County of Alameda
Notice of Preparation and Notice of Public Scoping Meeting
Arroyo Lago Residential Project

Date: May 12, 2023

To: State Clearinghouse and Interested Public Agencies, Parties, and Organizations

From: Aubrey Rose, AICP, Provisional Planner III, Alameda County Community Development Agency Planning Department

Subject: Notice of Preparation of an Environmental Impact Report for the Arroyo Lago Residential Project and Notice of Public Scoping Meeting

NOTICE IS HEREBY GIVEN THAT the County of Alameda (Lead Agency and [County]) will prepare a Draft Environmental Impact Report (Draft EIR) for the proposed Arroyo Lago Residential Project (proposed project). The Draft EIR will address the potential physical and environmental effects of the proposed project for each of the environmental topics outlined in the California Environmental Quality Act (CEQA) Appendix G thresholds. The County will use the Draft EIR when considering approval of the proposed project. Pursuant to CEQA Guidelines Section 15082, the project description, location, and potential environmental effects of the proposed project are described in the attached materials and available on the project website at https://www.acgov.org/cda/planning/landuseprojects/.

30-DAY NOTICE OF PREPARATION COMMENT PERIOD: The County is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the Draft EIR, and the environmental issues and alternatives to be addressed in the Draft EIR. In accordance with the time limits established by CEQA, the Notice of Preparation (NOP) public review period will begin on **May 15, 2023**, and will end on **June 13, 2023**. Please provide your written/typed comments (including name, affiliation, telephone number, and contact information) to Aubrey Rose via email at aubrey.rose@acgov.org or mail to the address shown below by **5:00 p.m.,** on **Tuesday, June 13, 2023**. If you wish to be placed on the notification list for this proposed project or need additional information, please contact:

Aubrey Rose, AICP, Planner III
Alameda County Community Development Agency Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544
Phone: 510.670.5322
Email: aubrey.rose@acgov.org

PUBLIC SCOPING MEETING: The County will hold a Public Scoping Meeting to: (1) inform the public and interested agencies about the proposed project; and (2) solicit public comment on the scope of the environmental issues to be addressed in the Draft EIR as well as the range of alternatives to be evaluated. The details for the Public Scoping Meeting are to be determined and will be publicly posted before the meeting date.

ARROYO LAGO RESIDENTIAL PROJECT

Project Location

The project site is located within unincorporated County of Alameda, directly east of the City of Pleasanton city limits between Lake I of the Zone 7 Chain of Lakes north of the project site and Cope Lake east of the project site (Exhibit 1 and Exhibit 2a). The project site does not currently have a street address but can be accessed north of the eastern end of Busch Road. The site is within the City of Pleasanton's Sphere of Influence (SOI). The project site is characterized by relatively flat topography throughout. Presently, the project site is vacant with no structures or existing development. An informal access road travels from the southeast corner of the project site, across the site, and to the northwest corner along the western boundary of the site.

The project site consists of three Assessor's Parcel Numbers (APNs)—APN 946-4634-1 (the residential site) as well as APN 946-4634-2 and APN 946-1350-3-10 (the off-site improvements). Specifically, the project site is located within the *Livermore, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map (Latitude 37° 40' 38.28" North; Longitude 121° 51' 22.68" West).

Major roadway networks including State Route (SR) 84, Interstate (I) 580, and I-680 provide regional access to the project area. SR-84 consists of to two unconnected segments, one of which is located in the San Francisco Bay Area and the other is primarily in Sacramento-San Joaquin River Delta area. The portion of SR-84 closest to the project site (San Francisco Bay Area segment) is a north-south highway that begins at SR-12 in the City of Rio Vista, passes the City of Pleasanton to the east, and terminates in the City of West Sacramento. I-580 is an east–west highway that is the main point of access connecting cities in the western portion of the County to cities in the eastern portion of the County. I-680 is a north–south highway that travels through the western portion of the City of Pleasanton.

Existing Land Use Designations and Zoning

According to the County's East County Area Plan (ECAP), the project site's land use designation is Medium Density Residential (MDR).[1] The MDR designation allows for densities between 4.1 and 8.0 units per acre. Land uses allowed within this designation include single-family detached and attached homes, multiple family residential units, group quarters, public and quasi-public uses, limited agricultural uses, community and neighborhood commercial uses, neighborhood support uses, and similar compatible uses.[2] Land use designations for the site and surrounding parcels are shown in Exhibit 3.

The project site is zoned Agriculture (A).[3] Although the proposed project would not be consistent with the primary or conditional uses permitted for the A zoning designation, rezoning is not required

[1] County of Alameda. 2023. Unincorporated Alameda County Public Access Map (PAM). Website: https://acpwa.maps.arcgis.com/apps/View/index.html?appid=4a648cb409d744b8a4f645e6e35fe773. Accessed February 20, 2023.
[2] County of Alameda. 1994. East County Area Plan. Website: https://www.acgov.org/cda/planning/generalplans/documents/EastCountyAreaPlancombined.pdf. Accessed February 20, 2023.
[3] County of Alameda. 2023. Unincorporated Alameda County Public Access Map (PAM). Website: https://acpwa.maps.arcgis.com/apps/View/index.html?appid=4a648cb409d744b8a4f645e6e35fe773. Accessed February 20, 2023.

because the proposed project is consistent with the site's ECAP land use designation and the zoning is inconsistent with the plan.[4,5]

Project Description

1.1.1 - Proposed Residential Project

The proposed project includes construction of 194 single-family homes, with approximately 25 percent (49 homes) being designed with deed-restricted Accessory Dwelling Units (ADUs), as shown on Exhibit 4. The dwelling units would be approximately 26 to 30 feet in height. The approximately 26.6-acre site would be developed with an approximate density of 7.3 dwelling units per gross acre. The proposed project is expected to include approximately 694 residents.

As part of the proposed project, the existing four parcels within the project site would be reconfigured into 194 residential lots, ranging between 3,500 square feet and 9,387 square feet, as well as 21 open space and park parcels, ranging from 1,117 square feet to 30,423 square feet in area. Furthermore, the proposed project would construct seven internal streets (Streets A-F and Loop A) to provide internal circulation within the site. All circulation, excluding private drive aisles, would be public roads maintained by the County. These plans are provided in Exhibit 5a and Exhibit 5b.

The project applicant proposes to create two single-family unit lot design standards. Proposed lots located east of proposed roads Loop A, Street B, and Street E would be developed to "50x70 Lot Development Standards." Proposed lots located west of proposed roads Loop A, Street B, and Street E would be developed to "50x80 Lot Development Standards." These development standards are outlined in Table 1 below. Any development standards not called out in Table 1 would adhere to the County's Single-Family Residence (R-1) zoning district development standards.

Table 1: Proposed 50x70 Lot and 50x80 Lot Design Standards

Development Standard	50x70 Lot Standard	50x80 Lot Standard
Minimum Lot Size	3,500 square feet	4,000 square feet
Minimum Front Setback to Structure	10 feet	10 feet
Minimum Front Setback to Garage	18 feet	18 feet
Minimum Rear Setback to Living	10 feet	8 feet
Minimum Rear Setback to Covered Outdoor Patio	5 feet	5 feet
Minimum Side Setback to Structure	5 feet	5 feet
Maximum Lot Coverage	60 percent	60 percent
Maximum Coverage (square feet)	2,100 square feet	2,400 square feet
Source: KTGY 2022. Schematic Design. August 17.		

[4] County of Alameda. 2022. Alameda County Zoning Ordinance, Chapter 17.06. Website: https://library.municode.com/ca/alameda_county/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.06ADI. Accessed February 20, 2023.

[5] It is well settled law that zoning codes must be consistent with general plans (Government Code § 65860(a).) The general plan controls when in conflict with a zoning ordinance (See, e.g., Government Code § 65860(c); *Sierra Club v. Board of Supervisors* (1981) 126 Cal.App. 3d 698, 704; *City of Morgan Hill v. Bushey* (2018) 5 Cal.5th 1068, 1080.)

In conformance with the proposed development standards, the project applicant proposes to construct three housing unit types for the 50x70 Lot Development Standards, and three housing unit types for the 50x80 Lot Development Standards. Plans for the housing unit types in the 50x70 Lots range in size from 2,541 to 2,883 square feet with one attached garage, 4 to 5 bedrooms, and 3 to 3.5 bathrooms. Plans for the housing unit types in the 50x80 Lots range in size from 2,991 to 3,398 square feet with one attached garage, 4 to 5 bedrooms, and 3 to 4.5 bathrooms.

1.1.2 - Proposed Off-Site Improvements

The proposed project would also include several off-site improvements as described below and shown on Exhibit 6.

Water Storage and Booster Pump Facility

The proposed project would include the development of a water storage and booster pump facility, as shown on Exhibit 7, located northeast of the project site between Lake I and Cope Lake, along El Charro Road. Access to the water storage and booster pump facility would be provided via an access path off El Charro Road. The water storage facility would incorporate one circular tank holding approximately 400,000 gallons with a 50-foot diameter and a 25 to 28-foot side water depth. The facility would consist of approximately 53,456 gallons of operational storage, 360,000 gallons of fire storage, and 20,046 gallons of emergency storage. It would incorporate a booster pump station, electrical and chemical building, site access, and perimeter fencing.

Routine operations of the water storage and booster pump facility are not expected to require any full-time employees; however, less than one full-time equivalent employee would make routine trips to inspect and maintain the facility. It is expected that the daily trip generation would be less than one vehicle trip to the site each day with occasional delivery trucks and maintenance equipment when required.

Recycled Water Storage Facility

The proposed project would also include a recycled water storage facility located on approximately 2.5 acres east of El Charro Road and directly south of the proposed sewer treatment plant, as shown on Exhibit 6. Access to the recycled water storage facility would be provided via an access road that would be constructed off El Charro Road, traveling east to the proposed sewer treatment plant, and then south along the west side of the sewer treatment plant to the water storage facility. The recycled water storage facility would have an approximately 900,000-gallon storage capacity.

Sewer Treatment Plant

The proposed project would include the development of a sewer treatment plant, as shown on Exhibit 8, located on approximately 1 acre east of El Charro Road and directly north of the proposed recycled water storage facility (Exhibit 7). Access to the sewer treatment plant would be provided via an access road off El Charro Road, which would lead directly to the sewer treatment plant. The proposed sewer treatment plant would be a package membrane bioreactor sewage treatment plant that would treat approximately 37,400 gallons of wastewater per day or approximately 315 acre-feet annually. The sewer treatment plant would include an influent pump station, a headworks facility,

odor control, a membrane bioreactor facility, ultraviolet disinfection, an effluent and recycled water pump station and pipelines, solids handling, a chemical facility, administration, laboratory, operations, and maintenance.

Routine operations of the sewer treatment plant would not be expected to require any full-time employees. However, employees would make routine trips to inspect and maintain the facilities. It is expected that the daily trip generation would be less than one vehicle trip to the site each day with occasional delivery trucks and maintenance equipment when required.

Agricultural Irrigation Recycled Water Spray Fields

The proposed project would include the development of approximately 9 acres of agricultural irrigation fields, located east of El Charro Road, the water storage facility, and sewer treatment plant, as shown on Exhibit 6.

Bioretention Areas

The proposed project would include an approximately 0.75-acre primary bioretention area located east of El Charro Road, as shown on Exhibit 9. The bioretention area would contain two layers: an 18-inch layer of bioretention soil mix, and a 12-inch layer of Class II permeable rock. The bioretention area would be protected by an 8-foot berm and would treat all incoming stormwater from the project site. Another smaller, approximately 0.04-acre bioretention area would be located near the southeast corner of the proposed sewer treatment plant, as shown on Exhibit 6. An additional smaller, approximately 0.02-acre bioretention area would be located adjacent to the water storage and booster pump facility, as shown on Exhibit 6. The bioretention areas would have sufficient capacity to meet the stormwater needs of the proposed development.

Roadway, Bicycle, and Pedestrian Improvements

The proposed project would include frontage improvements along Busch Road, including the construction of an approximately 8-foot-wide sidewalk, an approximately 6-foot-wide Class II bicycle lane and street landscaping, as shown on Exhibit 6. In front of the project site, Busch Road would be redeveloped into a two-lane road with a split median. The street would have a width of 100 feet and would not provide on-street parking. The bicycle improvements would extend approximately 1,000 feet, from the southeast corner of the project site to Ironwood Drive, located west of the project.

Vehicular Access, Circulation, and Parking

Vehicle

In addition to the 2-car garages attached to each proposed single-family home and the parking available within the driveway, the proposed project would also provide parking on internal streets. Primary vehicular access to the project site would be provided by connecting the existing Busch Road to the proposed internal circulation Street A and Street B, as shown on Exhibit 5a and Exhibit 5b.

As shown in Exhibit 10, emergency access to the project site would be provided via four different access routes. The first emergency access route (green route on Exhibit 10) would be provided via Busch Road from Valley Avenue, and emergency vehicles would enter the site through a project

driveway on Busch Road. The second emergency access route (magenta route on Exhibit 10) would be provided via an unnamed road connecting the project site's northeastern corner to El Charro Road, approximately 0.25 mile east of the project site. Access to this route would be provided via El Charro Road either from Busch Road or Stoneridge Drive and the unnamed road would connect to Street D and Street A. The third emergency access route (purple route on Exhibit 10) would be provided via El Charro Road, where emergency vehicles would enter at Stoneridge Drive and access the site via the project driveways on Busch Road. The fourth emergency access route (blue route on Exhibit 10) would be provided via a road to be developed as part of a future development south of the project site that would connect Boulder Street to Busch Road where emergency vehicles could access the site.

Transit

Bus

Bus transit services in the vicinity of the project site are provided by Livermore-Amador Valley Transit Authority (LAVTA) through the Wheels bus service. Wheels operates routes 10R, 605, and 608 within 0.5 mile of the project site.[6] The closest bus stops to the project site are Martin Avenue and Mohr Avenue, and Stanley Boulevard and Valley Avenue, approximately 0.30 mile northwest and 0.45 mile southwest of the project site, respectively.

Rail

Bay Area Rapid Transit (BART) is a regional rail transit service that operates within the County and provides connections to Contra Costa, San Francisco, and San Mateo counties. The Dublin/Pleasanton BART Station is approximately 2.60 miles northwest of the project site.

The Altamont Corridor Express (ACE) is a regional transit service that operates from Stockton to San José, passing through the cities of Tracy, Livermore, Pleasanton, and Fremont. The closest station, Pleasanton Station, is located approximately 2.10 miles southwest of the project site.

Bicycle

Currently, there are no existing bicycle lanes on Busch Road adjacent to the project site. The nearest bicycle route to the proposed project is a Class IV bicycle path, which starts at the Ironwood Drive and Bradford Way/Cornerstone Court traffic circle and connects to the Iron Horse Trail, approximately 1,000 feet west of the project site.[7] Both Ironwood Drive and Busch Road provide bicycle lanes on both sides of the road west and north of this intersection. In addition, the Iron Horse Regional Trail, located approximately 1,500 feet west of the project site, provides a multiuse bicycle/pedestrian pathway that provides access to the Dublin/Pleasanton BART Station. The trail runs from the City of Pleasanton to the City of Concord.

[6] Livermore-Amador Valley Transit Authority (LAVTA). 2018. Wheels System Map. Website: https://www.wheelsbus.com/wp-content/uploads/2015/07/UPDATED-16-LAVTA-0002_LAVTA-System-Map-Brochure_5-Fold_3-4x8-5-1.pdf. Accessed February 23, 2023.

[7] City of Pleasanton. 2023. Bikeways and Trails Map. Website: https://www.cityofpleasantonca.gov/gov/depts/cd/traffic/maps_and_information/bikeways_and_trails_map.asp. Accessed February 21, 2023.

The proposed project would construct approximately 1,000 feet of off-site bicycle lane improvements to Busch Road that would connect to the existing bicycle lanes on Busch Road and Ironwood Drive.

Pedestrian

The proposed project would construct approximately 0.5 mile of designated walking trails on the project site. In addition, all proposed roads on the project site would contain 5-foot sidewalks on both sides and would also provide crosswalks at all internal intersections.

There are no sidewalks currently in the vicinity of the project site, including on Busch Road. The traffic signal at the Busch Road and Ironwood Drive intersection includes crosswalks with pedestrian signal heads to facilitate crossing the street, and sidewalks extend on Busch Road west of the intersection, and on Ironwood Drive.

As discussed above, the proposed project would construct approximately 1,000 feet of off-site sidewalk improvements to Busch Road that would connect to existing sidewalks on Busch Road and Ironwood Drive, as shown on Exhibit 6.

1.1.3 - Design, Landscaping, and Lighting

Building Design and Height

Building height would range from 26 to a maximum of 30 feet (two floors). Buildings would be set back from the proposed streets in accordance with the development standards set in Table 1.

The exterior of the homes would be constructed with Farmhouse, Craftsman, and Modern Ranch designs. To achieve an architectural variety throughout the site, duplicate styles would not be adjacent to each other. Design features would include slate and metal roofing, lap siding with adjacent trim boards, gable siding with horizontal trim, batten board sidings with adjacent trim boards, fascia, eaves, knee braces, corbels, shutters, and painted garage and entry doors. The exterior color palette depends upon the architectural design type, with palettes ranging between whites, grays and browns, blues, grays, yellows, stone, and terracotta, and brighter greens, blues, and reds.

Landscaping

The project applicant proposes to construct a private 0.7-acre park which would be owned and maintained by the Homeowner's Association (HOA) and approximately 0.5 mile of designated walking trails, as shown on Exhibit 11.

The park and other open space areas on the project site would be landscaped with various grasses and shrubs of non-native and native origin. Paving across the park, streets, and other open space landscaped areas would consist of concrete and decomposed granite, with accent paving being used to demarcate crossings. Ornamental fencing would be used to separate residences and public spaces. Other amenities, such as benches, tables, and chairs, would be installed in the park.

