

**APPENDIX G:
ENVIRONMENTAL CHECKLIST FORM**

1. **Project title:** Village Parkway Reconstruction and Complete Streets
2. **Lead agency name and address:** City of Dublin, 100 Civic Plaza, Dublin, CA 94568
3. **Contact person and phone number:** Laurie Sucgang, Assistant Public Works Director/City Engineer, 925-833-6630, laurie.sucgang@dublin.ca.gov
4. **Project location:** Village Parkway from Amador Valley Boulevard to Kimball Avenue in the City of Dublin, Alameda County. All work is within the existing public street right-of-way.
5. **Project sponsor's name and address:** Same as the lead agency.
6. **General plan designation:** Collector Roadway
7. **Zoning:** Single Family Residential, Commercial Office, Multi-Family Residential, Downtown Dublin Zoning District

8. Description of project:

This project will reconstruct the street infrastructure along Village Parkway, including roadway base, asphalt concrete, concrete curb and gutter, sidewalks, traffic signal modifications, streetlights, landscaping and street tree replacement. The project will construct new green stormwater infrastructure and associated storm drainage, install fiber optic communications, as well as enhance pedestrian and bicycle safety by upgrading to ADA compliant curb ramps, Class IV bicycle facilities, and installing pedestrian level lighting. The project will also coordinate with the local water agency to replace the existing water main along the corridor that is at the end of its service life.

The pavement rehabilitation will primarily be completed using full-depth reclamation. In areas where this method is not feasible, a traditional mill and pave with full-depth hot mix asphalt pavement section will be constructed. Full-depth reclamation involves uniformly pulverizing existing asphalt concrete, aggregate base, and native soil to a maximum depth of 16 inches, removing 8.5 inches of pulverized material, treating the remaining pulverized material and native soil with cement/lime to a depth of 16 inches and placing 8.5 inches of new hot mix asphalt to the final grade. The street will be restriped according to the new street section.

Village Parkway is part of the pedestrian and bicycle high injury network, so in order to enhance access and safety, the project will install corner bulb-outs to reduce crossing distance and time, and upgrade curb ramps within the corridor to meet current ADA and PROWAG accessibility standards. Low carbon concrete will be used for all flatwork. The project will also install pedestrian level lighting

along the corridor to enhance visibility. To incorporate recommendations from the City's Bicycle and Pedestrian Plan, the project will replace the existing Class IIB bicycle lanes with protected Class IV bicycle facilities in both the northbound and southbound directions of travel. To accomplish these improvements, the existing median width will be reduced to shift vehicle lanes towards the centerline of the street and provide a physical buffer/planting strip between the vehicle travel lanes and the Class IV bicycle facility.

The project requires the modification of existing traffic signals at the intersections of Village Parkway with Amador Valley Boulevard, Tamarack Drive, Brighton Drive, and Davona Drive. This work includes replacing poles, mast arms, conduits, conductors, and signal heads with current standards. The signal modification will also eliminate U-Turns in the south, east, and westbound directions of the Amador Valley Boulevard intersection. The project will also install conduits for fiber optic communications along the corridor to a connection point at the intersection of Village Parkway and Dublin Boulevard.

To accommodate the new street section, the project will modify existing storm drain infrastructure, as well as install new green stormwater infrastructure facilities to satisfy the Municipal Regional Permit Provision C.3 requirements for treatment and flow control. This work includes modifying existing structures and installing new pipelines, inlets, and junction structures with excavations of up to 8 feet deep.

The project also includes the replacement of Dublin San Ramon Services District's existing 12-inch water line prior to reconstructing the roadway. This includes the installation of a replacement 12-inch water main from Amador Valley Boulevard to Kimball Avenue and replacement services to supply existing services from the replacement pipe. The existing 12-inch water main will be abandoned in place. The replacement pipeline will be placed by traditional open trench excavation methods to a typical depth of approximately 5 feet and a maximum depth of approximately 12 feet. Other public utilities will adjust their infrastructure as necessary to support the project.

To accommodate complete streets elements that support all modes of travel—such as wider sidewalks for pedestrians, protected bike facilities, and enhanced transit stops—the project will require the removal of 295 existing street trees along Village Parkway. These trees are unlikely to survive the construction of the proposed improvements. In their place, approximately 375 new street trees will be planted. Removal of the existing trees is also necessary due to conflicts with overhead power lines, the presence of species with brittle wood prone to branch failure, and significant sidewalk damage caused by inadequate space for root growth.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Village Parkway is a collector roadway linking Interstate 580, through downtown Dublin, and the city limit to the north to the City of San Ramon. Along the project limits, from Amador Valley Boulevard to Kimball Avenue, there are residential communities that are predominantly single

family lots to the east and west of Village Parkway, as well as Dublin High School, and a few commercial businesses that are not a part of the Downtown Zoning District.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

The Dublin San Ramon Services District will work in cooperation with the City of Dublin on the design and construction of a new water main along the corridor to replace the existing water main.

This project is exempt from CEQA based upon the following:

1. California Code of Regulation (CCR) Section 15061(b)(3) "The activity is covered by the commonsense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA."
2. CCR Section 15301(c) "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes)."
3. CCR Section 15302(c) "Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity."