since it is well within the margin of error for Zone 7's projected water demands and planned future water supplies.	The comment is noted. The comment supports the findings of the Draft EIR.
A2-11	Urban Water Management Plan (UWMP). The water supply analysis in the WSA is largely based on Zone 7's and the City of Pleasanton's 2015 UWMPs, which are the latest versions of this document. Note that the documents, which communicate the agencies' water supply conditions and plans, will be formally updated in 2021 in accordance with the State of California's requirements.	The comment is noted. As the comment is informational in nature and does not raise any significant environmental issues or address the adequacy of the Draft EIR, no further response is required.
A2-12	We appreciate the opportunity to comment on this project. If you have any questions on this letter, please feel free to contact me at (925) 454-5005 or via email at erank@zone7water.com . Sincerely, Elke Rank cc: Carol Mahoney, Amparo Flores, file	The comment is the closing of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the Draft EIR; thus, no response is necessary.
A2-13	Attachments: (1) well map, (2) well records search	The comment provides a map of wells in the planning area and a well records search in support of comment A2-7 and is noted. See response to comment A2-7.
A3-1	March 18, 2019 Richard Patenaude Contract Planner City of Pleasanton Community Development Department P.O. Box520 Pleasanton, CA 94566 Subject: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan	The comment is the salutation of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.
A3-2	Dear Mr. Patenaude, Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan. The plan covers 319 acres in central Pleasanton. The Plan areas is approximately bound by the Alameda County Fairgrounds to the west; the Arroyo del Valle and Union Pacific Railroad tracks to the north; portions of Second and Third Streets to the east; and Bernal Avenue to the south. The proposed Plan provides a policy	The comment is noted. The comment is the salutation of the letter and discusses the extent of the planning area and policy framework. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.

Comment ID	Comment	Response
	<p>framework which would apply to new development and redevelopment within the Plan area, as well as streetscape changes.</p> <p>The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:</p>	
A3-3	<ul style="list-style-type: none"> Impact 3.12-1 of the DEIR considers the impacts of the proposed Plan on the existing circulation system. However, it does not include an analysis of the CMP routes including I-680, which was identified in our response to the Notice of Preparation of the DEIR dated April 9, 2018. Please include an impact analysis for I-680 in the DEIR. 	<p>Impacts to CMP roadways are analyzed on page 3.12-54 of the Draft EIR and it was determined that impacts to these roadways would be less than significant. In response to the comment from ACTC regarding impacts to I-680, a supplemental analysis was conducted using the Alameda Countywide Travel Demand Model. The model was used to identify 2020 and 2040 traffic forecasts on I-680 from Stoneridge Road to Sunol Boulevard. Added traffic from development of the Proposed Plan was identified from the Draft EIR analysis, and trips were distributed to the segments of I-680 in the immediate study area for the horizon years of 2020 and 2040. Operations of I-680 were assessed based on volume-to-capacity (V/C) ratios, with a per-lane capacity of 2,000 vehicles per hour was used, in accordance with CMP guidelines. Roadway segments with a V/C ratio greater than 1.0 are assigned LOS F. The level of service standard for I-680 as established by Alameda CTC is LOS E. Analysis results are summarized in Table 1 for 2020 and Table 2 for 2040 conditions. As shown in Table 1, in the near-term condition development consistent with the Proposed Plan could increase traffic on I-680 by up to 85 vehicles in the PM peak hour in the peak direction (I-680 northbound between Bernal Avenue and Stoneridge Drive), increasing traffic volumes by approximately 2 percent from the forecasted 2020 volumes. However, that increase in traffic would not result in the LOS on that segment of I-680 to degrade beyond the level of service standard established by Alameda CTC. In the cumulative condition, the level of added traffic from the Proposed Plan decreases as full buildout of the existing Plan is assumed as part of the background condition, with the level of added traffic to some segments decreasing as a result of implementation of the Proposed Plan.</p> <p>The results of this supplemental analysis reaffirm the conclusions of the Draft EIR, demonstrating that impacts to I-680 from implementation of the Proposed Plan would not result in I-680 freeway segments to exceed their established level of service and would therefore be less than significant. Additionally, the City notes that the Proposed Plan would reduce the level of traffic added to some portions of the freeway network as compared to the current DSP.</p>

Table 1: Alameda CTC Roadway System Analysis Summary - 2020 PM Peak Hour

Link Location	Segment Limits		# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS
I-680 Northbound												
Between	Sunol Blvd	Bernal Ave	3	4,833	50	4,833	4,883	1.03%	0.81	0.81	D	D
Between	Bernal Ave	Stoneridge Drive	3	4,359	85	4,359	4,444	1.95%	0.73	0.74	C	C
I-680 Southbound												
Between	Stoneridge Drive	Bernal Ave	3	3,946	50	3,946	3,996	1.27%	0.66	0.67	C	C
Between	Bernal Ave	Sunol Blvd	3	3,338	35	3,338	3,373	1.05%	0.56	0.56	B	B

Source: Fehr & Peers, 2019.

Table 2: Alameda CTC Roadway System Analysis Summary - 2040 PM Peak Hour

Link Location	Segment Limits		# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS
I-680 Northbound												
Between	Sunol Blvd	Bernal Ave	3	4,638	-11	4,638	4,627	-0.24%	0.77	0.77	D	D
Between	Bernal Ave	Stoneridge Drive	3	4,234	17	4,234	4,251	0.40%	0.71	0.71	C	C
I-680 Southbound												
Between	Stoneridge Drive	Bernal Ave	3	4,457	11	4,457	4,468	0.25%	0.74	0.74	C	C
Between	Bernal Ave	Sunol Blvd	3	3,801	-17	3,801	3,784	-0.45%	0.63	0.63	C	C

Source: Fehr & Peers, 2019.

