



State of California - Department of Fish and Wildlife

2026 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/26) Previously DFG 753.5a

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AC RECEIPT #: 4002282

RECEIPT NUMBER:

01—06/24/2026— 203

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY

CITY OF PLEASANTON

LEAD AGENCY EMAIL

DATE

06/24/2026

COUNTY/STATE AGENCY OF FILING

ALAMEDA

DOCUMENT NUMBER

26 - 203

PROJECT TITLE

WEST LAS POSITAS BOULEVARD MULTIMODAL RECONSTRUCTION PROJECT - PHASE 1

PROJECT APPLICANT NAME

MICHAEL STELLA

PROJECT APPLICANT EMAIL

PHONE NUMBER

(925) 931-5656

PROJECT APPLICANT ADDRESS

200 OLD BERNAL AVE

CITY

PLEASANTON

STATE

CA

ZIP CODE

94566

PROJECT-APPLICANT (Check appropriate box)

☒ Local Public Agency

☐ School District

☐ Other Special District

☐ State Agency

☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR) \$4,227.50 \$ 0.00

☐ Mitigated/Negative Declaration (MND)(ND) \$3,043.75 \$ 0.00

☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,437.25 \$ 0.00

☒ Exempt from fee

☒ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ 0.00

☒ County documentary handling fee \$ 50.00

☐ Other \$

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other

TOTAL RECEIVED \$ 50.00

SIGNATURE

X

CBACA

AGENCY OF FILING PRINTED NAME AND TITLE

CBACA, DEPUTY CLERK

***ENVIRONMENTAL DECLARATION**

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

City of Pleasanton
200 Old Bernal Ave.
Pleasanton, CA 94566

FOR COUNTY CLERK USE ONLY

**ENDORSED
FILED
ALAMEDA COUNTY**

JUN 24 2026

MELISSA WILK, County Clerk
By CB Deputy

FILE NO: 26-203

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

- ☒ A - STATUTORILY OR CATEGORICALLY EXEMPT
\$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

- ☐ A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)
\$ 3,043.75 - STATE FILING FEE
\$ 50.00 - COUNTY CLERK HANDLING FEE

- ☐ B - ENVIRONMENTAL IMPACT REPORT (EIR)
\$ 4,227.50 - STATE FILING FEE
\$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

*****A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.*****

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2026

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

Notice of Exemption**Appendix E**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Alameda

1106 Madison Street

Oakland, CA 94607

From: (Public Agency): City of Pleasanton

200 Old Bernal Ave.

Pleasanton, CA 94566

(Address)

Project Title: West Las Positas Boulevard Multimodal Reconstruction Project - Phase 1

Project Applicant: City of Pleasanton

Project Location - Specific:

W. Las Positas Blvd from Hopyard Rd to approximately 600 ft east of Stoneridge Dr

Project Location - City: Pleasanton

Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:

The City of Pleasanton proposes to reconstruct West Las Positas Blvd to provide multimodal facilities that improve safety and comfort along the corridor. These improvements include: Replacement of the existing roadway pavement, reducing the existing capacity from a 6-lane section to a 4-lane section for the expansion of pedestrian and bicycle facilities on both sides of the roadway, improvement of roadway medians, the installation of landscaped buffers with bioretention features, and the implementation of intersection safety improvements including protected intersections to shorten crossing distances, high visibility crosswalk treatments, and modification of curb ramps to ensure compliance with the Americans with Disability Act

Name of Public Agency Approving Project: City of Pleasanton

Name of Person or Agency Carrying Out Project: City of Pleasanton, Public Works Department

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption. State type and section number: Class 1- Section 15301(c)

☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project is consistent with the types of projects included in Sec. 15301(c) and would not trigger any of the exceptions specified in Sec. 15300.2. Additional discussion about the Project's compliance with Section 15301 (c) and the exceptions specified in Section 15300.2 can be found in Attachment A.

Lead Agency

Contact Person: Michael Stella

Area Code/Telephone/Extension: (925) 931-5656

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____



Date: 6-01-2026

Title: City Engineer

▪ Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

**ENDORSED
FILED
ALAMEDA COUNTY**

JUN 24 2026

Revised 2011

MELISSA WILK, County Clerk
By _____ Deputy

**Attachment A: Categorical Exemption Determination
Memorandum**

MEMORANDUM

Date: May 6, 2026

To: Michael Stella, City Engineer, City of Pleasanton

From: Juliet Martin, Circlepoint

Subject: West Las Positas Improvements Project - Phase 1 Categorical Exemption Determination- Pleasanton

INTRODUCTION

The City of Pleasanton (City) is undertaking roadway improvements along the West Las Positas Boulevard roadway corridor. The West Las Positas Boulevard Improvements Project - Phase 1 (Project) will reconstruct West Las Positas Boulevard from Hopyard Road to approximately 600 feet east of Stoneridge Drive to provide multimodal facilities that improve safety and comfort along the corridor. These safety improvements are intended to improve safety for all modes of travel throughout the West Las Positas corridor.