Internal streets on the project site would be lined with street trees, and the park would also contain trees. Trees would also be installed along the north side of the project site boundary along Lake I. Proposed project trees would include the crape myrtle, Chinese pistache, native oak, Indian hawthorn, little leaf linden, and Chinese elm species.

1.1.4 - Infrastructure Improvements

Domestic Water

Water service to the project site would be provided by a connection to proposed off-site 8-inch diameter water lines in the northeast corner of the project site. Water service throughout the project site would be provided in 8-inch diameter water lines under the proposed internal streets.

As mentioned above, one off-site 8-inch diameter water line would be constructed from the northeast corner of the project site to supply the proposed project. This line would extend eastward toward El Charro Road, and then follow El Charro Road north until reaching a proposed water storage facility between Lake I and Cope Lake of the Zone 7 Water Agency's Chain of Lakes. The second off-site 8-inch diameter water line would be constructed from the southwest corner of the project site to also supply the proposed project. This line would extend westward toward Valley Avenue, ultimately connecting with the Zone 7 Vineyard pipeline. There would be a standard Zone 7 turnout (metering facility) at each connection to Zone 7 facilities and the two connections would be tied together to enable water to be fed from two Zone 7 pipelines for redundancy.

Stormwater Drainage

Stormwater from the project site would be drained by 6-inch storm gutters located on the sides of the proposed internal streets. Stormwater would flow into 18-inch pipes located under the streets, and then would be drained out of the site using a 36-inch diameter pipe that would be constructed along Busch Road, flowing eastward. The pipe would continue beyond Busch Road and then turn north, eventually depositing in the proposed primary bioretention area (Exhibit 9) that would be located approximately 0.45 mile east of the project site.

Sanitary Sewer

As discussed above, wastewater from the proposed residential development would be treated by the proposed off-site sewer treatment plant. Sanitary sewer infrastructure would be constructed as part of the proposed project. Residential units on-site would be connected to 8-inch diameter sanitary sewer pipelines that would be constructed underneath the proposed internal streets. Wastewater would subsequently flow out of the project site into an 8-inch sanitary sewer line that would be constructed on Busch Road. Wastewater would flow along this line eastward beyond Busch Road and be redirected toward the proposed sewer treatment plant (Exhibit 8).

Solid Waste and Recycling Collection

The proposed project would be served by the Pleasanton Garbage Service (PGS), which would provide both solid waste and recycling services. Garbage and recycling services would be provided on a weekly basis.

Power and Telecommunications

Electric and gas services for the project would be provided by Pacific Gas and Electric Company (PG&E). The proposed project would be served by existing utility lines on the north side of the project site and along Busch Road. Both power lines are currently located above ground but would be moved underground as part of the proposed project.

AT&T would provide phone services, and Comcast would provide phone and high-speed internet services.

1.1.5 - Phasing and Construction

The proposed project would include construction of 194 single-family residences, 49 ADUs, a 0.7-acre park, off-site street improvements on Busch Road and El Charro Road, and off-site sewer treatment plant facilities in one phase over a period of 2 years, 5 months, and 3 weeks (904 days), starting in March 2025 and ending in August 2027. All site preparation and grading for the entire project area would also be completed at this time. Grading and site preparation would include the import of up to approximately 150,000 cubic yards of fill. Grading plans for the residential site and off-site grading plans for the adjacent site are shown on Exhibit 5a, Exhibit 5b, and Exhibit 12. The preliminary construction schedule is provided in Table 2.

Table 2: Proposed Project Preliminary Construction Schedule

Construction Milestones	Expected Start/End Date
Horizontal Construction (In Tract and Off-site)	
Mass Grading/Surcharge	3/1/2025
Underground Utilities	6/29/2025
Topside Improvements	10/27/2025
Off-site Street Improvements (Busch Road, etc.)	1/25/2026
Horizontal Construction Complete	7/24/2026
Water Treatment and Wastewater Treatment Construction (Off-site)	
Mass Grading/Surcharge	6/1/2025
Water Treatment and Wastewater Treatment Construction Complete	5/27/2026
Vertical Construction	
Model Home Starts	8/1/2025
First Production Phase Start	10/30/2025
Second Production Phase Start	1/28/2026
Third Production Phase Start	4/28/2026
Fourth Production Phase Start	7/27/2026
Fifth Production Phase Start	10/25/2026
Sixth Production Phase Start	1/23/2027

Construction Milestones	Expected Start/End Date
Vertical Construction Complete	8/21/2027
Source: 330 Land Company. February 13, 2023.	

1.2 - Project Objectives

The project objectives and underlying purposes of the proposed project are to:

- Convert a vacant, underutilized property into a residential development in alignment with the ECAP Medium Density Residential (MDR) land use designation.
- Further the preservation of open space in other areas of the ECAP by providing for the compact and orderly development of the project site adjacent to existing development.
- Generate new, additional property tax revenues for the County of Alameda.
- Provide a range of professionally designed housing options, including single-family homes and affordable accessory dwelling units.
- Create a walkable, outdoor environment, by providing open space, parks, and walking trails for both private and public use, allowing both existing and new residents to take advantage of the development.
- Provide adequate infrastructure capacity, including sewer, water, and storm drain needed to accommodate the development consistent with the ECAP.
- Provide adequate off-street parking for all on-site uses, to not impact the development's neighbors.

Required Discretionary and Ministerial Approvals

Discretionary approvals and permits are required by the County for implementation of the proposed project. The proposed project would require the following discretionary approvals and actions, including:

- Approval of the Draft EIR
- Approval of a Site Development Permit and Building Permits
- Approval of a Vesting Tentative Map

Subsequent ministerial actions would be required for the implementation of the proposed project including, but not limited to, issuance of grading and building permits.

A number of other agencies in addition to the County of Alameda will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. The Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- United States Fish and Wildlife Service
- California Department of Fish and Wildlife
- San Francisco Bay Regional Water Quality Control Board
- Alameda County Flood Control and Water Conservation District (Zone and Water Agency)
- Pleasanton Garbage Service (PGS)
- Pacific Gas and Electric Company (PG&E)
- California Water Service
- Livermore-Pleasanton Fire Department
- Pleasanton Unified School District

Environmental Review

Following completion of the 30-day NOP public review period, the County will incorporate relevant information into the Draft EIR, including results of public scoping and technical studies. Subsequently, the Draft EIR will be circulated for public review and comment for a 45-day public review period.

The County requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and email or mailing addresses will be notified throughout the CEQA review process.

A copy of the NOP (in full color) can be found on the County's website: https://www.acgov.org/cda/planning/landuseprojects/.

If you wish to be placed on the mailing list or need additional information, please contact Aubrey Rose, AICP, Alameda County Community Development Agency Planning Department, at 510.670.5400 or aubrey.rose@acgov.org.

Potential Environmental Effects

The Draft EIR will evaluate if there are potentially significant environmental impacts associated with approval and implementation of the proposed project. Consistent with the CEQA Guidelines (Appendix G), the Draft EIR will analyze the reasonably foreseeable direct, indirect, and cumulative effects of the proposed project on focused resources, including but not limited to:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Effects Found not to be Significant

Unless specific comments are received during the NOP public comment period that indicate a potential for the proposed project to result in a significant impact, the following issues will be addressed in the Effects Found not to be Significant section of the Draft EIR.

- **Agriculture and Forestry Resources—**The project site is currently designated for MDR uses in the ECAP and is zoned for Agriculture (A) under the County zoning ordinance.[8, 9] While the existing zoning of the project site sets the primary use of the project site as agricultural, the MDR land use designation of the project site would supersede the primary uses permitted by the zoning. Therefore, the proposed residential uses of the project would not conflict with the project site's zoning.

  The project site is mapped as "Other Land" by the California Department of Conservation Farmland Mapping and Monitoring Program, which is considered a nonagricultural land.[10] In addition, the project site is not under a Williamson Act Contract.[11] The County General Plan Conservation Element designates the soil on the project site as being PP soil, which it determines to not be suitable for a Prime or Unique Farmland designation within the General Plan.[12] As such, construction and operation of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, or result in the loss or conversion of forestland to non-forest uses. The proposed project would not conflict with any zoning for agricultural use or a Williamson Act Contract, or any zoning for forestland or timberland. Therefore, no impact related to agriculture or forestry resources would occur.