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A3-4	<ul style="list-style-type: none"> The proposed Plan area is adjacent to the Alameda County Fairgrounds. However the DEIR does not consider potential impacts due to special event traffic. The DEIR should consider potential impacts during events at the Fairgrounds. 	<p>The Draft EIR evaluated the potential project impacts to the transportation system on a typical weekday with area schools in normal session. The analysis in the Draft EIR was based on traffic counts collected on a typical day and included fairground activities. This level of activity was carried forward to future year analyses. Under these conditions, most intersections in the planning area operate within the City's established level of service standard, and transportation impacts to the local transportation system from the Proposed Plan can be mitigated to a less-than-significant level, as noted on pages 3.12-38 through 3.12-58 of the Draft EIR.</p> <p>Most events at the fairgrounds are held on weekends, and the largest event, the County Fair, is in the summer when area schools are not in session. As such, special event traffic associated with the Fairgrounds occurs outside of typical weekday peak commute times. To address special event traffic from major events at the Fairgrounds such as the July 4th fireworks display, the City of Pleasanton implements a traffic mitigation plan in collaboration with numerous agencies including the California Highway Patrol, Alameda County Sheriff's Office, Alameda County Fair, Livermore-Amador Valley Transit Authority (Wheels buses), and Bay Area Rapid Transit. The City notes that the purpose of traffic modeling is to evaluate the potential impacts of the Proposed Plan on the performance of the circulation system and assess the need for improvements. Identification of roadway system improvements to serve Fairground event conditions could result in excess vehicular capacity on typical days that are contrary to other goals and policies established by the City of Pleasanton. Further, evaluating Proposed Plan conditions under a potential special event at the Fairgrounds could serve to dilute potential Plan impacts by comparing the Plan against a higher baseline condition.</p>
A3-5	<ul style="list-style-type: none"> Alameda CTC acknowledges that under Impact 3.12-2 the DEIR indicates that any future development within the Plan area that generates more than 100 peak-hour trips would be required to evaluate, and potentially mitigate any identified traffic impacts. 	<p>The comment is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.</p>
A3-6	<p>Alameda CTC also acknowledges that under Impact 3.12-6, the DEIR states that the proposed Plan uses a Complete Streets approach intended to improve the safety of transit and bicycle facilities, and that amendments to the City's Bicycle and Pedestrian Master Plan will ensure avoiding any future conflicts.</p>	<p>The comment is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.</p>

Comment	ID	Comment	Response
A3-7	<p>Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.</p> <p>Sincerely, Saravana Suthanthira Principal Transportation Planner CC: Chris G. Marks, Associate Transportation Planner</p>	<p>The comment is the closing of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.</p>	
A4-1	<p>March 18, 2019 Richard Patenaude Contract Planner City of Pleasanton Community Development Department P.O. Box520 Pleasanton, CA 94566 Subject: Pleasanton Downtown Specific Plan SCH#: 2001032014</p> <p>Dear Richard Patenaude,</p> <p>The State Clearinghouse submitted the above named EIR to selected state agencies for review. The review period closed on 3/18/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: https://ceqanet.opr.ca.gov/2001032014/5 for full details about your project.</p> <p>Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.</p> <p>Sincerely, Scott Morgan Director, State Clearinghouse</p>	<p>The comment verifies that no state agencies submitted comments on the Draft EIR within the review period closing on March 18, 2019. The comment acknowledges that the City of Pleasanton complied with State Clearinghouse review requirements for a Draft EIR. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.</p>	

Comment		
ID	Comment	Response
Individual Letters		
B1-A-1	<p>From: ncallen@comcast.net <ncallen@comcast.net> Sent: Thursday, March 14, 2019 7:40 AM To: Stefanie Ananthan <sananthan@cityofpleasantonca.gov>; Gerry Beaudin <gbeaudin@cityofpleasantonca.gov>; Ellen Clark <eclark@cityofpleasantonca.gov> Cc: ncallen@comcast.net Subject: FW: DSP Draft EIR - pls use THIS version (not one i emailed late last night) Hi, PLs disregard my email from last night and use this version for our minutes. Thx Nancy</p>	<p>The comment is the salutation of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no further response is necessary.</p>
B1-A-2	<p>Hello, The DSP task force recommended a number of changes to the DSP plan at their Feb. 27th meeting that were different than their earlier plan when the EIR assumptions were created. If approved these changes could significantly increase the buildable square footage and also the number of potential residential units that could be built in our core commercial district vs. existing zoning. And I assume they could increase impacts beyond what was assumed in the draft EIR</p>	<p>Please see Master Response.</p>
B1-A-3	<p>Please clarify in the final EIR what the incremental impact is based on the new zoning changes the task force recommended at the Feb. 27 meeting (see below) vs. what was assumed when the draft EIR was written:</p> <ol style="list-style-type: none"> 1. Changing zoning to allow ground floor residential in commercial district behind commercial storefronts (if not very visible) <ol style="list-style-type: none"> 1. And at an FAR of 300% 2. Increasing FAR in many commercial district areas beyond existing FAR limits– in some case doubling or more the potential buildable space. Also, may increase parking risks. 3. Increasing building height over what was assumed in draft EIR in some areas, which could potentially increase residential units <ol style="list-style-type: none"> 3.1. Includes potential of eliminating the 30 feet threshold for residential that exists today to 40 feet or more. 	<p>Please see Master Response.</p>

Comment	Comment	Response
B1-A-4	<p>4. The proposal to include Barone's and Shell on Map A and allow residential. This will likely add more units/bedrooms than in the base plan (30-40?).</p> <p>4.1. Although traffic volumes may not be higher than commercial use, reducing vibrant retail space in core downtown seems contrary to DSP goals on increasing vibrancy. Adding 2-3 dozen homes could also likely create overflow parking issues on our city streets.</p>	Please see Master Response.
B1-A-5	<p>Therefore, I request the following items be addressed for each of these proposed zoning changes – WORST case analysis</p> <p>A. Additional residential units (and # bedrooms) vs. today and vs. draft EIR</p> <p>B. Additional buildable square footage vs. today and vs. draft EIR</p> <p>C. Additional traffic vs. today and vs. draft EIR with added incremental units</p> <p>D. Additional parking required vs. today and vs. draft EIR</p> <p>E. Any new potential environmental impacts that need to be studied (e.g., creek near Barone's)</p> <p>F. What is potential loss of existing retail square footage (to residential), excluding the town square? This is not an EIR issue but it is a business issue.</p> <p>On item A, I would request we see the detail of the number of and what the driver of the incremental housing units will be at the unit level and bedroom level for our key strategy changes (pls document assumptions). This will help decision makers understand the impact of various choices. For example, how many units/bedrooms will come from:</p> <ul style="list-style-type: none"> • New civic center • Map A rezones • Map B rezones • Allowing ground floor housing behind commercial where it was not previously allowed • Increasing FAR and building height beyond what is currently allowed. <p>I recognize that some of this request may not be purely required for the EIR. However, I believe it is necessary information to make good business decisions about the future of our downtown.</p> <p>Thank you Nancy Allen</p>	Please see Master Response.