This memorandum evaluates the applicability of categorical exemption(s) for the Project in accordance with the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

Project Location

The Project site is located along the West Las Positas Boulevard alignment between Hopyard Road and Iron Horse Trail in the City of Pleasanton in Alameda County, California. West Las Positas Boulevard is located in the northern part of the City, to the east of Interstate(I) 680 and to the south of I-580. The City is the lead agency under CEQA. The location of the Project is illustrated in **Figure 1** below.

Project Components

As discussed above, the Project would involve the replacement of the existing roadway pavement and the reconfiguration of the existing roadway to include multimodal facilities and make safety improvements. The specific components of the Project include:

- Replacement of the existing roadway pavement;
- Reconfiguration of the existing road, reducing the existing capacity from a 6-lane section to a 4-lane section;
- The expansion of pedestrian and bicycle facilities on both sides of the roadway,
- Improvement of roadway medians with landscape and hardscape;
- The installation of landscaped buffers with bioretention features to separate bicycle and pedestrian areas from vehicular traffic;
- Implementation of intersection safety improvements including protected intersections to shorten crossing distances, high visibility crosswalk treatments, and modification of curb ramps to ensure compliance with the Americans with Disability Act;



Project Location **Figure 1**

Source: Mark Thomas & Co, 2025



- Reconstruction of driveways and bus stops to conform to the new bicycle facilities;
- Replacement of existing wet utilities, including stormwater, sewer and water laterals damaged by the ongoing roadway settlement; and
- The installation of new stabilizing roadway subbase so that the new roadway surface can maintain a smooth and level profile.

Other improvements will extend through the curb returns at the roadway intersections with West Las Positas Boulevard between Hopyard Road and Iron Horse Trail. Restriping travel lanes will be included on the side street approaches to West Las Positas Boulevard to conform to the Project improvements.

Construction

Construction of the Project is anticipated to take approximately 12 months, beginning in the first quarter of 2027, and concluding in the first quarter of 2028. Construction along West Las Positas Boulevard will generally include:

- Temporary lane closures with appropriate detours
- Removal and replacement of existing pavement
- Temporary Right to Access permits to facilitate construction
- Installation of new landscaped buffers, expanded bicycle and pedestrian facilities, bio retention features, high-visibility crosswalk treatments, and other safety features
- Relocation of existing utilities

All construction activities, including excavation and staging, would be contained within the current roadway. Temporary "Right of Entry" permits would be required for select properties for instances where private driveways require reconstruction to conform to the new roadway alignment and for reconstruction of existing sidewalks to conform to the new bikeway facilities. Such acquisitions would occur outside the public ROW and would only temporarily affect the existing use of private property. The Project does not require the acquisition or modification of structures or access.

Project Features

As a part of compliance with National Environmental Policy Act and the California Department of Transportation (Caltrans) Local Assistance Program, the Project will also incorporate the following mitigation measures based on Caltrans Standard Mitigation Table:

- T1. a: During construction, at least one lane in each direction will be kept open, aside from a short detour for work at Hacienda Drive.
- T2: Bicycle and pedestrian access will be maintained at all times, using short, signed detours if necessary.
- T3. B: Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonably practicable.
- T4: There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.

- T5: A traffic control plan will be prepared for Local Agency review and approval prior to construction.
- T6: All traffic control devices will comply with the California Manual on Uniform Traffic Control Devices.
- N2: Construction activity will comply with Section 14-8 of the Caltrans Standard Specifications (Noise Control).
- N3: Construction activity will comply with all applicable local noise ordinances and regulations.
- W1: Best Management Practices will be used to prevent construction-related debris entering drainage inlets or indirectly into any other water resources.
- W2: A Stormwater Pollution Prevention Plan or Water Control Pollution Plan will be prepared for Local Agency review and approval prior to construction.
- B1: Tree removal will take place outside of nesting bird season (15th February to 31st August). If tree removal takes place during nesting bird season, a biologist will conduct a nesting bird survey in the 7 days prior to removal. If active nests are found, a no-work buffer surrounding the nest will be determined in consultation with CDFW. The no-work buffer will remain in place until the biologist has confirmed the young are foraging independently or the nest has failed.
- B4: Landscaping will not include any invasive species.
- B5: All work will be contained within the existing paved area

CATEGORICAL EXEMPTION OVERVIEW

Section 21084 of the California Public Resources Code specifically requires the CEQA Guidelines to include a list of classes (or categories) of projects that have been determined not to have a significant effect on the environment and are therefore exempt from the provisions of CEQA.