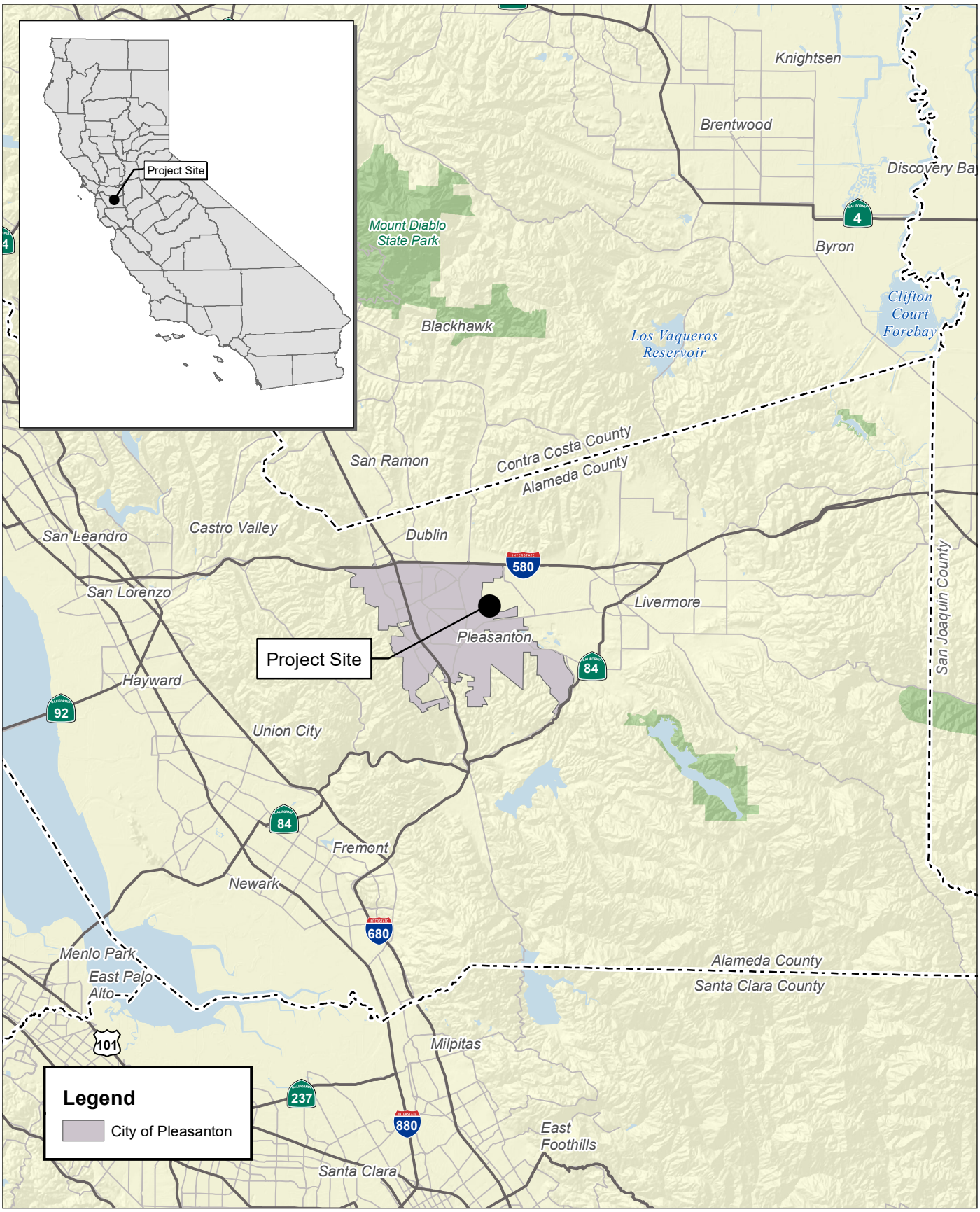
[8] County of Alameda. 2023. Unincorporated Alameda County Public Access Map (PAM). Website: https://acpwa.maps.arcgis.com/apps/View/index.html?appid=4a648cb409d744b8a4f645e6e35fe773. Accessed February 20, 2023.

[9] County of Alameda. 1994. East County Area Plan. May 5.

[10] California Department of Conservation.2022. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed March 9, 2023.

[11] California Department of Conservation. 2021. California Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed March 9, 2023.

[12] County of Alameda. 1976. Conservation Element of the Alameda County General Plan. November 23.



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

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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COUNTY OF ALAMEDA
ARROYO LAGO RESIDENTIAL PROJECT
NOTICE OF PREPARATION

Source: Bing Aerial Imagery.

FIRSTCARBON SOLUTIONS™

1,000 500 0 1,000 Feet

Exhibit 2a
Local Vicinity Map

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COUNTY OF ALAMEDA
ARROYO LAGO RESIDENTIAL PROJECT
NOTICE OF PREPARATION

Source: Bing Aerial Imagery.

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1,000 500 0 1,000 Feet

Exhibit 2b
Project Site
Accessor Parcel Numbers

58240001• 05/2023 | 2b_APN.mxd

COUNTY OF ALAMEDA
ARROYO LAGO RESIDENTIAL PROJECT
NOTICE OF PREPARATION

Source: Bing Aerial Imagery.

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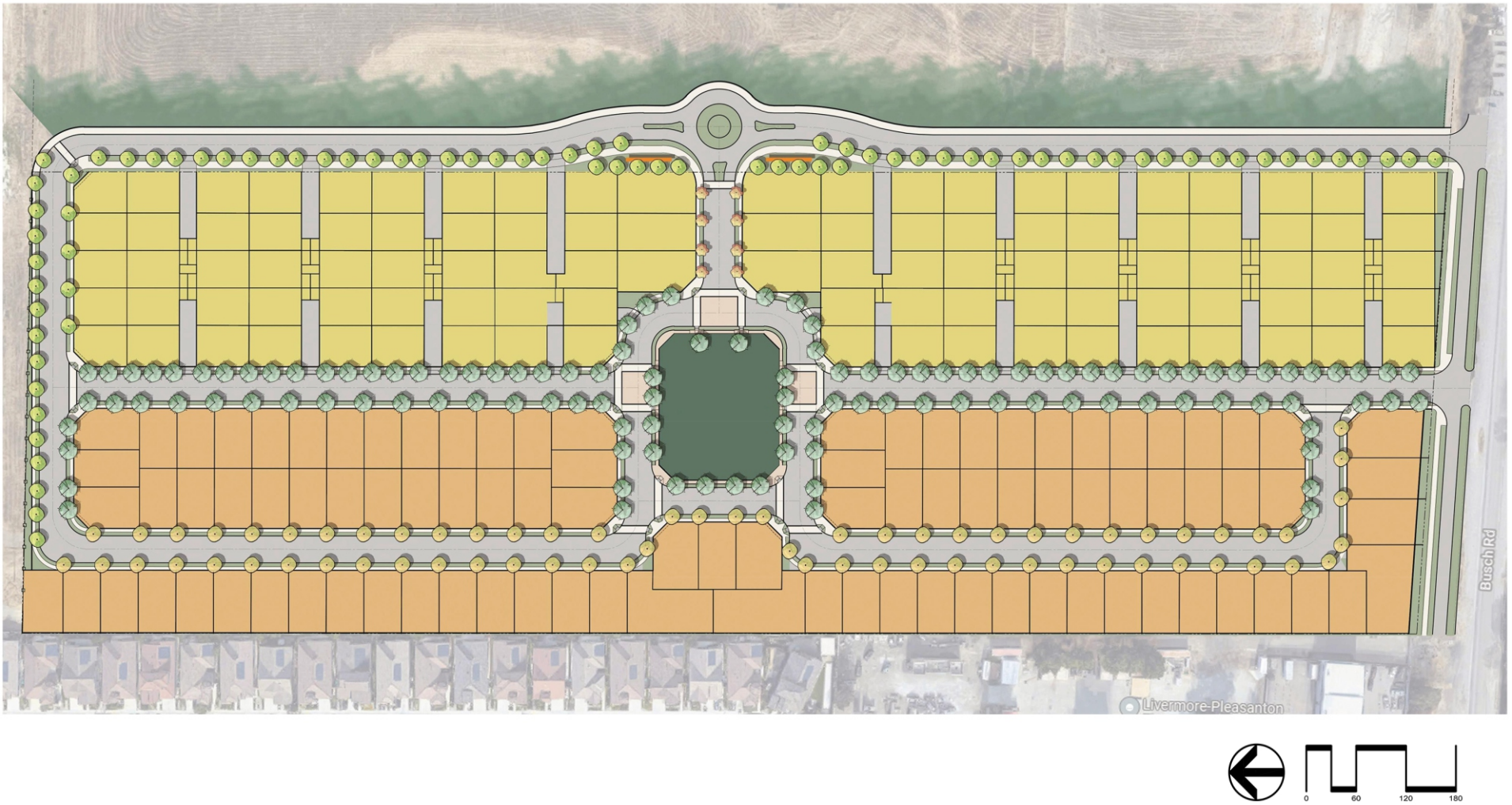
Exhibit 3
Residential Site Existing Land Uses



Source: CBG Civil Engineers. 08/2022.