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B1-A-6	<p>p.s. Separately, how can we further reengage the public in what changes are being considered as our priority is to have an engaged public and insure our plan creates a better downtown for our residents. When only one or two residents (aside from business owners/developers) show up at the DSP and the Planning Commission to speak about the DSP EIR I worry we have an outreach gap. Since many of the DSP recommendations from Feb. 27th are in conflict with earlier resident feedback and the resident survey, I think we owe it to public to get them engaged before this goes through the public process. One idea could be to write an article in Pleasanton Weekly I (and announce at Farmer's Markets) about some of the changes being considered and schedule a town hall meeting with broad notification to reengage the public. Thank you for considering this as I know transparency and strong public input have always been a key goal of this process.</p> <p>Nancy Allen</p>	Please see Master Response.
B1-B-1	<p>Subject: More info for EIR comments ncallen@comcast.net <ncallen@comcast.net> Mon, Mar 18, 5:55 PM (18 hours ago) to Gerry Beaudin, Ellen Clark, ncallen@comcast.net Mon, Mar 18, 5:55 PM (18 hours ago) Hello, I have attached a second document I would appreciate be included as back-up to my original email requesting potential EIR or staff business updates. Please include this for the public record in all comments related to the EIR. I also encourage us to pull together something along this lines as we evaluate, for business decision purposes, the impact of key recommendations that may in any way be controversial. Thank you. Nancy Allen</p>	The comment is noted. It does not raise any specific environmental issues and does not address the adequacy of the EIR. Please see Master Response.
B1-B-2	Table: comparing Decisions of DSP Task Force of 2/27/19 to goals	The comment is a table comparing Decisions of DSP Task Force of 2/26/19 to project goals. It does not raise any specific environmental issues and does not address the adequacy of the EIR. Please see Master Response.
B2-1	<p>From: L GH <lkgh16@yahoo.com> Date: Monday, March 18, 2019 at 4:40 PM To: Richard Patenaude <rpatenaude@cityofpleasantonca.gov></p>	The comment is the salutation of the letter and is noted. It does not raise any significant environmental issues or address the adequacy of the EIR; thus, no response is necessary.

Comment ID	Comment	Response
	<p>Cc: Megan Campbell <mcampbell@cityofpleasantonca.gov> Subject: L Green's Response to DEIR_DSP</p> <p>Richard Patenaude, Attached please find my questions and concerns for the DSP Draft EIR. If you have any follow-up discussions for me, please feel free to contact me via phone or email. Kind regards, Laurene. Laurene K. Green (a.k.a. Green-Horner) Email: lkgh16@yahoo.com Cell: +1 (925) 922-2789 Address: PO BOX 1837, Pleasanton, CA, 94566, USA</p>	
B2-2	<p>Questions & Concerns for the Downtown Specific Plan (DSP) Environmental Impact Report (EIR)</p> <p>General: It is clear that a lot of thought and hard work has gone into the discussion of this surprisingly complicated project. The resulting DSP Draft EIR is presented in a readable and professional manner, and those whom have contributed should be complimented for their efforts.</p>	The comment is noted.
B2-3	<p>5 CEQA Required Conclusions</p> <p>General: GHG emissions will increase, despite several good efforts to mitigate this potential outcome. The increase in GHG emissions, as stated, are inconsistent with our City and States' stated desires to decrease these emissions as we combat Climate Change, and as we try to change our region's non-attainment status. This is a serious potential outcome and needs to be considered as such. The phrase "significant and unavoidable" is a bit of a misnomer, one can avoid these outcomes by not doing this specific project as planned. A decision to pass on this very well developed and much needed project is obviously easier said than done, but should be considered none the less.</p>	The comment is noted. The City would clarify that under the No Project Alternative, analyzed on pages 4-9 through 4-21 in the Draft EIR, total GHG emissions would increase from 69,199 MT CO ₂ e in 2018 to 73,153 MT CO ₂ e in 2040. By contrast, under the Proposed Plan, 2040 GHG emissions would drop to 49,801 MT CO ₂ e. Therefore, not implementing the Proposed Plan would actually worsen the situation with respect to GHG emissions and would not avoid the significant and unavoidable impact, as suggested by the commenter.
B2-4	<p>3.2 Air Quality</p> <p>ENVIRONMENTAL SETTING</p> <p>1) Local Air Quality – Local Criteria Pollutant Monitoring Data: How useful is the closest air monitoring station if it is in Livermore? Have tests been done in</p>	The Bay Area Air Quality Management District (BAAQMD) maintains a network of air monitoring and meteorology stations throughout the San Francisco Bay Area Air Basin. The Livermore Rincon air quality monitoring station is the closest station to the planning area, located 5 miles to the east in the City of Livermore. Both Pleasanton and Livermore are located within

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	Pleasanton to verify that Livermore data is useful for us, especially during the construction phase which is intensely local?	the Tri-Valley area and share similar geographical and meteorological features. Given that air pollution can move freely within the wider San Francisco Bay Area Air Basin and the proximity of the Livermore Rincon air quality monitoring station to the planning area, air quality data obtained at this location is considered representative of conditions in the planning area.
B2-5	<p>IMPACT ANALYSIS</p> <p>2) General: The EIR appears to minimize the impact of the construction phase by stating its temporary or “one off” nature. The residents and workers in that area will feel impacted even if temporarily. One should note that other cities in the Bay Area are dealing with the improper execution of construction-site safety measures and resulting exposures (e.g., materials for cement-making were left uncovered and therefore were being blown to a nearby school and children were having respiratory issues). What guarantee is there that we will experience better, as we live under the same state regulations and enforcement?</p>	Construction period air quality emissions are discussed on pages 3.2-40 through 3.2-53 of the Draft EIR, and mitigation measure MM-AQ-1 is recommended to address impacts associated with construction period air quality emissions of criteria pollutants. Additionally, MM-AQ-3 is recommended to address potentially significant emissions of toxic air contaminants (TACs), including TAC emissions from construction activities. Any reference to the temporary nature of construction period emissions is not intended to downplay their effects, but rather to distinguish them from permanent, long-term operational sources of emissions which can have even more serious consequences. If the EIR is certified by the Pleasanton City Council and the Proposed Plan is adopted, the mitigation measures will become legal binding and the City will be required to enforce them.
B2-6	3) General: What defines objectionable odor? Residents will want to know if their opinions will be included in this definition.	Odorous substances are regulated by the Bay Area Air Quality Management District (BAAQMD) under Regulation 7. The most common odorous substances resulting in citizen complaints are sulfurous substances used in industrial processes. Additionally, various organic vapors, ammonia, and formaldehyde can be emitted in odor-inducing amounts. Under BAAQMD Regulation 7, odors are deemed objectionable on the basis of citizen complaints received by the BAAQMD.
B2-7	4) Impacts - Construction: The assumption that regional air quality will improve with time as regulations to reduce emissions take effect, is an aspirational and hopeful thought that we all share, but cannot be guaranteed, nor counted on for the purposes of this Plan.	The comment is noted. Air quality modeling performed for the Proposed Plan and included in the Draft EIR was conducted in conformance with BAAQMD guidelines and did not assume that cumulative air quality conditions in the San Francisco Bay Area Air Basin would improve with future reductions in emissions of criteria pollutants due to implementation of regulations. However, the last sentence of the second paragraph on page 3.2-41 of the Draft EIR is hereby amended to reflect that improvements in future cumulative air quality conditions cannot be guaranteed as regulations to reduce emissions take effect over time. Please see errata in Chapter 4 of this Final EIR.

