

Mitigation Monitoring & Reporting Program

for the

PLEASANTON DOWNTOWN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

SCH No. 2001032014

City of Pleasanton

May 2019

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I Purpose

State of California Public Resources Code Section 21081.6(a)(1) requires a lead or responsible agency that approves or carries out a project where an Environmental Impact Report (EIR) has identified significant environmental effects to adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The City of Pleasanton (the "City") is the lead agency for the EIR prepared for the City of Pleasanton Downtown Specific Plan (SCH No. 2001032014), hereafter referred to as "Proposed Plan," and therefore is responsible for the adoption and implementation of the required mitigation monitoring and reporting program. An EIR has been prepared for the Proposed Plan that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts.

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Public Resources Code Section 21081.6(a)(1). It is the intent of this program to:

1. Verify satisfaction of the required mitigation measures of the EIR;
2. Provide a methodology to document implementation of the required mitigation;
3. Provide a record of the monitoring program;
4. Identify monitoring responsibility;
5. Establish administrative procedures for the clearance of mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize existing review processes wherever feasible.

The MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Proposed Plan and the methods of monitoring such actions. A monitoring program is necessary only for impacts which would be significant if not mitigated.

If, during the course of project implementation, any of the mitigation measures identified cannot be successfully implemented, the City shall immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required, and/or whether alternative mitigation is appropriate.

The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all project-related mitigation measures.

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2 Mitigation Monitoring and Reporting Plan

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Complete Initial</i>
Air Quality						
Construction associated with implementation of the Proposed Plan would create new sources of fugitive PM ₁₀ and PM _{2.5} dust emissions and ROG emissions, contributing to the nonattainment designation of the SFBAAB for O ₃ , PM _{2.5} , and PM ₁₀ .	AQ-1: Prior to issuance of construction permit, development project applicants that are subject to CEQA and exceed the screening sizes in BAAQMD’s CEQA Guidelines shall prepare and submit to the City of Pleasanton a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Pleasanton shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds.	Submittal of findings and documentation	Prior to issuance of construction permit	City of Pleasanton Community Development Department		

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Operational sources under the Proposed Plan would generate emissions of ROG, PM ₁₀ , and PM _{2.5} that exceeds BAAQMD's project-level thresholds and contribute to the nonattainment designation of the SFBAAB for O ₃ , PM _{2.5} , and PM ₁₀ .	AQ-2: Prior to issuance of construction permit, development project applicants that are subject to CEQA and exceed the screening sizes in BAAQMD's CEQA Guidelines shall prepare and submit to the City of Pleasanton a technical assessment evaluating potential air quality impacts related to the project's operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of Pleasanton Community Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities.	Submittal of documentation.	Prior to issuance of construction permit	Construction contractor; City of Pleasanton Community Development Department		
Implementation of the Proposed Plan could expose sensitive receptors to mobile sources of toxic air contaminants.	AQ-3: Applicants for future non-residential land uses within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed Project to the property line of the nearest sensitive	Submittal of documentation.	Prior to discretionary project approval	City of Pleasanton Community Development Department		

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	use, shall submit a health risk assessment (HRA) to the City of Pleasanton prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.					
Implementation of the Proposed Plan could expose sensitive receptors to stationary sources of toxic air contaminants.	AQ-4: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Pleasanton within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Pleasanton prior to future discretionary project approval. The HRA shall be	Submittal of findings and documentation.	Prior to discretionary project approval	City of Pleasanton Community Development Department		

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	<p>prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> • Air intakes located away from high volume roadways and/or truck loading zones. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. <p>Measures identified in the HRA shall be included in the environmental document</p>					

