



Pleasanton Climate Action Plan 2.0

Draft Initial Study – Negative Declaration

prepared for

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Initial Study

Proposed Plan Title

Pleasanton Climate Action Plan (CAP) 2.0

Lead Agency/Plan Sponsor and Contact

Lead Agency/Plan Sponsor

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Plan Location and Physical Setting

The CAP 2.0 applies to all areas and plans/projects within the City of Pleasanton limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Pleasanton's incorporated lands.

Regional Location and Setting

The City of Pleasanton is approximately 24 square miles within Alameda County in the San Francisco Bay Area. Pleasanton lies within the Tri-Valley area, which also includes the Cities of Dublin, Livermore, San Ramon, and the Town of Danville, and unincorporated portions of Alameda and Contra Costa Counties. The City is bordered by the east-west Interstate 580 (I-580) thoroughfare and the City of Dublin to the north, the City of Livermore and portions of unincorporated Alameda County to the east, and other portions of unincorporated Alameda County to the south and west, including the Pleasanton Ridge Regional Park.

Vehicular access to Pleasanton is primarily provided by I-580 and I-680. Pleasanton is also served by public transit facilities, including the Bay Area Rapid Transit (BART) Dublin/Pleasanton–Daly City Line, Altamont Commuter Express (ACE) Rail, and Livermore Amador Valley Transit Authority Wheels bus routes.¹ There are two BART stations in Pleasanton along I-580, the West Dublin/Pleasanton BART Station at the Stoneridge Shopping Center, and the East Dublin/Pleasanton BART Station off Owens Drive.

¹ Pleasanton, City of. 2021. Public Transit. Available: <<https://www.cityofpleasantonca.gov/visitor/gettingaround/transit/default.asp>>. Accessed September 15, 2021.