Comment		
ID	Comment	Response
B2-8	5) Impacts - Operations: As with the previous comment, fleet turnover & improved vehicle technology is hoped for but not guaranteed. Contrary examples can be found in the current Administration's efforts to not only role back federal standards but state standards as well.	The comment refers to the paragraph on page 3.2-43, which states, "It should be noted that a net reduction in emissions of NOx, CO, and PM10 would occur under the Proposed Plan when compared to existing conditions, which is primarily attributed to the continued improvement in mobile source emissions in California over time due to vehicle fleet turnover and the implementation of more advanced vehicle technologies, including lower emission fuels." Operational emissions from the Proposed Plan were assessed quantitatively in the Draft EIR using standard and accepted software tools, techniques, and emission factors consistent with BAAQMD guidelines. Air quality modeling performed for the Proposed Plan and included in the Draft EIR projects a decrease in emissions of NOx, CO, and PM10 at buildout of the Proposed Plan with all existing state and local regulations, Plan policies, and Mitigation Measures AQ-1 and AQ-2 from existing conditions, shown in Table 3.2-9 on page 3.2-44. This projection is not a guarantee; however, for the purpose of assessing environmental impacts, it is a reasonable representation of air quality emissions likely to result from implementation of the Proposed Plan. Therefore, the analysis presented in the Draft EIR is adequate.
B2-9	6) Impacts - Operations: As with the previous comment, employee commute trip reduction programs are hoped for but not guaranteed, especial as these are voluntary.	Please see response to comment B2-9. Operational emissions from the Proposed Plan were assessed quantitatively in the Draft EIR using standard and accepted software tools, techniques, and emission factors consistent with BAAQMD guidelines. Employee commute trip reduction programs were strictly classified as voluntary when calculating mitigating effects on air quality and greenhouse gas emissions using the CalEEMod model and a percentage reduction was assumed, consistent with applicable agency guidance. The total air pollutant and GHG emissions provided in the Draft EIR do not assume full or mandatory implementation of employee commute trip reduction programs.
B2-10	7) DRY CLEANING FACILITIES: The phasing out of TACs by CARB may remove chemicals which are currently understood to be problematic, but there are many examples which show that replacement chemicals can later turn out to be as bad or worse, but it will take decades to be expressed in a noticeable manner, and more decades to be regulated. Based on the known requirement to use chemicals in the dry clean process, using a setback of 300ft would be prudent.	The comment is noted. Please see responses to comments A1-2 and A1-3. As discussed in the Draft EIR, compliance with existing federal, State, and local programs and regulations would ensure that impacts related to development on designated hazardous material sites would be less than significant.
B2-11	3.5 Energy, Climate Change, and Greenhouse Gas emissions	As described on page 1-7 of the Draft EIR, the NOP was published on March 9, 2018 and circulated among relevant State and local agencies, as well as to

Comment ID	Comment	Response
	1) The opening paragraph states that “There was no response to the Notice of Preparation (NOP) regarding topics addressed in this section of the EIR”. Was the Committee on Energy and the Environment notified and asked to comment?	members of the public for the required period of time. It is not City practice to forward environmental documents to this committee as environmental review of planning projects and development applications is in the purview of the Planning Commission.
B2-12	<p>METHODOLOGY AND ASSUMPTIONS</p> <p>2) Greenhouse gas emissions: BAAQMD appears to have given guidance, in particular, regarding the use of qualitative analysis instead of quantitative analysis in some cases. Can you show the documentation which supports this?</p>	<p>The Bay Area Air Quality Management District (BAAQMD or District) publishes California Environmental Quality Act (CEQA) Guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). These guidelines are available online at:</p> <p>http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf?la=en</p>
B2-13	3) Greenhouse gas emissions: Quantification of GHG emissions appears to be required in subsequent individual project reviews. What is the mechanism to stop or redesign a project if these are shown to be unacceptable, especially if the overall project has already been approved?	The California Environmental Quality Act and the City’s project approval process provide a mechanism for evaluating individual development projects as they are proposed and ensuring compliance with applicable policies and regulations.
B2-14	4) Greenhouse gas emissions – Operational GHG Emissions – Emissions Targets: Could you describe why this “service population” number is used? It appears to dilute the impact of the emissions on residents, so not sure how this is helpful.	BAAQMD CEQA Guidelines recommends that the Threshold of Significance for operational-related GHG impacts of plans employs a GHG efficiency-based metric per service population or a GHG Reduction Strategy option, which is more difficult to quantify. One commonly employed approach is to describe an efficiency limit using “per service population,” which refers to the sum of the number of jobs and the number of residents generated by a project. The service population metric recognizes that both residents and employees generate GHG emissions in a given community. The Draft EIR assesses GHG impacts of proposed land uses in a downtown area, which will be generated by visitors and employees who may not live in downtown Pleasanton in addition to residents of the planning area. The use of the service population metric is consistent with agency guidance and as a result the analysis in the Draft EIR is adequate.
B2-15	5) Greenhouse gas emissions – Energy Emissions: There is likely a type-o here. The 3,414 BTU per kWh conversion factor should be 3,412.14 BTU per kWh. Please verify that the correct number is used not just here but in any calculations.	<p>The comment is noted. The conversion factor in Tables 3.5-12 and 3.5-13 is hereby updated. Please see the errata in Chapter 4 of this Final EIR.</p> <p>With the correct conversion factor of 3,412.14 BTU per kWh, both current and projected energy consumption decrease marginally. However, the values calculated for percent change from existing and million BTU per service</p>