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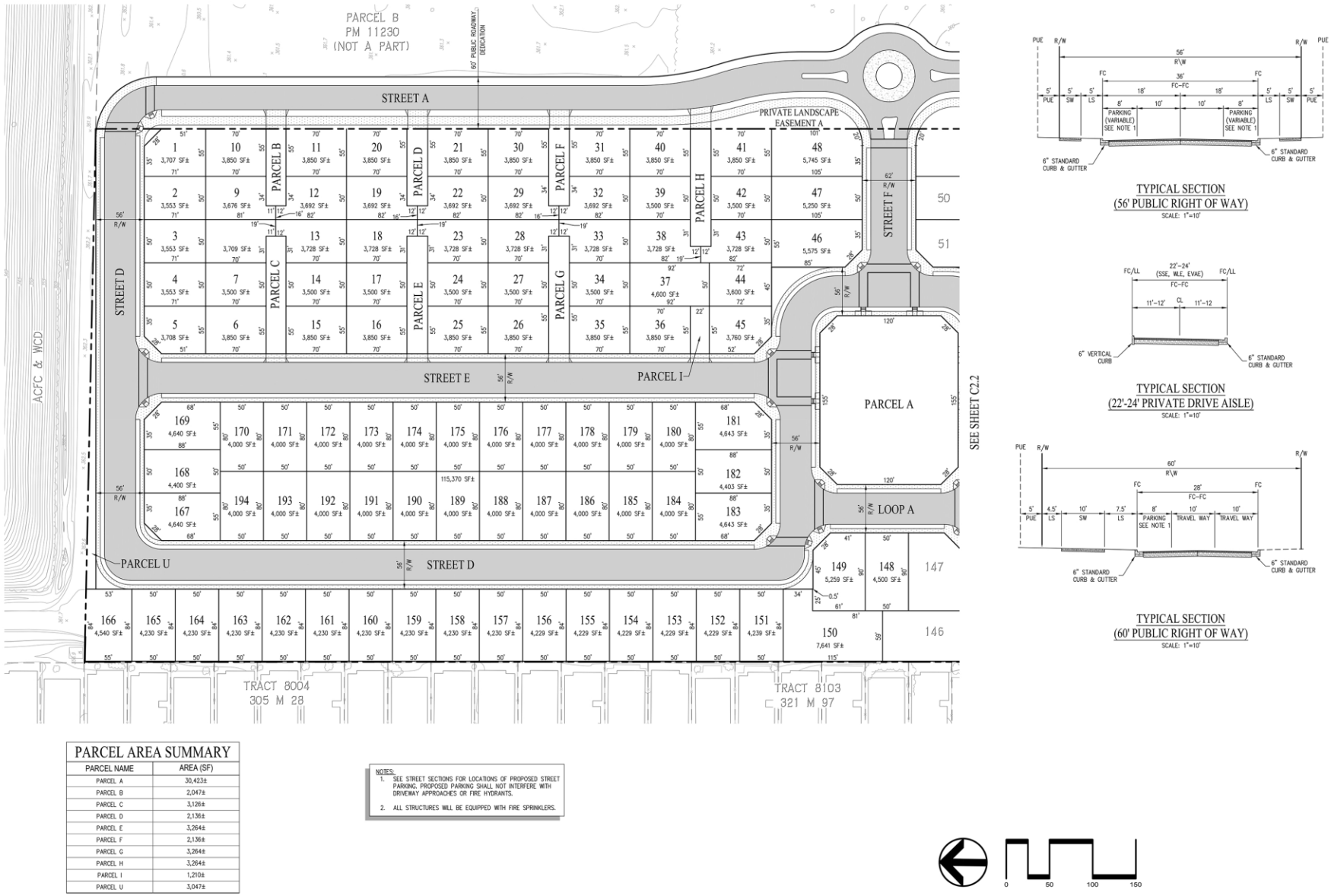
Exhibit 4
Residential Site Map



TYPICAL SECTION
(56' PUBLIC RIGHT OF WAY)
SCALE: 1"=10'

TYPICAL SECTION
(22'-24' PRIVATE DRIVE AISLE)
SCALE: 1"=10'

TYPICAL SECTION
(60' PUBLIC RIGHT OF WAY)
SCALE: 1"=10'

PARCEL AREA SUMMARY	
PARCEL NAME	AREA (SF)
PARCEL A	30,423±
PARCEL B	2,047±
PARCEL C	3,126±
PARCEL D	2,136±
PARCEL E	3,264±
PARCEL F	2,136±
PARCEL G	3,264±
PARCEL H	3,264±
PARCEL I	1,210±
PARCEL U	3,047±

NOTES:
1. SEE STREET SECTIONS FOR LOCATIONS OF PROPOSED STREET PARKING. PROPOSED PARKING SHALL NOT INTERFERE WITH DRIVEWAY APPROACHES OR FIRE HYDRANTS.
2. ALL STRUCTURES WILL BE EQUIPPED WITH FIRE SPRINKLERS.

0 50 100 150

Source: CBG Civil Engineers. 08/2022.

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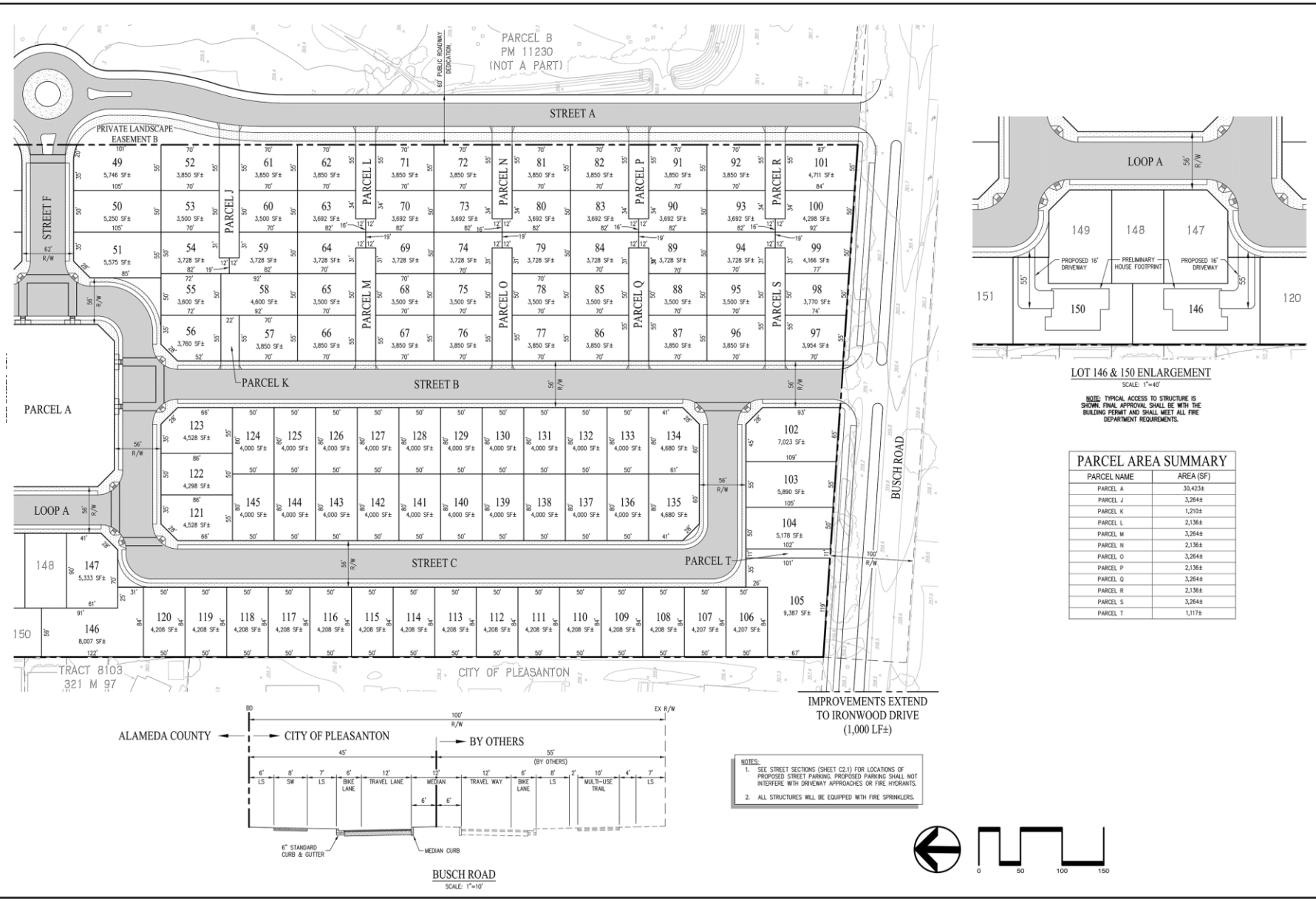
Exhibit 5a
Detailed Residential Site Plan - Northern Portion



PARCEL AREA SUMMARY

PARCEL NAME	AREA (SF)
PARCEL A	30,423±
PARCEL J	3,264±
PARCEL K	1,210±
PARCEL L	2,136±
PARCEL M	3,264±
PARCEL N	2,136±
PARCEL O	3,264±
PARCEL P	2,136±
PARCEL Q	3,264±
PARCEL R	2,136±
PARCEL S	3,264±
PARCEL T	1,117±

Source: CBG Civil Engineers. 08/2022.

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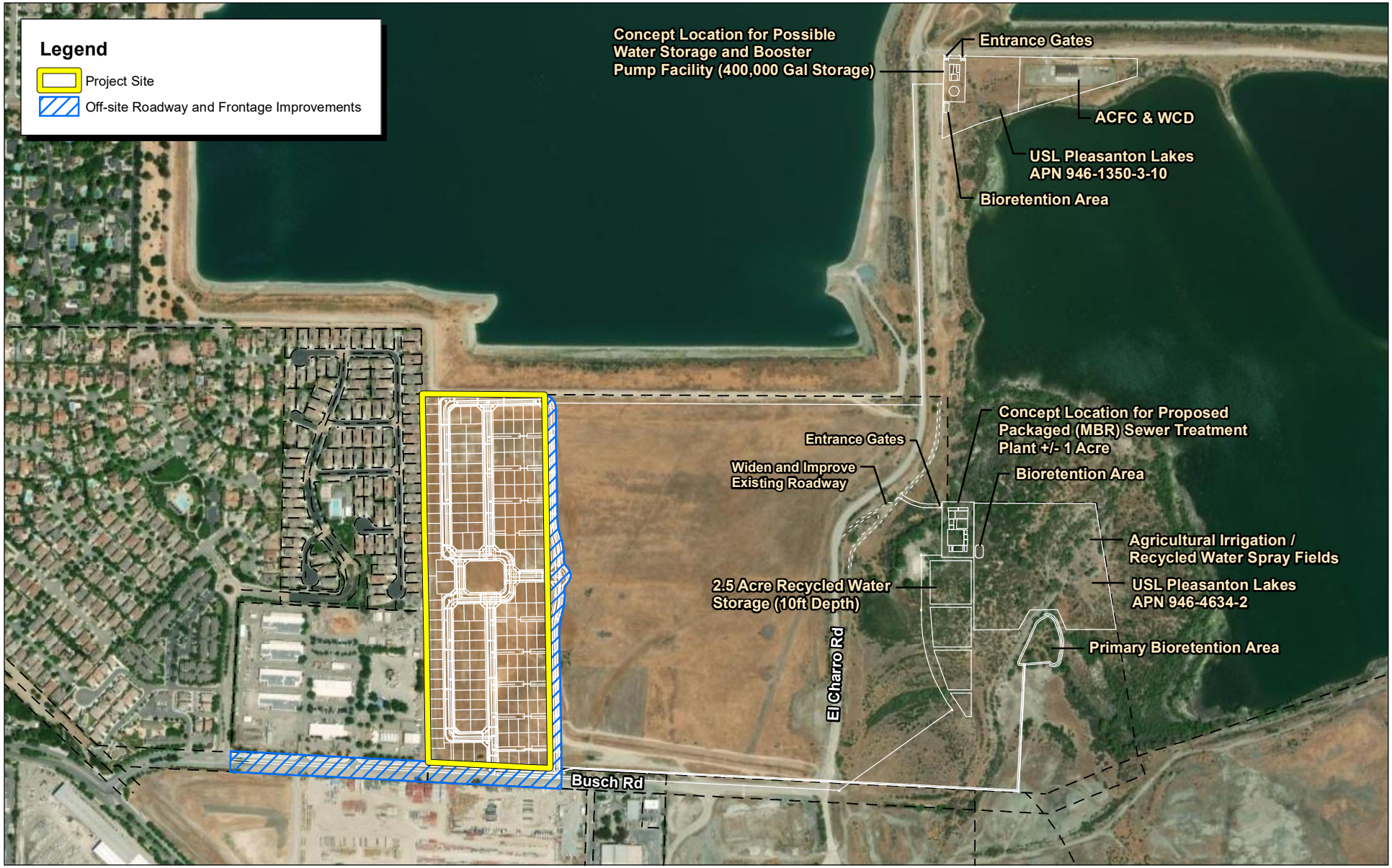
Exhibit 5b
Detailed Residential Site Plan - Southern Portion



Source: ESRI Aerial Imagery. CBG Civil Engineers.

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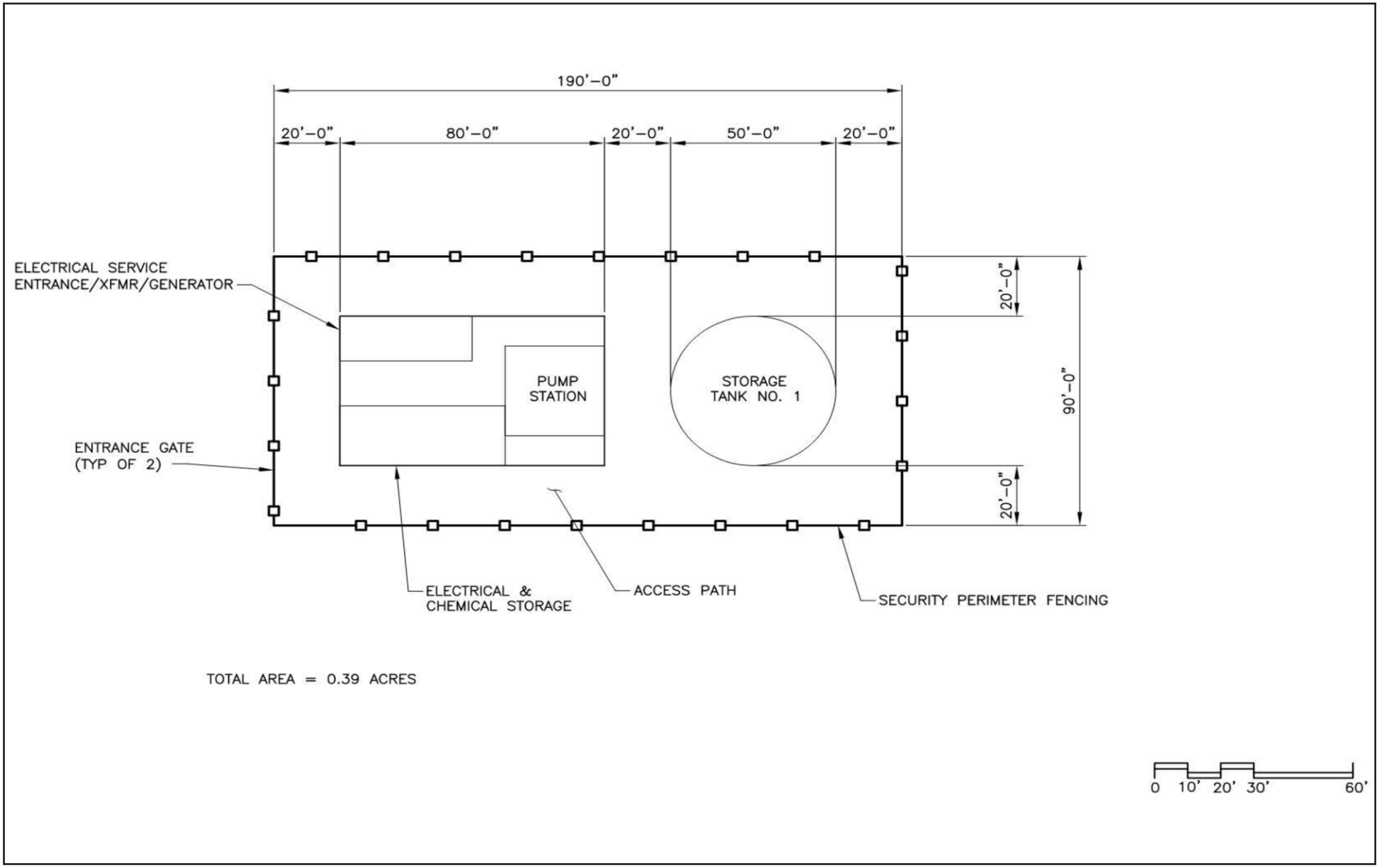
700 350 0 700 Feet

Exhibit 6
Proposed Off-Site Improvements



Source: Carollo; Cal Water Service Company.