Figure 1 Regional Location

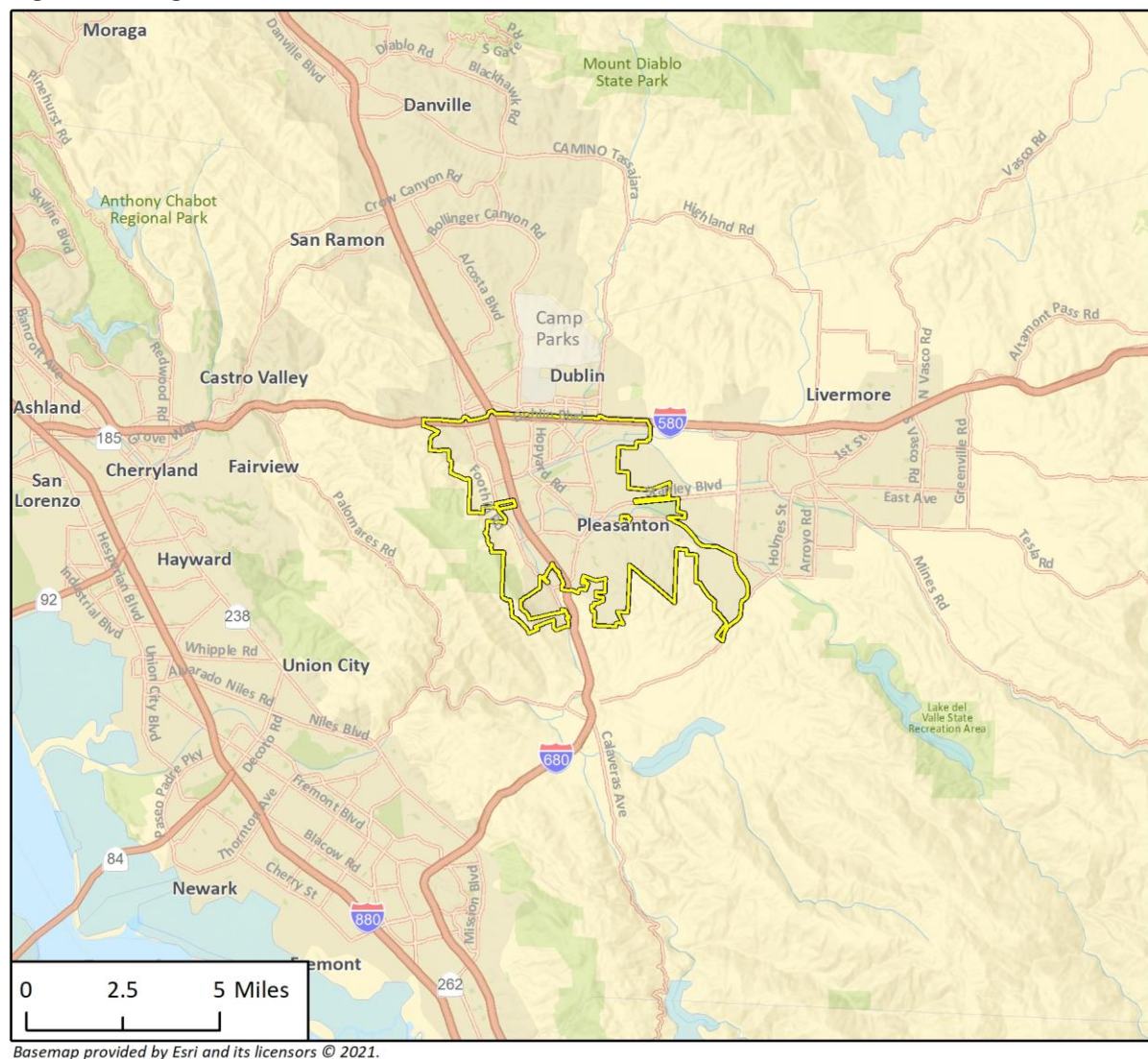
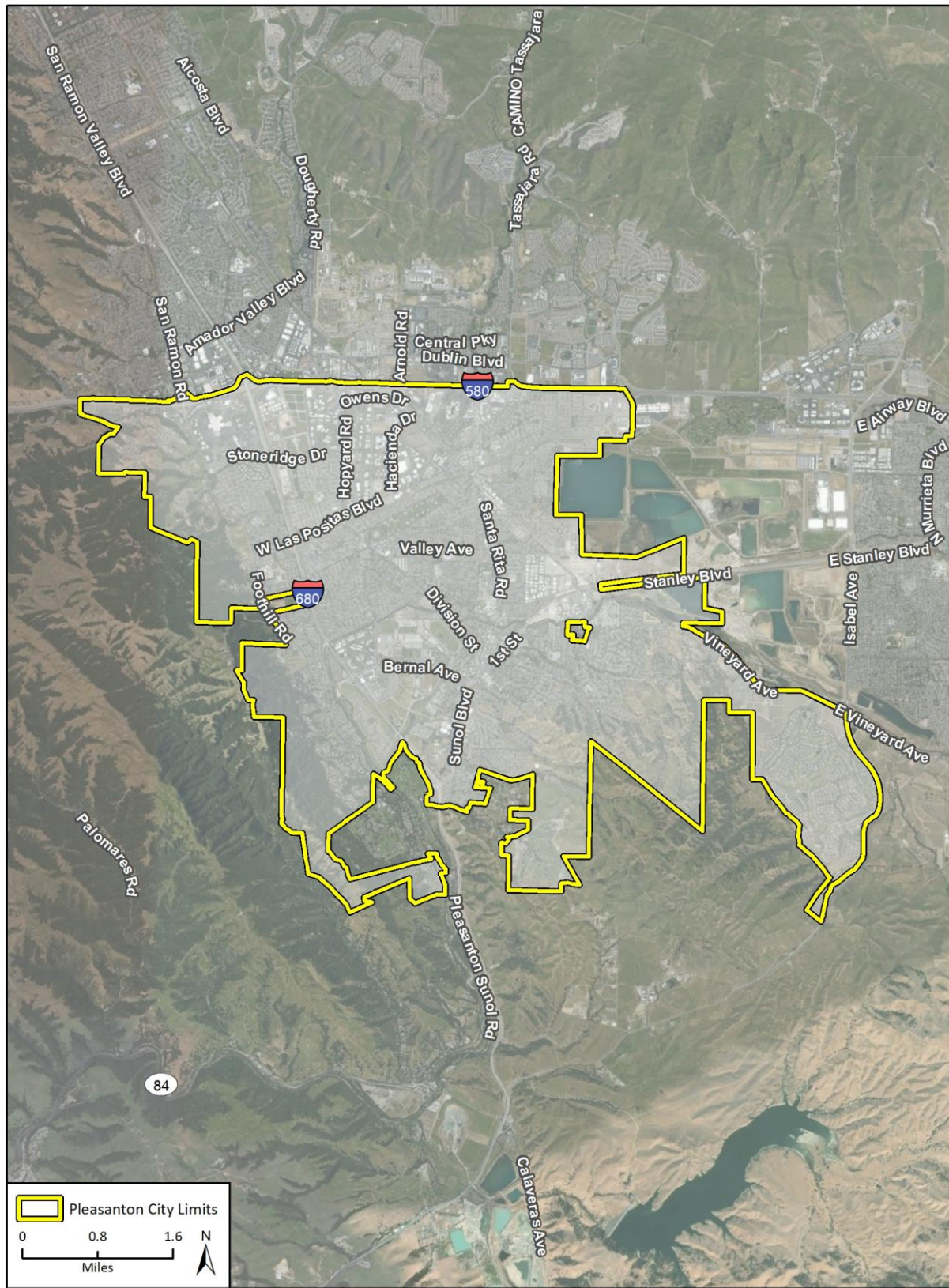