The CEQA Guidelines, Cal. Code Regs. tit. 14 Sections 15301 through 15333 constitute the list of categorically exempt projects and contain specific criteria that must be met in order for a project to be found categorically exempt. Additionally, Section 15300.2 of the CEQA Guidelines includes a list of exceptions to the use of categorical exemptions, none of which may apply to a project for it to qualify for a categorical exemption (CE).

CATEGORICAL EXEMPTION STATUS

The proposed project improvements qualify for a Class 1 Exemption: Pursuant to Section 15301(c) (CEQA Guidelines), the project is categorically exempt from CEQA, as it meets the criteria for a Class 1, Existing Facility project.

Section 15301. Existing Facilities

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1(c). The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to: 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 leads, and other similar alterations that do not create additional automobile lanes.

The Project would fall within the scope of Class 1 exemptions, which allow for minor alterations to existing highways and streets, including pedestrian and bicycle facilities, signal modifications, and transit-related improvements, provided there is no significant expansion of use. Therefore, since the project would aim to improve bicycle and pedestrian access and safety along West Las Positas Boulevard and would not include the addition of new automobile lanes or an expansion of the existing use, the project is therefore consistent with the qualifications for a Class 1 CE under CEQA Guidelines § 15301(c).

CEQA GUIDELINES SECTION 15300.2 - EXCEPTIONS

CEQA Guidelines Section 15300.2 denotes the exceptions to CEQA CEs. If a project meets the criteria of any of the six exceptions listed below, the project may not be considered for a CE.

This section documents that none of the exceptions in CEQA Guidelines Section 15300.2(a) through (f) disqualify the Project from being found categorically exempt. As described below, use of a categorical exemption Class 1 Subsection 15301(c) to cover the West Las Positas improvements would not meet any of the exception criteria. This section includes a discussion of the consideration of 15300.2 (a) through (f).

(a) Location – Location

This exception does not apply, as the project is not seeking a Class 3, 4, 5, 6, or 11 exemption.

(b) Cumulative Impact - All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

All aspects of the proposed improvements would occur within the existing roadway prism except for instances where reconstruction of existing driveways and sidewalks to conform to the roadway improvements requires right of entry permits. However, these proposed improvements would not generate any off-site impacts upon the completion of construction. Once the improvements are completed, no other improvements except for routine maintenance activities would be necessary within the roadway. The eastern end of the Project site would conform with the West Las Positas Boulevard Multimodal Reconstruction Project Phase 2 project. However, the improvements of the Phase 2 project would not overlap with the Project. Furthermore, the incorporation of the Caltrans Standard Mitigation Table described above would avoid the Project's potential contribution to cumulative impacts. Therefore, the Project would not result in a cumulative impact.

(c) Significant Effect - A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

All aspects of the proposed improvements would occur within the existing roadway, which have been previously improved by the initial construction of the roadway as well as other projects, including the City's Recycled Water Project and other adjacent development projects in the area.

The Project completed a Construction Noise Memorandum in October 2025, which determined that noise and vibration levels during construction would not exceed permissible noise thresholds

established in the City's Municipal Code Section 9.04.100.¹ In addition, the Project would be required to adhere to Section 14-8.02, "Noise Control," included in Caltrans Standard Environmental Reference, which includes: a) construction noise should not exceed 86 dBA L_{max} at 50 feet from the job site from 9 p.m. to 6 a.m., and b) control and monitor noise resulting from work activities. With adherence to Caltrans policies and the City's Municipal Code, the Project would not result in any significant impacts associated with noise and vibration during construction. In addition, a Traffic Operations Analysis Memorandum was prepared for the Project in October 2025, which determined that construction and operation of the Project would not result in any adverse impacts to existing traffic movement within the Project site, nor would the Project result in existing traffic queues to exceed storage.²

In April 2026, an Archaeological Survey Report and a Historic Property Survey Report was prepared for the Project, which determined that the Project would have a low potential to impact cultural resources within the Project site.³ There is potential for the Project to impact previously undiscovered cultural resources within the Project site; however, Caltrans' policy in the event that previously undiscovered cultural resources are identified within an active project site is to halt work in that area until a qualified archaeologist can assess the significance of the find. This would ensure that the Project preserves the archaeological or historical significance of the resource and thereby ensures that the Project would avoid significant impacts to cultural resources.