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	and/or incorporated into the site development plan as a component of the proposed Project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Community Development Department.					
Energy, Greenhouse Gases, and Climate Change						
Implementation of the Proposed Plan would generate greenhouse gases that could have a significant impact on the environment and conflict with the GHG emissions reduction trajectory for 2050 articulated under EO S-3-05, AB 32, and the 2017 CARB Scoping Plan.	<p>GHG- I: New Development GHG Emissions Reduction Measures. Implement the following GHG reduction metrics to guide future development within the planning area:</p> <p>a) Require all new development to install indoor water efficient appliances and fixtures to achieve a minimum of 15 percent reduction in water usage and require applicants for new development to submit landscape and irrigation plans capable of achieving a minimum of 10 percent reduction in outdoor water usage. The percent reductions should be achieved over baseline water use conditions in the City at the time of development.</p> <p>b) Require applicants for future projects within the planning area to implement one or more of the following energy efficiency measures:</p> <ul style="list-style-type: none"> • Design individual habitable residential and non-residential structures to be 15 percent more 	Include in project conditions of approval.	Prior to discretionary project approval	City of Pleasanton Community Development Department		

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	<p>energy efficient than the current Building and Energy Efficiency Standards;</p> <ul style="list-style-type: none"> • Provide a 15-percent offset in building envelope energy use through use of renewable energy (e.g. photovoltaic, wind); • Provide a combination of energy reductions and renewable energy offsets to meet the overall 15-percent reduction in building energy use <p>The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the City Building Division shall identify the requirement to reduce building energy use by 15 percent and/or provide renewable energy to meet this requirement.</p> <p>c) Require applicants for non-residential projects that employ 20 or more people—which is equivalent to 12,000 square feet of retail space, 6,000 square feet of office space, 20,000 square feet of industrial space, or 22 hotel rooms to implement an employee commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the project,</p>					

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	including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients. The project applicant or designee shall implement at least one of the following incentives for commuters as part of the CTR program, or another equally effective incentive: <ul style="list-style-type: none"> • Ride-matching assistance (e.g. subsidized public transit passes) • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g. Zipcar) • Bicycle end-trip facilities, including bike parking, lockers, and showers. 					
Transportation and Traffic						
The addition of Proposed Plan traffic would deteriorate the LOS of a controlled movement at the intersection of Division Street/ Hopyard Road at Del Valle Parkway from LOS E to LOS F, and would also result in overall LOS E conditions during the AM and PM peak hours under cumulative conditions in 2040.	TRA-1: Install Traffic Signal.	Monitor conditions through applicant traffic studies as development projects are proposed. Require payments of Transportation Impact Fees as applicable.	Ongoing	City of Pleasanton Community Development Department; City of Pleasanton Operations Services Department		

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<p>The addition of Proposed Plan traffic would deteriorate the overall LOS from LOS C in the PM peak hour to LOS F at the intersection of Peters Avenue at St. Mary Street, as well as worsen the operations of a controlled movement by increasing delay by more than 30-seconds.</p>	<p>TRA-2: Stripe a northbound and southbound left-turn pocket at the intersection to mitigate the impact in the existing and near-term. To mitigate the cumulative impact, the City would signalize the intersection, in addition to the restriping identified as an existing and near-term mitigation.</p> <p>Development in the planning area should contribute a fair share towards this improvement. This improvement is not in the TIF. Should this improvement be added to the TIF, payment of the City's TIF would constitute a fair share payment.</p> <p>The potential for restriping should be evaluated against the Proposed Plan to provide a cycle track on Peters Avenue. If there is not sufficient right-of-way to provide left-turn pockets and a cycle track, then the existing and near-term mitigation is to signalize the intersection.</p>	<p>Monitor conditions through applicant traffic studies as development projects are proposed. Require payments of Transportation Impact Fees as applicable.</p>	<p>Ongoing</p>	<p>City of Pleasanton Community Development Department, Traffic Engineering Division</p>		
<p>When the intersection of Bernal Avenue at Main Street is signalized in the cumulative condition, the eastbound and southbound left-turn queues are projected to exceed the available storage. The addition of the Proposed Plan traffic would increase the</p>	<p>TRA-3: Signalize the intersection and modify the eastbound and southbound left-turn pockets to accommodate the projected vehicle queues.</p>	<p>Monitor conditions through applicant traffic studies as development projects are proposed. City shall require payments of Transportation Impact Fees as applicable.</p>	<p>Ongoing</p>	<p>City of Pleasanton Community Development Department, Traffic Engineering Division</p>		