Figure 2 Plan Location



There is also one ACE Rail Station in the City that connects Pleasanton to Stockton and San Jose, located in downtown Pleasanton at 4950 Pleasanton Avenue. Pleasanton is also served by the following Wheels bus routes:

- Route 3 connecting Stoneridge Shopping Center to East Dublin/Pleasanton BART Station via Hacienda Drive and Stone Ridge Drive.
- Route 8 connecting the East Dublin/Pleasanton BART Station and south Pleasanton along Hopyard Road and Valley Avenue.
- Route 14 connecting the City from the East Dublin/Pleasanton BART Station to Livermore via Jack London Boulevard and Stoneridge Drive.
- Route 53 connecting the West Dublin/Pleasanton BART Station to the Alameda County Fairgrounds and ACE station via I-680 and Bernal Avenue.
- Route 54 connecting East Dublin/Pleasanton BART Station to Alameda County Fairgrounds and ACE Station via I-680, Hopyard Road, Valley Avenue, Los Positas Boulevard, and Bernal Avenue.
- Route 70X connecting East Dublin/Pleasanton BART Station, San Ramon, Walnut Creek, and Pleasant Hill.
- Route 580X connecting East Dublin/Pleasanton BART Station and Livermore Transit Center via I-58- and North Livermore Avenue.
- Route 10R connecting East Dublin/Pleasanton BART Station and Livermore Transit Center via Santa Rita Road and Stanley Boulevard.

Local Setting

Pleasanton is the eighth most populous city in Alameda County, with a population of 79,871 according to the 2020 U.S. Census.² Residential uses comprise the largest portion of existing land uses within the City. In addition, the City contains retail, office, and industrial uses along major transportation corridors, as well as in the downtown area. Neighborhood and community parks are interspersed throughout the City, with passive open space uses in the eastern, southern, and western fringes of the City.³ The City supports a diverse range of industries, including agriculture, recreation, tourism, and a variety of retail, office, and commerce.

Pleasanton is located within an alluvial valley. The City is located approximately 340 feet above mean sea level, and its topography is generally flat with elevations increasing towards the Pleasanton ridgelines to the west.⁴ The City is characterized by a Mediterranean climate with dry summers and wet winters. The warmest months of the year in Pleasanton are July and August, and the coldest months of the year are December and January. The annual average daily maximum temperature is 89.0 degrees Fahrenheit (°F), while the annual average daily minimum temperature is 38.8°F. Average monthly rainfall measured in the local area since 1977 varies from 0 inch in July to 2.81 inches in February.⁵

² U.S. Census Bureau. Quick Facts: Pleasanton City, California. Available: <<https://www.census.gov/quickfacts/pleasantoncitycalifornia>>. Accessed October 6, 2021.

³ Pleasanton, City of. 2008. Proposed General Plan Draft Environmental Impact Report. Available: <<http://dev.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?blobid=23819>>. Accessed September 15, 2021.

⁴ Pleasanton, City of. 2008. Proposed General Plan Draft Environmental Impact Report. Available: <<http://dev.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?blobid=23819>>. Accessed September 15, 2021.

⁵ Iowa State University. 2021. Iowa Environmental Mesonet: Livermore Station. Available: <https://mesonet.agron.iastate.edu/sites/monthlysum.php?station=LVK&network=CA_ASOS>. Accessed September 15, 2021.

Existing Sustainability Setting

Pleasanton Sustainability and Greenhouse Gas Emissions Reduction Efforts

The City has actively implemented a variety of environmental programs since 2009 contributing to greenhouse gas (GHG) emissions reductions. The following is a listing of the City's primary sustainable and climate protection programs:

- Committee on Energy and the Environment established (2008)
- 2005-2025 General Plan adopted (2009)
- 2020 Climate Action Plan adopted (2012)
- Complete Streets Policy enacted (2012)
- Polystyrene Ban Ordinance adopted (2013)
- Water Efficient Landscape Ordinance adopted (2015)
- Tri-Valley Local Hazard Mitigation Plan prepared (2018)
- Jeffrey G. Hansen Water Recycling Plant upgraded (2018)
- Bicycle and Pedestrian Master Plan adopted (2018)
- Tri-Valley – San Joaquin Valley Regional Rail Authority established, and Valley Link project launched (2018)
- Emergency Operations Plan adopted (2018)
- Trails Master Plan adopted (2019)
- Community Choice Aggregation authorized, highest renewable choice established as default for community and municipal facilities (2019)
- 2020 Urban Water Management Plan completed (2021)
- 2015-2023 Housing Element of General Plan updated (currently underway)
- SB 1383 Action Plan Adopted by City Council in July 2021 and education, outreach, and implementation efforts are currently underway

Regional Sustainability and GHG Emissions Reduction Efforts

In coordination with Alameda County, the State of California, and the federal government, the City of Pleasanton has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which Pleasanton CAP 2.0 is intended to be consistent with or exceed.

Plan Bay Area: Strategy for a Sustainable Region

The Metropolitan Transportation Commission (MTC) adopted the Plan Bay Area 2017 update, which identified how the Bay Area would meet its GHG emission reduction targets. Plan Bay Area is also considered the Association of Bay Area Governments (ABAG)/MTC Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In accordance with SB 743, the Plan Bay Area included elements designed to encourage the type of land-use development to meet three primary objectives. First, Roadway Level of Service (LOS) could not be considered an environmental impact under the California Environmental Quality Act (CEQA). Second, it introduced changes to Vehicle Miles Traveled (VMT) per capita as a determinant of environmental impact. Third, the use of VMT as

an environmental impact in CEQA is considered a mechanism for achieving State and regional GHG emissions reduction goals.

Bay Area Air Quality Management District CEQA Guidelines

The Bay Area Air Quality Management District (BAAQMD) encourages local governments to adopt a GHG Reduction Strategy that is consistent with AB 32 goals. The GHG Reduction Strategy may streamline environmental review of community development projects. According to the BAAQMD, if a project is consistent with a GHG Reduction Strategy, then it can be presumed that the project will not have significant GHG impacts. This approach is consistent with State CEQA Guidelines, Section 15183.5:

Lead agencies may analyze and mitigate the significant impacts of GHG emissions at a programmatic level, such as...a plan to reduce GHG emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an [Environmental Impact Report] containing a programmatic analysis of GHG emissions.

Alameda County Countywide Transportation Plan

In 2020, The Alameda County Transportation Commission adopted the Countywide Transportation Plan (CTP) to provide the County with a long-range plan for establishing the vision and priorities for transportation over a 30-year planning horizon. The CTP seeks to enhance and expand public transit, bicycle facilities, and pedestrian access within the County in order to improve mobility and access for all segments of the population and promote public health, environmental sustainability, and climate resiliency. The plan identifies 93 projects across the county including greenways and trails, transit capacity improvements, sea level rise adaptation, and multimodal corridors. Priority projects identified for Pleasanton include the West Las Positas Bike Corridor Improvements, I-680 Sunol Interchange Modernization, and Dublin/Pleasanton Active Access Improvements to BART.⁶

Alameda County Climate Protection Project and Cities for Climate Protection Campaign

In 2009, the Alameda County Climate Protection Project and Cities for Climate Protection Campaign organized a coordinated effort by all 14 cities in Alameda County, including Pleasanton, to reduce the emissions that cause global warming as well as improve air quality, reduce waste, cut energy use, and save money. Participants work together across jurisdictions focusing on key action areas, such as energy efficiency, transportation, and waste reduction, and on specific projects best addressed by a regional effort, such as collaborative grant applications and electric vehicle related infrastructure.

East Bay Community Energy Community Choice Aggregation Program

East Bay Community Energy (EBCE) is a public agency based in Oakland and governed by a Board of local elected officials from each of the participating jurisdictions. In 2018, EBCE began supplying East Bay communities with renewable energy-sourced electricity. Renewable energy is energy that comes from resources that are naturally replenished, create no carbon emissions, and include small hydroelectric, solar, wind, biomass, biowaste, and geothermal sources. At EBCE, renewable energy is specifically provided by solar and wind sources. Purchasing electricity from EBCE is a way to

⁶ Alameda County Transportation Commission (ACTC). 2020. Countywide Transportation Plan. Available: <https://www.alamedactc.org/wp-content/uploads/2021/02/2020_CTP_Final.pdf>. Accessed September 15, 2021.

reduce GHG emissions and meet community climate action goals. Pleasanton joined EBCE in 2019 and began receiving power from EBCE in April 2021.