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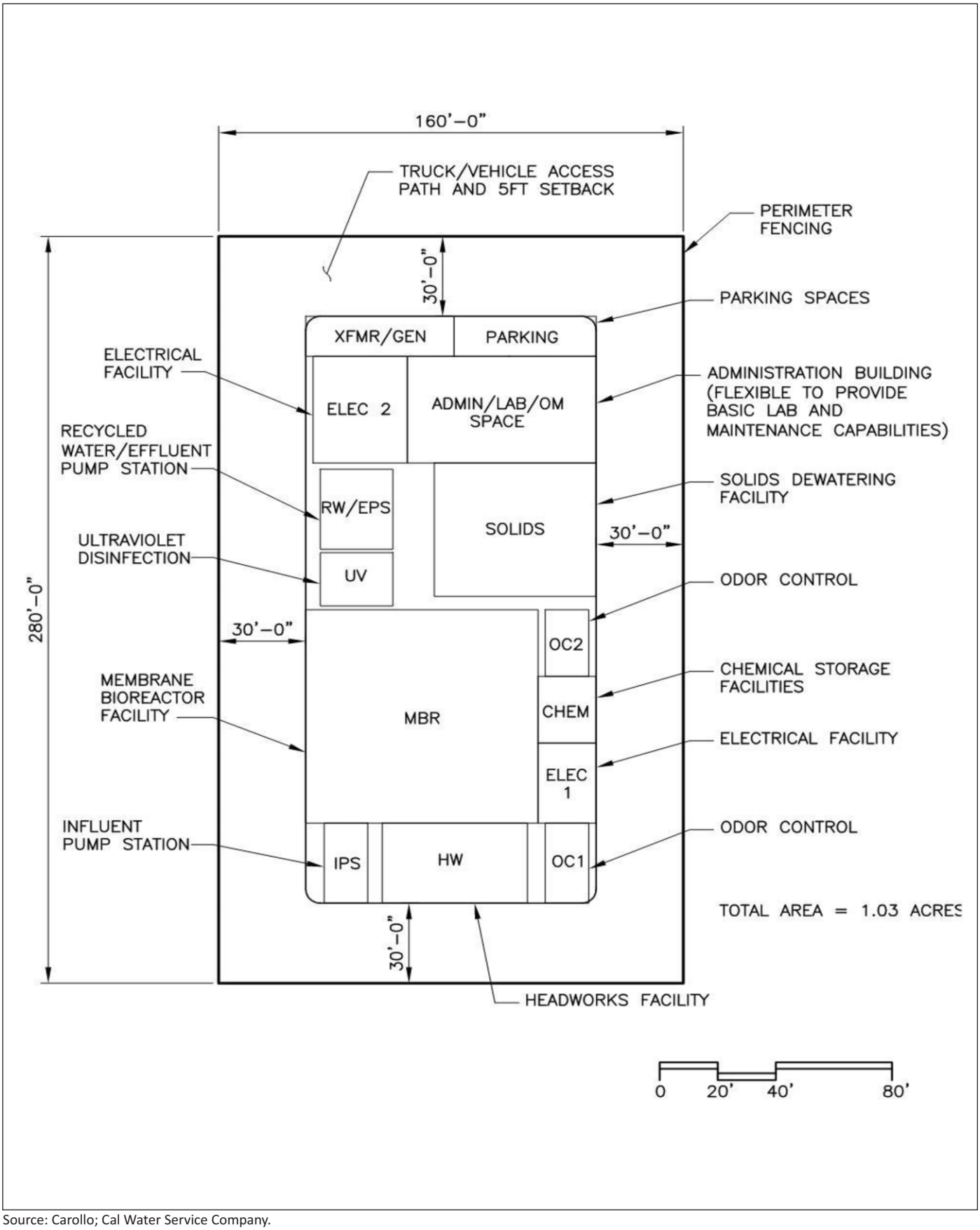
Exhibit 7
Water Storage and Booster Pump Station Facility Layout



Source: Carollo; Cal Water Service Company.

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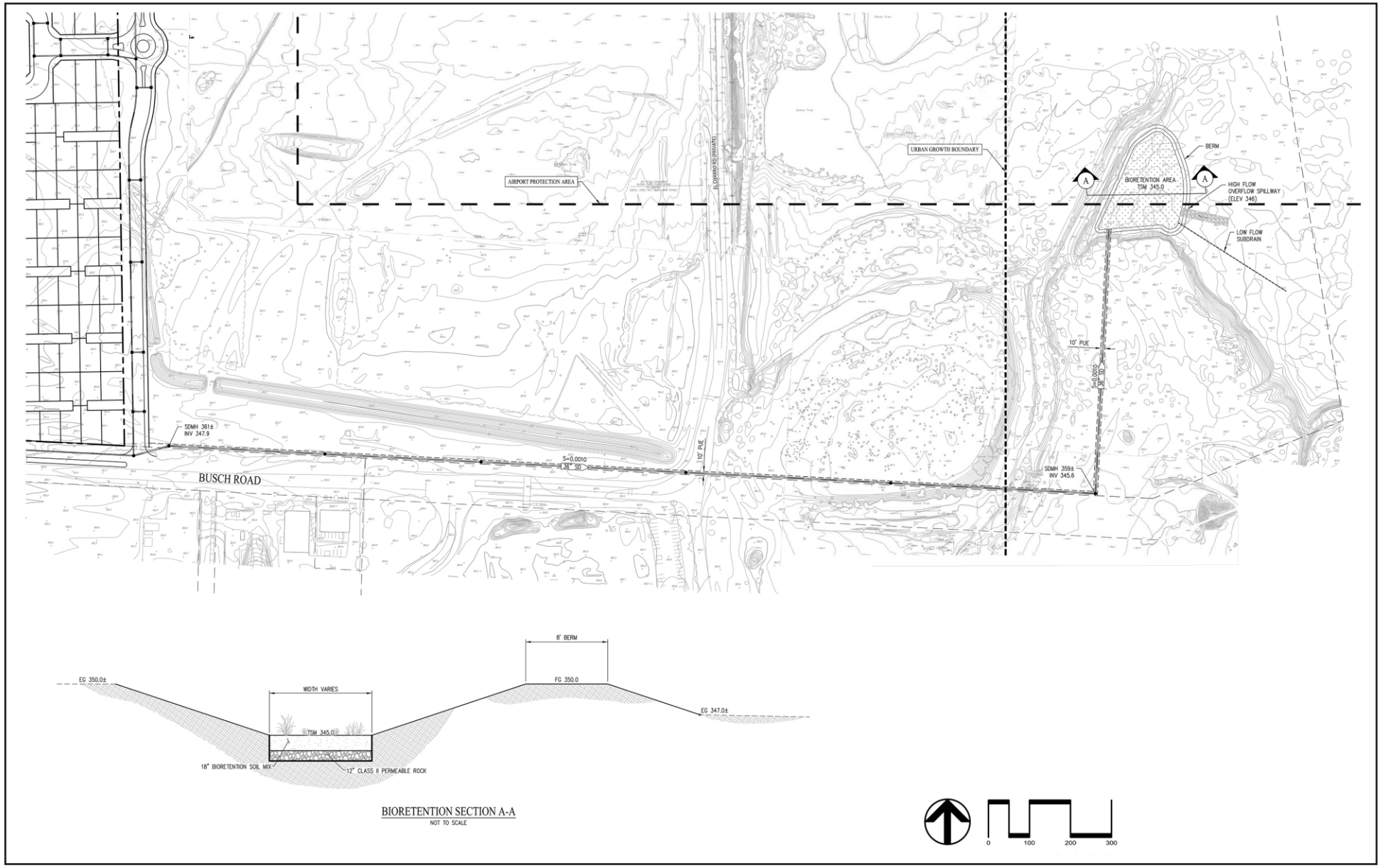
Exhibit 8
Sewer Treatment Plant Layout



Source: CBG Civil Engineers. 08/2022.

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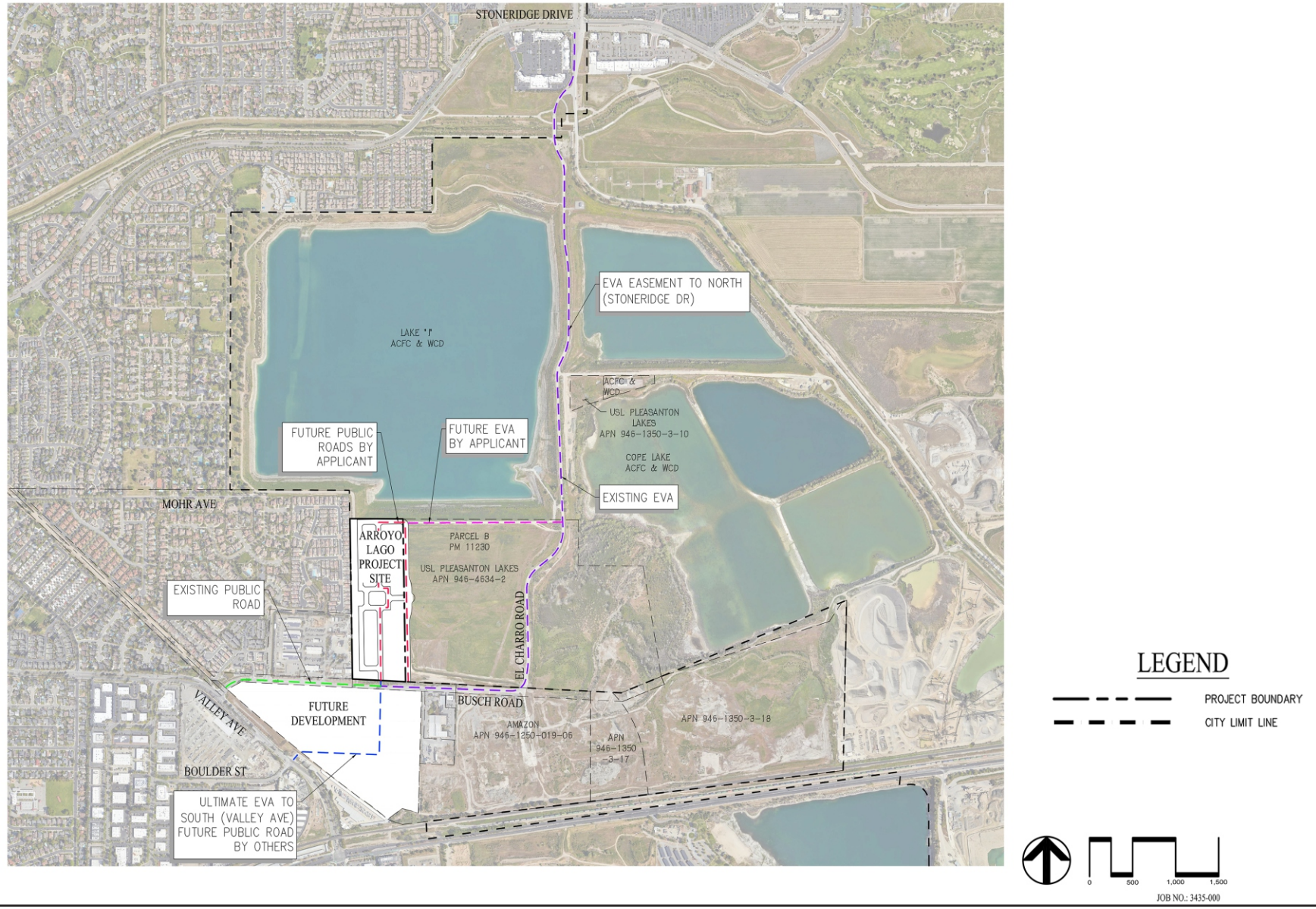
Exhibit 9
Primary Bioretention Area