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B2-16	6) Table 3.5-8 and 8: 6.4 MTCO _{2e} , or even 5.6 MTCO _{2e} , is significantly larger than the 1.7 MTCO _{2e} criteria, not just inconsistent with SB 32 and EO S-3-05!	<p>population do not change. This update represents a clarification and does not change the findings of the Draft EIR.</p> <p>The comment is noted. The draft EIR discusses consistency with SB 32 and EO S-3-05 because these policies establish the 2040 efficiency threshold used to determine significance. Failure to comply with these policies represents a significant and unavoidable impact, which is evident in the efficiency metric calculated. The text on page 3.5-40 of the Draft EIR has been revised to stress the significance of this finding. Please see the errata in Chapter 4 of this Final EIR. This update represents a clarification and does not change the findings of the Draft EIR.</p>
B2-17	<p>3.8 Hydrology, Drainage, and Water Quality</p> <p>1) General: Reading through this section and the associated Appendix F, it is hard to find a clear statement that Zone 7 guarantees they will supply Pleasanton the additional 99 AFA required for this proposed plan. It looks like the City's 2015 UWMP did not capture this amount, but Zone 7 appears to be projecting access to water which may be able to accommodate this extra. However, it isn't clearly stated that Zone 7 guarantees the delivery of this amount. Going from 842 AFA to 941 AFA is a significant jump, and a guarantee from our supplier needs to be displayed clearly if available.</p>	<p>Please see comment A2-10 from Zone 7 Water Agency in which the agency states that "should the City of Pleasanton approve the Downtown Specific Plan, the associated demand increase is less than 1% of the total demand for the City of Pleasanton and is therefore not considered a significant increase requiring interim analysis since it is well within the margin of error for Zone 7's projected water demands and planned future water supplies." Therefore, Zone 7 guarantees delivery of the required water access and no further response is required.</p>
B2-18	<p>2) General: The inclusion in of properties on the corner of Ray St and First St in the EIR should be considered seriously as well. There are several potential legacy issues associated with more than one property on that corner, and the City should assure itself that including any of these properties in the EIR, or by reference, doesn't create legal and financial liabilities for the City down the road.</p>	<p>Figure 3.7-1 in the Draft EIR shows the location of hazardous materials sites in the planning area, including sites near the intersection of Ray Street and First Street. Additionally, as noted in response to comment A1-2, Figure 3.7-1 of the Draft EIR has been updated to include several "non-case information sites" for informational purposes and associated text on pages 3.7-3 and 3.7-4 has been amended to correspondingly. Please see errata in Chapter 4 of this Final EIR. This additional information represents a clarification and application of the information and analysis in the Draft EIR and does not change its findings. Compliance with existing federal, State, and local programs and regulations would ensure that impacts related to development on designated hazardous material sites would be less than significant.</p> <p>Additionally, as noted on page 3.7-15 of the Draft EIR, CalEPA has the authority and responsibility for a unified hazardous waste and hazardous materials management and regulatory program, to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. State law requires county and local agencies to implement the program.</p>

Comment ID	Comment	Response
		In Alameda County the responsibility for this lies with the Livermore-Pleasanton Fire Department. The responsibility for clean up of hazardous materials sites lies with the property owner, under the oversight of applicable agencies.
Comments Received at Planning Commission Hearing		
C1-1	<p>Laurene Green, Pleasanton, referred to Section 3.8 under the impacts segment, Zone 7 has 20 years to figure out how to get us water that is needed and she thought that seems inadequate and she asked to see some document to state this is guaranteed. The same occurs with the Pleasanton portion of this, noting it states it provides 20% of the water and no discussion how they will get the water, especially since they have had supply issues in the past. Regarding significant and unavoidable impacts, the next section is inconsistent with the Climate Action Plan. She said she attended the steering committee meeting and there is an issue regarding two properties proposed to be included in EIR (Barone's and Shell Station) and she was not sure of the laws but she wanted to be sure that by including these in the EIR, especially the Shell station property, they are not allowing something to be turned into residential without proper cleanup.</p>	Please see response to comment B2-17.
C1-2	<p>Chair Allen mentioned that she composed a letter, which she will forward to staff in addition to providing Commissioners a copy. She read her comments within the letter into the record, as follows:</p> <p>"The DSP Task force recommended a number of changes to the DSP plan at their February 27 meeting that were different than their earlier plan when the EIR assumptions were created. If approved these changes could significantly increase the buildable square footage and also the number of potential residential units that could be built in our core commercial district versus existing zoning. And I assume they could increase impacts beyond what was assumed in the draft EIR."</p> <p>She requested the EIR clarify the incremental impact based on the new zoning changes that were recommended by the task force on February 27, which were different from the assumptions in place when the EIR was created. She identified four recommendations, as follows:</p> <ol style="list-style-type: none"> 1. Changing zoning to allow ground floor residential in commercial district behind commercial storefronts (if not very visible), and allowing a Floor Area Ratio (FAR) of 300% 	Please see Master Response.

Comment	ID	Comment	Response
		<p>2. Increasing FAR in many commercial district areas beyond existing FAR limits— in some case doubling or more the potential buildable space. Also, may increase parking risks.</p> <p>3. Increasing building height over what was assumed in draft EIR in some areas, which could potentially increase residential units, including eliminating the 30 feet threshold for residential that exists today to 40 feet or more.</p> <p>4. The proposal to include Barone's restaurant and the Shell gas station on Map A and allow residential. This will likely add more units/ bedrooms than in the base plan 30-40)? Although traffic volumes may not be higher than commercial use, reducing vibrant retail space in core downtown seems contrary to DSP goals on increasing vibrancy. Adding two to three dozen homes could also likely create overflow parking issues on our city streets.</p> <p>The second part of her memo reflects that if those changes are implemented, which she believes are different assumptions, she would request the EIR include the following items be addressed for each of those areas to help the Commission understand the impact of the zoning changes:</p> <p>A. "Additional residential units (and number of bedrooms) versus today and versus draft EIR</p> <p>B. Additional buildable square footage versus today and versus draft FIR</p> <p>C. Additional traffic versus today and versus draft EIR with added incremental units</p> <p>D. Additional parking required versus today and versus draft EIR</p> <p>E. Any new potential environmental impacts that need to be studied (e. g., creek near Barone's)</p> <p>F. What is potential loss of existing retail square footage (to residential), excluding the town square? This is not an EIR issue but it is a business issue."</p> <p>She continued as follows: "On Item A, I would request we see the detail of the number of and what the driver of the incremental housing units will be at the unit level and bedroom level for our key strategy changes. This will help decision makers understand the impact of various choices. For example, how many units/ bedrooms will come from:</p> <ul style="list-style-type: none"> • New civic center 	