State Sustainability and GHG Emissions Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which Pleasanton CAP 2.0 is intended to be consistent with or exceed.

California Executive Order S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

California Assembly Bill 32, California Global Warming Pollution Solutions Act

In 2006, the California legislature signed Assembly Bill (AB) 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons (MT) of carbon dioxide equivalent (CO₂e).

California Senate Bill 375, Sustainable Communities and Climate Protection Act

In 2008, Senate Bill (SB) 375 enhanced the State’s ability to reach AB 32 targets by CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community’s strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. ABAG was assigned targets of a ten percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a nineteen percent reduction in per capita GHG emissions from passenger vehicles by 2035.

California Climate Change Scoping Plan

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

California Climate Change Scoping Plan Update (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

California Executive Order B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

California Senate Bill 32, California Global Warming Pollution Solutions Act Update

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below).

California Climate Change Scoping Plan Update (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of six MT of CO₂e by 2030 and two MT of CO₂e by 2050. As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.⁷

⁷ California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Available: <https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf>. Accessed September 15, 2021.

California Executive Order B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

Assembly Bill 1493, Pavley Bill Vehicle Efficiency Standards

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka “the Pavley Bill”), which directs the CARB to adopt standards that will achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles,” taking into account environmental, social, technological, and economic factors. In September 2009, CARB adopted amendments to the “Pavley” regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

California Energy Efficiency Strategic Plan of 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California’s first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2019 California Code of Regulations (CCR) Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofit to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the CCR requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California. (Health and Safety Code §§ 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of “[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy.” (Pub. Res. Code § 25402.) These regulations are carefully scrutinized and analyzed for technological and

economic feasibility (Pub. Res. Code § 25402(d)) and cost effectiveness (Pub. Res. Code § 25402(b)(2) and (b)(3)).

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards, and residential homes will be 7 percent more energy efficient. When accounting for the electricity generated by the solar photovoltaic system, residences would use 53 percent less energy compared to homes built to the 2016 standards. The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, became effective on January 1, 2020. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements. Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to CCR Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of EV charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of EV charging stations at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

Similar to the compliance reporting procedure for demonstrating Building Energy Efficiency Standards compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Senate Bill 97, CEQA Guidelines for Addressing GHG Emissions

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

Assembly Bill 117, Community Choice Aggregation

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g., the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010. In 2018, EBCE began supplying East Bay communities, including Pleasanton, with renewable energy-sourced electricity. CCAs are governed by the California Public Utilities Commission (CPUC). SB 790 further ensures fair and transparent competition by creating a code of conduct and guiding principles for entrants into the CCA field.

Senate Bill 1275, Charge Ahead Initiative

In 2014, Senate Bill 1275 established a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directed CARB to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low- and moderate-income communities and consumers.

Senate Bill 350, Clean Energy and Pollution Reduction Act of 2015

In 2015, SB 350 established new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codified Governor Brown's aggressive clean energy goals and established the State 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

Assembly Bill 197, State Air Resources Board GHGs Regulations

In 2016, AB 197, a bill linked to SB 32, increased legislature oversight over CARB and directs CARB to both prioritize disadvantaged communities in its climate change regulations and evaluate the cost-effectiveness of measures it considers. AB 197 requires CARB to protect the State's most impacted and disadvantaged communities [and] consider the social costs of the emissions of GHGs when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to CARB, increasing the Legislature's role in CARB's decisions.

Senate Bill 100, The 100 Percent Clean Energy Act of 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard for eligible renewable resources by 2045.

General Plan Designation and Zoning

CAP 2.0 would be implemented throughout the City and would occur in all Pleasanton General Plan designations and zoning designations. The plan would not alter any existing land use or zoning designations.

Description of the Plan (CAP 2.0)

CAP 2.0 incorporates the many climate protection programs noted above that the City of Pleasanton has in place and will continue to reduce GHG emissions. The CAP 2.0 provides an update to Pleasanton's first Climate Action Plan adopted in 2012; upon its adoption the CAP 2.0 will reflect Pleasanton ongoing and active engagement for the plan's 25-year planning horizon in addressing climate change, sustainability, and reductions in GHG emissions.

The City has developed CAP 2.0 in order to achieve several objectives, including reducing GHG emissions, improving quality of life and public health, cultivating community resilience and adaptability, and promoting thriving ecosystems and a thriving economy. The CAP 2.0 establishes a new target and goal for reducing GHG emissions by 2030 and 2045, respectively, and is intended to provide a framework through its actions for a safer future and enhanced quality of life for the community, new economic opportunities through green jobs, enhanced social equity and citizen engagement on the issue of climate change, and reduced obstacles for building affordable housing. The CAP 2.0 provides a foundation for future sustainable development efforts in the City of Pleasanton. It is anticipated that environmental documents for future development projects will identify and incorporate applicable GHG reduction strategies and actions from the CAP 2.0.