Source: CBG Civil Engineering; April 2023.

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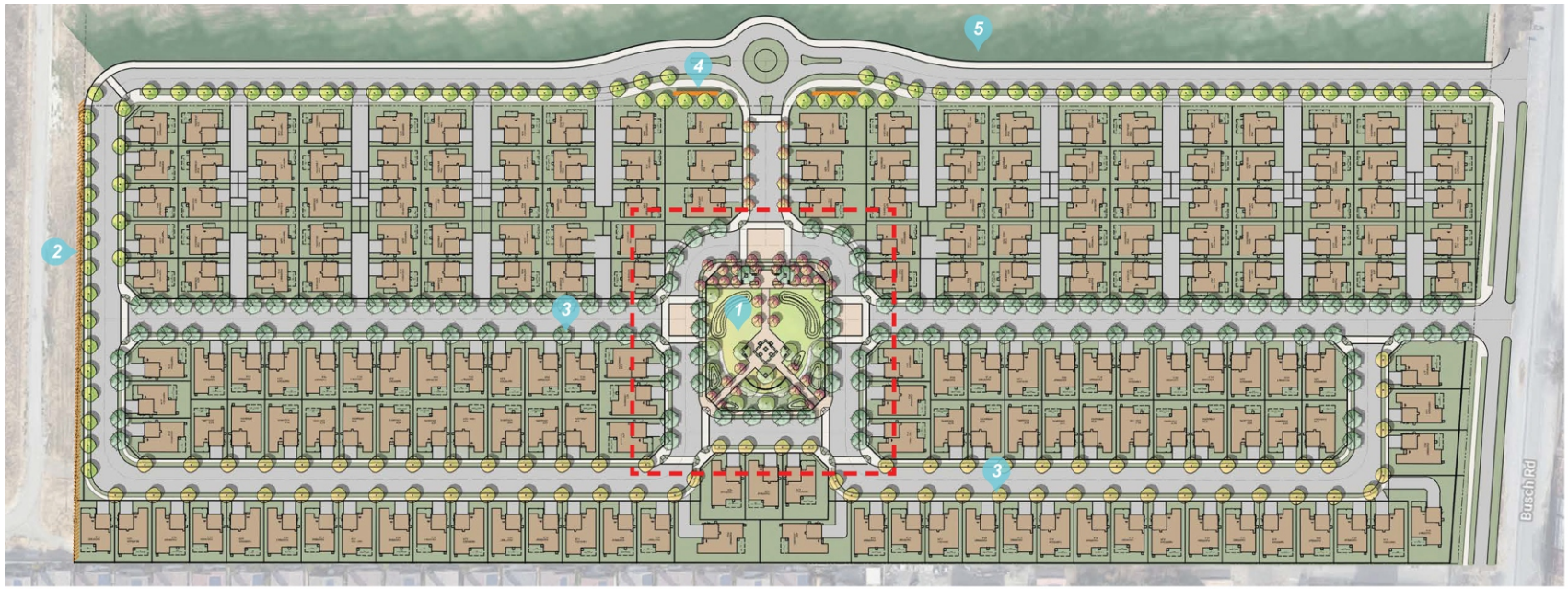
Exhibit 10
Emergency Access Routes



1 Park Enlargement see next page
2 Ornamental Fence at Trail Edge
3 Street Trees
4 Monument Sign
5 Hydroseed

Source: CBG Civil Engineers. 08/2022.

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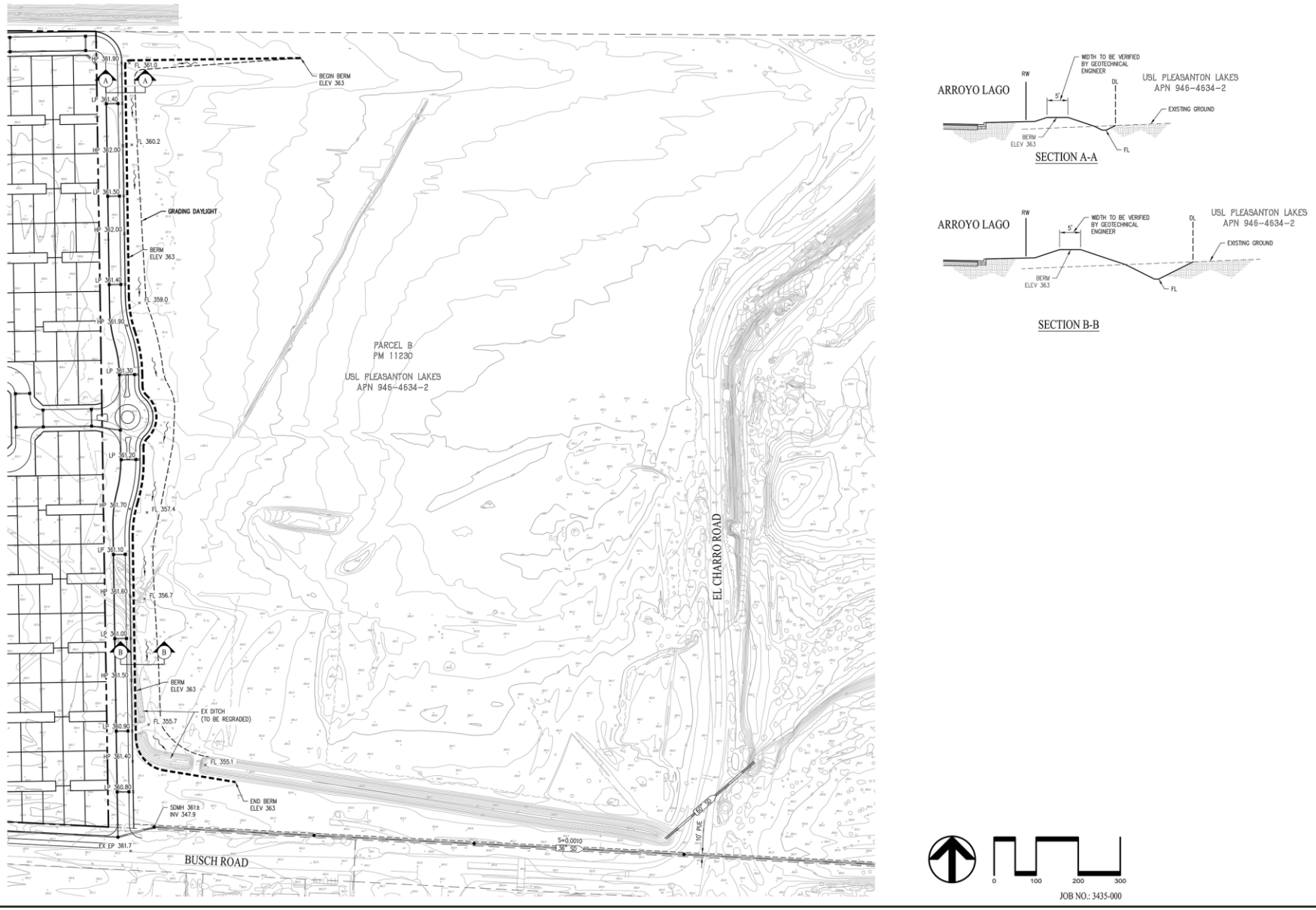
Exhibit 11
Residential Site Landscaping Plan



Source: CBG Civil Engineers, April 2023.

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Exhibit 12
Off-Site Grading and Drainage Plan