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eastbound left-turn queue by more than 25 feet during the both peak hours.						
The addition of Proposed Plan traffic would result in vehicle queues at the intersection of First Street at Ray Street/Vineyard Avenue to extend beyond the available storage in the AM peak hour in the existing With Project condition.	TRA-4: Retime traffic signal.	Monitor conditions through applicant traffic studies as development projects are proposed. City shall require payments of Transportation Impact Fees as applicable.	Ongoing	City of Pleasanton Community Development Department, Traffic Engineering Division		
The addition of the Proposed Plan traffic would result in vehicle queues at the intersection of First Street at Neal Street to extend beyond the available storage in the PM peak hour.	TRA-5: Retime traffic signal and extend the eastbound left-turn by 30 feet.	Monitor conditions through applicant traffic studies as development projects are proposed. City shall require payments of Transportation Impact Fees as applicable.	Ongoing	City of Pleasanton Community Development Department, Traffic Engineering Division		
The addition of the Proposed Plan traffic would result in vehicle queues at the intersection of Case Avenue/Old Bernal Avenue at Bernal	TRA-6: Extend the length of the eastbound left-turn pocket to provide 275 feet of vehicle storage.	Monitor conditions through applicant traffic studies as development projects are proposed. City shall require payments of	Ongoing	City of Pleasanton Community Development Department, Traffic		

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Avenue extending beyond the available storage in the PM peak hour. In the near-term and cumulative condition, the eastbound left-turn vehicle queue would extend beyond the available storage, and the addition of the Proposed Plan traffic would increase the queue by more than 25 feet.		Transportation Impact Fees as applicable.		Engineering Division		
When the intersection of Bernal Avenue at Main Street is signalized in the cumulative condition, the eastbound and southbound left-turn queues are projected to exceed the available storage. The addition of the Proposed Plan traffic would increase the eastbound left-turn queue by more than 25 feet during the both peak hours.	TRA-7: Implement Mitigation Measure TRA-3, which would provide the appropriate left-turn storage when the intersection is signalized.	Monitor conditions through applicant traffic studies as development projects are proposed. City shall require payments of Transportation Impact Fees as applicable.	Ongoing	City of Pleasanton Community Development Department, Traffic Engineering Division		
The addition of Proposed Plan traffic would result in vehicle queues at the intersection of Sunol	TRA-8: Retime traffic signal either extent the northbound left-turn pocket to 300-feet or construct a second northbound left-turn lane and associated receiving lane.	Monitor conditions through applicant traffic studies as development projects are	Ongoing	City of Pleasanton Community Development Department,		

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Boulevard at Valley Avenue/ Junipero Street extending beyond the available storage in the AM peak hour in the cumulative with project condition.		proposed. City shall require payments of Transportation Impact Fees as applicable.		Traffic Engineering Division		
Construction of bicycle facilities proposed by the Proposed Plan would not be consistent with the bicycle facilities contemplated for the downtown area in the City's Bicycle and Pedestrian Master Plan.	TRA-9: Conduct a feasibility study for the proposed bicycle and pedestrian facilities in the Proposed Plan. Should the facilities be deemed feasible, amend the City's Bicycle and Pedestrian Master Plan to reflect the bicycle and pedestrian improvements included in the Proposed Plan. Should improvements be deemed infeasible, amend the Proposed Plan.	City shall conduct a feasibility study for the proposed bicycle and pedestrian facilities. City shall amend either the City's Bicycle and Pedestrian Master Plan or the Proposed Plan to reflect the findings of the study.	Immediately following approval of Downtown Specific Plan	City of Pleasanton Community Development Department, Traffic Engineering Division		

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