The CAP 2.0 addresses communitywide GHG emissions and includes a goal of reducing communitywide per capita GHG emissions output to carbon neutrality in 2045. It also includes a discrete target for Pleasanton reaching maximum emissions of 4.11 MT of CO₂e per capita (or 341,188 MT of CO₂e in total emissions) by 2030. This corresponds to a 70 percent reduction in per-capita GHG emissions below 1990 levels by 2030 (or a 65 percent reduction below 2005 levels), exceeding the California Senate Bill 32 target for 2030 to reduce total GHG emissions 40 percent below 1990 levels. The CAP 2.0 assessed herein is based upon community-level inventories developed in 2005 and 2017, contains a list of strategies and respective supporting actions to achieve Pleasanton's sustainability goals and focuses on actions through 2030 for purposes of meeting the Pleasanton 2030 GHG emissions target.

The 2005 GHG emissions inventory provides an important foundation for the CAP 2.0, providing the basis for an emissions back-cast to 1990 to serve as the reference year from which the City's target to reduce per capita emissions 70 percent below 1990 levels by 2030 has been developed. Approximately 12.16 MT of CO₂e per person (813,131 MT of CO₂e total) were emitted in Pleasanton in 2005. The 2017 inventory also provided the basis for the GHG emissions forecast, against which progress toward Pleasanton's 2030 target can be measured. Approximately 7.67 MT of CO₂e per person (588,553 MT of CO₂e total) were emitted in Pleasanton in 2017. GHG emissions in the 2005 and 2017 inventories were emitted from the residential and commercial energy, transportation, water, wastewater, and waste sectors. The residential and commercial energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from on-road passenger and commercial vehicles within the City, as well as off-road vehicles and equipment. The transportation sector was the largest contributor to Pleasanton's GHG emissions in both 2005 and 2017, followed by energy and waste. Table 1 provides the Pleasanton community GHG emissions in 2017 by sector as well as each sector's percentage of communitywide emissions.

Table 1 2017 Pleasanton GHG Emissions Inventory Summary

Sector	Activity Data	Emission Factors	Units	MT of CO ₂ e
Residential Electricity (kWh)	182,355,696	0.00009635	MT CO ₂ e/kWh	17,571
Nonresidential Electricity (kWh)	320,791,579	0.00009635	MT CO ₂ e/kWh	30,910
Direct Access Electricity (kWh) ⁴	52,782,630	0.0002027	MT CO ₂ e/kWh	10,700
Residential Gas (therms)	11,796,750	0.00531	MT CO ₂ e/therms	62,647
Nonresidential Gas (therms)	10,579,242	0.00531	MT/CO ₂ e/therms	56,181
Passenger On-Road Transportation (VMT)	601,291,074	0.000338	MT CO ₂ e/mile	202,947
Commercial On-Road Transportation (VMT)	92,034,058	0.001366	MT CO ₂ e/mile	126,668
Off-Road Transportation (VMT)	N/A	0.0806 ²	Effective Change in Service Population	48,634
Waste (tons) ⁵	102,684	0.2860	MT CO ₂ e/Ton	29,358
Wastewater (kWh)	N/A ¹	N/A ³	MT CO ₂ e/kWh	1,190
Water (kWh)	18,146,306	0.00009635	MT CO ₂ e/kWh	1,748
Total Emissions				588,553

MWh: megawatt hours; kWh: kilowatt hours; MT: metric tons; CO₂e: carbon dioxide equivalent; VMT: vehicle miles traveled; Totals may not sum due to rounding.

¹ Off-road emissions calculated as a proportion of total emissions in Alameda County based on changes in population without activity data.

² Effective change in service population was defined as on the sum of new population and jobs in Pleasanton divided by the total sum of new jobs and population in Alameda County for each inventory year.

³ Wastewater is a combination of stationery and process emissions.

⁴ Direct access service is retail electric service where customers purchase electricity from a competitive provider called an Electric Service Provider instead of from a regulated electric utility. An Electric Service Provider is a non-utility entity that offers electric service to customers within the service territory of an electric utility.

⁵ Includes a small quantity (367 tons) of Alternative Daily Cover Waste for which a different emission factor was used (.246 MTCO₂e/ton). This emissions factor was calculated using data from the CARB California Landfill Emissions Tool Version 1.3.