Construction activities would include excavation to replace old pavement and sidewalks, as well as to relocate utilities when necessary. These construction activities are not anticipated to generate significant environmental effects because they will occur in already disturbed areas and replace existing facilities, and have incorporated appropriate measures from the Caltrans Standard Mitigation Table to minimize potential impacts. The improved roadway would operate similar to existing conditions. Therefore, the Project would not have a significant effect on the environment nor involve an unusual circumstance.

(d) Scenic Highways - A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no state-designated Scenic Highways near the existing crossings.⁴ This Project site does not include any significant trees, rock outcroppings or other potentially scenic resources. As such, the Project would not adversely affect any designated scenic resource, such as trees, historic buildings, rock outcroppings, or similar resources, as defined by CEQA statutes or guidelines, or by Caltrans' policy. The Project would replace the existing roadway and implement safety improvements including expanded

¹ Rincon Consultants, Inc. 2025. West Las Positas Boulevard Multimodal Reconstruction Project Construction Noise Memorandum. Accessed: March 30, 2026.

² Fehr and Peers. 2025. West Las Positas Boulevard Multimodal Reconstruction Project – Traffic Operations Analysis. Accessed: March 30, 2026.

³ Rincon Consultants, Inc. 2026. Archaeological Survey Report for the West Las Positas Boulevard Multimodal Reconstruction Project, City of Pleasanton, Alameda County, California. Accessed: March 30, 2026.

⁴ Caltrans. 2019. *California Scenic Highway System Map*. Available: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed: March 30, 2026

pedestrian and bicycle facilities. These proposed improvements would not substantially alter the existing aesthetic setting of surrounding structures or the roadway. In addition, all aspects of the proposed improvements would occur within the existing roadway. As such, the Project would not result in an impact on a Scenic Highway or other scenic resources.

(e) Hazardous Waste Sites - A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

A desktop survey was conducted in March 2026 for the proposed improvements. Based on this desktop search, there was only one location located adjacent to the Project site at the intersection of West Las Positas Boulevard and Hopyard Road that presented a potential environmental risk.⁵ The one location was identified as a former Leaking Underground Storage Tank (LUST) cleanup site that was designated as “closed” in December 2014. In addition, the Project would only involve ground disturbance in areas within the existing roadway and the location of the closed LUST cleanup site is located outside the area of disturbance. Therefore, potential impacts from hazardous materials are less than significant.

(f) Historical Resources - A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

An Archaeological Survey Report and a Historical Properties Evaluation Report were prepared for the Project in April 2026. These reports were based on a records search of the California Historic Resources Information System, National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest list, Alameda County Landmarks list, Alameda County Points of Historical Interest list, the Built Environment Resources Directory and the Archaeological Determinations of Eligibility list.

The records search identified seven previously recorded archaeological resources within 0.5 miles of the Area of Potential Effects (APE). Of those seven previously recorded archaeological resources, only two are located within or adjacent to the Project’s APE. One resource is located beneath the proposed APE, and all proposed improvements will be confined to the roadway on the bridge above. Therefore, the Project would not impact this resource. After additional analysis and review of historical records, the second resource was determined not to be located within the APE, and the location of the resources as filed with the National West Coast Information Center was the result of a digitization error. Therefore, the Project would not impact this previously recorded archaeological resource and would not cause a substantial adverse change in an eligible historic resource.

CONCLUSION

As stated in CEQA Guidelines Section 15301(c), the key consideration for a project’s compliance with the requirements of the Class I CE is whether the project involves a negligible or no expansion of use of the existing facility. As discussed in the Project Description above, the Project would include the replacement of the existing roadway and reducing the existing roadway from six lanes to four lanes in order to facilitate the installation of new bicycle and pedestrian improvements. These improvements are consistent with the examples provided in the requirements for a Class I CE specified in Section 15301(c) and would not result in the expanded use of the roadway beyond the existing conditions.

Furthermore, the Project would not meet any of the CE exceptions criteria described in Section 15300.2(b) through (f) of the CEQA guidelines as discussed above. Given this, additional analysis is not

⁵ State Water Resources Control Board. 2025. Geo Tracker Map. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Pleasanton>. Accessed: March 30, 2026.

warranted, and the Project is categorically exempt from CEQA consistent with the requirements of the Class 1 Existing Facilities CE.