Comment ID	Comment	Response
	<ul style="list-style-type: none"> • Map A rezones • Map B rezones • Allowing ground floor housing behind commercial where it was not previously allowed • Increasing FAR and building height beyond what is currently allowed." <p>Chair Allen said that she recognized some of this might not be purely related to the EIR but this information is necessary for the Planning Commission, City Council and the community to understand to be able to come to a consensus. Her last comment was a question that was posed by a resident at the February 27 DSP meeting in regard to a concern that the DSP Task Force has a low turnout of residents in attendance at the meetings. She said there was one resident this evening and possibly two or three residents at the end of the EIR, which might be a result of some recommendations that were made which were somewhat inconsistent with the early feedback received from surveys completed by residents and the limited attendance from previous meetings. She expressed concern that residents will be caught off-guard by the end of the process. She posed a question to staff as to whether a workshop could be held for residents living in the downtown area, so they can be informed on some of the major changes being proposed and their implications.</p>	
C1-3	<p>Commissioner Brown said the height went from 36- 40 feet in the Mixed Use-Transitional district. In terms of comments made for the 46-foot in some areas, for example Town Square and the way the EIR is written around the Town Square, there is an envelope for the number of units and parking assumptions. So, there was no discussion at the DSP whether the envelope on which the EIR was predicated in regard to the number of units should change. Therefore, he would argue or comment that Item 3 is not material as it relates to what was discussed. That region and the envelope did not change as a result of the height changing because the height is independent of those other parameters.</p>	Please see Master Response.
C1-3	<p>Commissioner Brown said he believes there was an envelope in terms of expected units but they didn't specify whether it would occur on Main Street versus another street. He confirmed that staff will refer back to the planning assumptions around the envelope that they created the Draft EIR against to determine if it requires any modification based on those changes, which is a fair request by Commissioner Allen. He referred to Barone' s restaurant and the Shell gas station and thinks the</p>	Please see Master Response.

Comment	Comment	Response
ID	<p>speaker's comment is valid, but at the same time, the proposal as part of Map B was that the General Plan would be amended to show that it is envisioned that it could transition to either mixed- use or residential in the future, but they are not actually changing the zoning; therefore a zoning change would require the Planning Commission to go through the Planned Unit Development (PUD) process. He concluded that in terms of the EIR, when creating a PUD, it would include abating and changing a Shell gas station, which would be addressed at that time.</p>	
C1-4	<p>Commissioner Ritter lastly said his biggest issue is to make sure the environmental report is not overly restrictive in its analysis, where if the whole City was wiped out by a natural disaster, the roads and buildings could be rebuilt. He wants to be sure they are encompassing the big picture where they can put a garage underneath and two units above so they are not over-restricting their analysis. Other than that, Commissioner Ritter said he thinks the DSP came up with some good recommendations at the last meeting and he endorsed most of those.</p>	<p>The comment is noted. Impacts associated with geology and seismicity, hazards, and flooding are analyzed in sections 3.6 through 3.8 of the Draft EIR.</p>

4 Revisions to the Draft EIR

This chapter lists revisions to the Draft EIR by chapter and page, in the same order as the revisions would appear in the Draft EIR. New text is indicated with an underline and deleted text is indicated with ~~strikethrough~~.

Section 3.2: Air Quality

On page 3.2-41, revise the text as follows.

It is also important to note that growth-related emissions associated with the Proposed Plan would not occur all at once but would instead occur incrementally over time as ~~regional air quality improves and~~ regulations to reduce emissions take effect.

Section 3.5: Energy, Climate Change, and Greenhouse Gases

On page 3.5-40, revise the text as follows.

While analysis using these thresholds and quantifiable goals does considerably reduce GHG emissions at buildout, even implementation of all reasonable mitigation measures in tandem with all applicable existing policies and regulations would not achieve the 2040 efficiency threshold of 1.7 MTCO₂e per service population that would indicate “substantial progress” towards the EO S-3-05 GHG emissions reduction target. Furthermore, implementation of the Proposed Plan, even with all reasonable mitigation measures and existing policy, would result in an efficiency metric nearly 4 MTCO₂e per service population greater than the threshold. Achievement of the Statewide emissions reduction target would take aggressive action that is not included in the Proposed Plan. Therefore, the Proposed Plan would result in a significant and unavoidable impact on the environment and the progress of climate change with respect to the generation of GHG emissions.

On page 3.5-56, revise Table 3.5-12 as follows.

Table 3.5-12: Estimated Operational Energy Consumption

<i>Analysis Year/Source</i>	<i>Million BTU/Year</i>
2018	
Electricity	75,990 <u>75,949</u>
Natural Gas	34,907
Mobile (gasoline and diesel)	845,771
Total	956,667 <u>956,626</u>
2040	
Electricity	79,258 <u>79,214</u>
Natural Gas	40,860
Mobile (gasoline and diesel)	619,886
Total	740,003 <u>739,960</u>
Net Increase with Proposed Plan	(216,664) <u>(216,666)</u>

Source: Dyett & Bhatia, 2018.

On page 3.5-57, revise the text as follows.

As shown in Table 3.5-12, implementation of the Proposed Plan would result in a net energy consumption decrease of ~~216,664~~ 216,666 million BTUs at buildout in 2040.

On page 3.5-57, revise Table 3.5-13 as follows.

Table 3.5-13: Estimated Operational Energy Consumption Efficiency

	2018	2040	Net Proposed Plan
Energy consumption (million BTUs)	956,667 <u>956,626</u>	740,003 <u>739,960</u>	-216,664 <u>-216,666</u>
Service population	6,504	8,023	1,519
Million BTUs per service population	147	92	-143
Percent Change from Existing	--	-37%	-197%

Source: Dyett & Bhatia, 2018.

Section 3.7: Hazards and Hazardous Materials

On page 3.7-3, revise the text as follows.

- **GeoTracker.** The SWRCB GeoTracker database tracks sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup such as Leaking Underground Storage Tanks (LUSTs), Department of Defense, and Site Cleanup Program sites; as well as permitted facilities that could impact groundwater such as operating Underground Storage Tanks (USTs), irrigated lands, oil and gas production sites, historic dry cleaner sites, and land disposal sites.

A search of federal, State, and local environmental regulatory agency databases was conducted in order to identify sites within the planning area which may have been historically impacted by hazardous materials or wastes. As listed in Table 3.7-1, the search identified 11 documented closed LUST sites. Properties with closed release cases represent a low to moderate risk of encountering impact during potential future redevelopment. An additional six sites within the planning area were identified as permitted USTs, which are regulated and monitored by the Livermore-Pleasanton Fire Department (LPPFD) UST Program and present a low risk of hazard. Additionally, the search identified 14 non-case information sites, all historic dry cleaners. Non-case information sites are provided for informational review purposes and may be enrolled in the SWRCB cleanup program in the future. One SWRCB cleanup program site was identified at 555 Main Street within the planning area. The locations of hazardous material sites in the planning area are depicted in Figure 3.7-1 and listed in Table 3.7-1.

On page 3.7-4, revise Table 3.7-1 as follows.

Table 3.7-1: Hazardous Sites within the Planning Area

<u>Site Name</u>	<u>Site Type</u>	<u>Status</u>	<u>Location</u>	<u>Potential Contaminants</u>
<u>629 Main Street</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>629 Main St.</u>	<u>None Specified</u>
Alco Fairgrounds	LUST Cleanup Site	Completed - Case Closed	4501 Pleasanton Ave. 120 Ray St.	Gasoline
At&T California - Pe069 (<u>Allegedly Former Sweet Home Pro Cleaners</u>)	Permitted Underground Storage Tank			
Chevron #9-3934	LUST Cleanup Site	Completed - Case Closed	780 Main St.	Gasoline
City Of Pleasanton Fire Station #1	LUST Cleanup Site	Completed - Case Closed	4444 Railroad Ave.	Gasoline
Exxon #7-7003	LUST Cleanup Site	Completed - Case Closed	349 Main St.	Gasoline
First Street Shell	Permitted Underground Storage Tank		4212 1st St.	
Former American Cleaners	Cleanup Program Site	Open - Site Assessment	555 Main St.	None Specified
<u>Former Family Cleaners</u>	<u>Non-Case Information Site</u>	<u>Pending Review</u>	<u>618 Main St., Suite A</u>	<u>None Specified</u>
<u>Former Dry Cleaners (156 W Neal)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>156 W. Neal St.</u>	<u>None Specified</u>
<u>Former Dry Cleaners (220 Division)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>220 Division St.</u>	<u>None Specified</u>
<u>Former Dry Cleaners (560 Main)</u>	<u>Non-Case Information Site</u>	<u>Pending Review</u>	<u>560 Main St.</u>	<u>None Specified</u>
<u>Former Dry Cleaners (670 Main)</u>	<u>Non-Case Information Site</u>	<u>Pending Review</u>	<u>670 Main St.</u>	<u>None Specified</u>
<u>Former Dry Cleaners (711 Main)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>711 Main St.</u>	<u>None Specified</u>
<u>Former Dry Cleaners (4377 First)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>4377 First St.</u>	<u>None Specified</u>
<u>Former Purity Cleaners (First St.)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>4253 First St.</u>	<u>None Specified</u>

<u>Former Purity Cleaners/A&D Laundromat</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>722 Main St.</u>	<u>None Specified</u>
<u>Former Sparkle Cleaners (Pleasant Plaza Shopping Center)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>4235 First St.</u>	<u>None Specified</u>
Interstate Nuclear Services	LUST Cleanup Site	Completed - Case Closed	65 Ray St.	Gasoline
Main Street Property	LUST Cleanup Site	Completed - Case Closed	927 Main St.	Benzene, Diesel, Ethylbenzene, Gasoline, Mtbe / Tba / Other Fuel Oxygenates, Naphthalene, Stoddard Solvent / Mineral Sprits / Distillates, Toluene, Total Petroleum Hydrocarbons (Tph), Xylene
Mobil #04-H6j	LUST Cleanup Site	Completed - Case Closed	1024 Main St.	Gasoline
<u>Plaza Speed Wash (Possible Former Dry Cleaners)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>4241 First St.</u>	<u>None Specified</u>
Pleasanton 76	Permitted Underground Storage Tank		4191 1st St.	
Pleasanton Gas Station	Permitted Underground Storage Tank		707 Main St.	
Police Department	Permitted Underground Storage Tank		4833 Bernal Ave.	
Shell #13-5782	LUST Cleanup Site	Completed - Case Closed	4212 1st St.	Gasoline
Unocal #0543	LUST Cleanup Site	Completed - Case Closed	992 Main St.	Gasoline
Unocal #7376	LUST Cleanup Site	Completed - Case Closed	4191 1st St.	Gasoline
<u>Vintage Hills Cleaners (Vintage Hills Shopping Center)</u>	<u>Non-Case Information Site</u>	<u>Informational Item</u>	<u>3500-3550 Bernal Ave., Suite 160</u>	<u>None Specified</u>
W.J. Hess Construction Co.	Permitted Underground Storage Tank		511 Main St.	
Whalen Construction Company	LUST Cleanup Site	Completed - Case Closed	4227 Pleasanton Ave.	Gasoline

Sources: Geotracker, State Water Resources Control Board (SWRCB), 2018; City of Pleasanton, 2016; Dyett & Bhatia, 2018.

On page 3.7-5, revise Figure 3.7-1 as follows.

Figure 3.7-1: Hazardous Materials Sites



Cleanup Sites

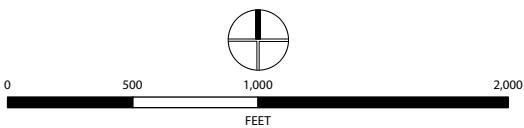
- LUST Cleanup Sites
- Cleanup Program Sites
- ⊗ Closed Sites/Case Closed

Permitted Facilities

- Permitted Underground Storage Tanks (UST)

Other Sites

- Non-Case Information Sites
- Study Area Parcels
- Parks
- Arroyo
- Downtown Specific Plan



Data Source: Geotracker, State Water Resources Control Board (SWRCB), 2018; City of Pleasanton, 2016; Alameda County Open GIS, 2017.

Section 3.8: Hydrology, Drainage, and Water Quality

On page 3.8-2, revise the text as follows.

The Alameda County Flood Control and Water Conservation District (ACFCWCD) is responsible for managing the sections of Arroyo del Valle within the planning area. The Arroyo del Valle is owned by many entities, both private and public, who share the responsibility of managing their sections of the Arroyo del Valle within the planning area.

On page 3.8-5, revise the text as follows.

Zone 7 currently manages groundwater levels within the Main Basin of the Livermore-Amador Valley through annual artificial recharge of the groundwater basin by releases of imported State Water Project supplies to the Arroyo Mocho and Arroyo del Valle from the South Bay Aqueduct and Lake del Valle, with subsequent extractions from seven existing wells within the City of Pleasanton. In total, there are 26 water wells and 26 cathodic protection wells in the planning area, including two Zone 7 Water Agency groundwater monitoring program wells.