As shown in Table 1, the largest sectors of GHG emissions are related to transportation (specifically on-road passenger and commercial vehicles) and building energy use (specifically residential and commercial electricity and natural gas use). As part of the CAP 2.0, Pleasanton is committed to a per capita emissions reduction goal of carbon neutrality in 2045 and a target of 70 percent below 1990 levels (or 4.11 MT of CO₂e per capita) by 2030. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and ABAG regional passenger vehicle emissions targets, to be consistent with CEQA for a qualified GHG emissions reduction strategy, and to be achievable by City-supported strategies and actions identified in CAP 2.0. CAP 2.0 includes a business-as-usual (BAU) forecast and an adjusted BAU (ABAU) forecast of GHG emissions, based on the 2017 inventory, that enables Pleasanton to estimate the amount of emissions reductions needed to meet its per capita reduction targets.

The CAP 2.0 includes actions to achieving, or making progress towards achieving, Pleasanton's 2030 target and 2045 goal. Key among these, the CAP 2.0 includes strategies and actions to electrify new and existing residential, commercial, and municipal buildings and increase the amount of renewable energy and storage for new buildings. It recommends increasing electric vehicle (EV) charging stations to encourage greater EV adoption in the community, and development patterns that emphasize complete streets that allow people to go about their business on foot, by bicycle, or via public transportation. It also offers ways to reduce water use and divert organic and inorganic waste that would otherwise go to landfills. In addition, CAP 2.0 includes strategies and actions to increase urban greenspace and trees for carbon sequestration and to provide community education and outreach regarding CAP 2.0 and local sustainability efforts.

Table 2 includes a complete list of the CAP 2.0 strategies and descriptions of respective supporting actions as well as anticipated annual GHG reductions in 2030 and 2045. Strategies and supporting actions within the CAP 2.0 are organized in the categories of ongoing, primary, and secondary. Ongoing measures are actions already contemplated in other City plans, policies, or programs. This CAP 2.0 programmatic CEQA assessment document analyzes the impacts of implementation of the new primary and secondary actions - primary (labeled with a P) since those actions would be implemented and secondary (labeled with a S) since those actions could also be implemented as time and resources allow; however secondary actions are not relied upon to reduce GHG emissions over time.

Table 2 Pleasanton CAP 2.0 Strategies and Actions

Action ID #	Strategies and Respective Supporting Actions	Anticipated GHG Emissions Reduction (MT of CO ₂ e) ¹
Buildings and Energy		
Strategy BE-1: Advance the decarbonization of buildings		
P1	All-electric reach code for new construction: Adopt all-electric reach code that limits the development of new gas infrastructure by requiring electrification for new construction (exceptions will be considered).	2030: 2,628 2045: 22,959
P2	Existing building electrification plan: Prepare and implement an existing building electrification plan including grid analysis, municipal building electrification, encouraging community electrification through incentives and permit streamlining, conducting outreach and education, and staying apprised of regulations, studies, and regional efforts.	2030: 4,357 2045: 6,034
S1	Refrigerant management in new construction: Require new construction use lowest global warming potential refrigerants for appliances and HVAC systems.	Secondary ¹
Strategy BE-2: Improve energy consumption and efficiency		
P3	Modify Municipal Code definition of “covered projects”: Modify definition of “covered project” in the Pleasanton Municipal Code (PMC) Green Building section to cover all new commercial buildings and residential homes.	2030: 279 2045: 65
S2	Community energy efficiency upgrades: Promote community energy efficiency upgrades through incentives, partnerships, and/or education and outreach. This action can include establishing and implementing a revolving loan fund for home performance audits and system upgrades.	Secondary
S3	Energy benchmarking and City facility retrofits: Conduct energy benchmarking to measure and track energy and water usage across City facilities. Identify opportunities for efficiency upgrades and cost savings across City facilities, and conduct energy retrofits of existing City facilities and equipment. This may include identifying municipal facilities where solar/storage systems will be the most effective and installing solar/storage systems throughout municipal locations.	Secondary
Strategy BE-3: Expand use of renewable energy		
P4	Solar and storage on new construction: Require solar/battery storage systems on new developments where feasible.	2030: 726 2045: 0
Transportation and Land Use		
Strategy TLU-1: Advance vehicle decarbonization		
P5	Create and implement a Zero-Emissions Vehicle (ZEV) Infrastructure Plan: Develop and implement a ZEV Infrastructure Plan including a fuel infrastructure analysis, expand public electric vehicle (EV) infrastructure, incentivize EV, electric bicycle, and ZEV use, require new multi-family housing to install EV charging, transition the municipal fleet to all-electric, conduct education and outreach, and support regional efforts.	2030: 25,352 2045: 71,168