On page 3.8-7, revise the text as follows.

The banks of the Arroyo del Valle are subject to flooding under a 100 year storm event; however, the hydraulics of the Arroyo del Valle have been modified so that the 100 year flood flow is fully contained within the Arroyo's banks. Historically, the banks of the unregulated Arroyo del Valle were subject to flooding during a 100-year storm event. Since the implementation of Lake del Valle Reservoir in 1968, the regulated Arroyo del Valle stream corridor through Pleasanton no longer is subject to the pre-dam flooding conditions. Arroyo del Valle is subject to Department of Water Resources flood releases of up to 7,000 cfs.”

On page 3.8-18, revise the text as follows.

Groundwater Management Plan for Livermore Valley Groundwater Basin

The Groundwater Management Plan (GMP) for Livermore Valley Groundwater Basin, adopted in 2005, provides a detailed description of Zone 7's groundwater management practices throughout the Livermore Valley Groundwater Basin and a description of the regulatory setting that involves a GMP. In addition, this GMP contains the Zone 7 management plan elements, which involve the GMP goals, basin management objectives, and stakeholder involvement. The GMP also addresses monitoring programs and protocols related to groundwater and conjunctive use of regional water supplies. Overall, the GMP characterizes the existing groundwater management efforts of Zone 7 to support existing and future beneficial uses of groundwater in the Livermore Valley Groundwater Basin.

Alameda County Watercourse Protection Ordinance

Chapter 13.12 of the Alameda County General Ordinance Code was adopted by the Alameda County Board of Supervisors to protect watercourses and the associated riparian corridors. The watercourse ordinance controls development within and adjacent to privately-owned natural bodies of water, and provides the provisions for the issuance of watercourse permits. Article IV of the Ordinance establishes setback requirements and criteria. The minimum setback requirement applicable to the Arroyo del Valle is 20 feet measured from the top of the bank in the direction of development or other improvements. The “control area” includes the watercourse and setback(s).

Zone 7 Salt Management Plan and Nutrient Management Plan

The Zone 7 Salt Management Plan (SMP), adopted in 2004, was developed to address salt loading in the groundwater basin and to fulfill the requirements of the joint Master Water Recycling Permit and General Water Reuse Order. The Salt Management Plan report provides the technical information and analyses that support the August 1999 Zone 7 Board approved salt management strategy. The Salt Management Plan recommends strategies to implement through 2010. Annual Salt Management decisions are made via an adaptive management process integrated into Zone 7’s annual operations plan.

The Zone 7 Nutrient Management Plan (NMP) was prepared as an addendum to the SMP in 2015. The NMP provides an assessment of the existing and future groundwater nutrient concentrations relative to the current and planned expansion of recycled water projects and future development in the Livermore Valley. The NMP also presents planned actions for addressing positive nutrient loads and high groundwater nitrate concentrations in localized Areas of Concern where the use of onsite wastewater treatment systems (OWTS) (i.e., septic tank systems) is the predominant method for sewage disposal. Because the SMP was incorporated into Zone 7’s Groundwater Management Plan (GWMP) for the Basin in 2005, the NMP is now also incorporated into Zone 7’s GWMP.

Zone 7 Sustainable Groundwater Management Ordinance (Ordinance No. 2017-01)

The Zone 7 Board of Directors adopted Ordinance No. 2017-01 in support of sustainable groundwater management in July 2017. The ordinance prohibits the unsustainable extraction or wasteful use of groundwater within the Zone 7 Service Area, the export of water to areas or users outside of the service area, and the waste or unreasonable use of surface water within the service area.

Zone 7 Development Impact Fee

The Zone 7 Development Impact Fee was adopted in 2009 and last updated in 2016 to address new developments’ proportionate share of costs to implement flood protection and storm water drainage elements of Zone 7’s Stream Management Master Plan and in doing so, to provide for the means to fund and finance adequate public infrastructure, improvements, and facilities in the Livermore-Amador Valley. Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of the Development Impact Fee for Flood Protection and Storm Water Drainage. These fees are collected for Zone 7 by the local governing agency: 1) upon approval of final map for public improvements creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious

areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid.

Zone 7 Drilling Permit

Zone 7 Water Agency is the Administering Agency for Alameda County's "Water Wells Ordinance" (General Ordinance Number 0-2015-20) in Eastern Alameda County. Any new well, well destruction, or well casing reconstruction (to extend, replace, or re-perforate), including cathodic protection wells, must be permitted by Zone 7 before commencement of work. In addition, wells out of use for more than one year must either be permitted for destruction or reclassified as inactive by sending us a completed Zone 7 Statement of Future Well Use form. Also, any soil, soil vapor, or groundwater sampling project involving a temporary boring of ten feet or greater depth, including exploratory or remedial work, must be permitted by Zone 7 Water Agency.

Executive Summary

On page ES-58, revise Impact 3.12-1 of Table ES-1 as follows.

~~Significant and unavoidable~~ Less than significant

Chapter 5: CEQA Required Conclusions

On page 5-12, revise the text as follows.

Transportation and Traffic

~~Development resulting from implementation of the Proposed Plan would contribute to the need for improvements to the regional transportation system and could conflict with Alameda County's congestion management program, including the established LOS E standard for regional roadway facilities and the complete streets policy. Although individual projects would be required to evaluate their effect on the congestion management program (CMP) network and mitigate project specific impacts, development in the planning area and surrounding areas would cumulatively contribute to the need for regional transportation network improvements. Policies in the Proposed Plan discourage single-occupant vehicle use and increase travel options to and within the planning area to reduce demand for vehicle travel on the regional roadway system. Projects developed under the Proposed Plan would be required to comply with MM TRA 9, which would require projects to evaluate their specific impact to the regional transportation system and to pay impact fees for the construction of roadway improvements. However, as there are no assurances that improvements would be constructed, potential impacts would remain significant and unavoidable.~~

Appendix F:

On page 52 of Appendix F, revise the text as follows.

Zone 7 has plans to add Adding ozonation, which is a more effective treatment process, is in Zone 7's CIP, see below. Zone 7's ozonation facility at Del Valle Water Treatment Plant is expected to be operational in 2020 (construction began in 2018), and the ozonation facility at Patterson Pass Water Treatment Plant is expected to be operational in 2022 (construction will begin in 2019).

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