Action ID #	Strategies and Respective Supporting Actions	Anticipated GHG Emissions Reduction (MT of CO ₂ e) ¹
P6	Electrify municipal small engine equipment and reduce emissions of off-road equipment upon replacement: Evaluate the current fleet of Municipal off-road equipment (e.g., mowers, chippers, tractors, etc.) and identify equipment that falls below current emissions standards. Replace and update off-road equipment with lower emissions alternatives upon replacement.	2030: 0 2045: 0
P7	Expand community small-engine electrification: Partner with local organizations to provide incentives to the community to purchase all-electric small-engine equipment (e.g., lawn mowers, leaf blowers).	2030: 1,446 2045: 1,871
Strategy TLU-2: Advance active, shared, and public transportation		
P8	Bicycle amenities: Update the Municipal Code to require bicycle amenities (e.g., parking and showers) for new commercial developments and require bicycle parking for new multi-family and mixed-use projects.	2030: 380 2045: 205
P9	Bicycle rack incentive program: Develop and implement a program for the community to request bicycle racks free of charge on public property adjacent to businesses.	2030: 584 2045: 308
P10	Increase transit ridership: Increase public transit ridership by partnering with transit agencies (e.g., BART, ACE, and LAVTA) to improve access across the City to/from public transit, the bicycle/trails network, and destinations throughout the City.	2030: 1,330 2045: 1,907
S4	VMT reduction for K-12 activities: Explore opportunities to decrease VMTs related to K-12 curricular and extracurricular events including partnering with the school district to encourage active transportation and create a bicycle safety course, adjusting traffic signals to prioritize pedestrians and bicycles around schools, and encouraging school bus ridership.	Secondary
Strategy TLU-3: Advance sustainable land use		
P11	Promote LEED Neighborhood Development: Promote and encourage the use of LEED for Neighborhood Development (LEED ND) as new developments are proposed and areas in the City are redeveloped.	2030: 1,800 2045: 968
Materials and Consumption		
Strategy MC-1: Increase waste diversion and optimize collection and disposal systems		
P12	Single use plastic reduction: Reduce consumption from single use plastic which may include: requiring special events to provide reusables, recycling, an composting, promoting and implementing regional sustainable waste programs, expanding local reusable infrastructure, and implementing an ordinance that focuses on replacing single-use plastics with reusable products.	2030: 0 2045: 0
Strategy MC-2: Enhance sustainable production and reduce consumption		
S5	Environmentally preferable purchasing policy: Adopt City environmentally preferable purchasing policy. Include alternatives for the most carbon-intensive materials that the City purchases, such as building materials (e.g., concrete, metals, etc.).	Secondary

Action ID #	Strategies and Respective Supporting Actions	Anticipated GHG Emissions Reduction (MT of CO ₂ e) ¹
S6	Embodied carbon reduction plan: Participate and support a regional Embodied Carbon Reduction Plan (i.e., considering the footprint of the material including resources needed to produce the materials) to reduce the carbon content of materials that include a variety of approaches for example whole building lifecycle analysis for new construction.	Secondary
Natural Systems		
Strategy NS-1: Increase and optimize carbon sequestration and improve ecosystem resilience		
P13	Urban Forest Master Plan: Develop and implement an Urban Forest Master Plan increasing carbon sequestration through trees. The plan should aim to protect and increase tree canopy, include a planting program, require climate adapted plantings for certain projects, and create a community planting guide.	2030: 73,253 2045: 195,340
P14	Soil management carbon sequestration projects: Increase carbon sequestration on public lands by implementing carbon sequestration projects on City property (e.g., soil at parks) and reducing use of synthetic nitrogen fertilizer. Increase carbon sequestration on private lands by increasing the awareness of and subsidizing the cost of compost and encouraging the use of compost beyond water efficient landscape ordinance (WELO) standards.	2030: 621 2045: 621
S7	Carbon sequestration research and tracking: Stay apprised of methods to track carbon sequestration and technological advancements available that mechanically and naturally captures carbon and/or remove carbon.	Secondary
Water Resources		
Strategy WR-1: Improve water supply and increase conservation		
P15	Water efficiency and retrofits: Decrease community water use by expanding incentives for retrofitting inefficient water fixtures and further incentivize native and drought tolerant landscape retrofits.	Negligible (not quantified)
Strategy WR-2: Improve stormwater resilience		
S8	Green Stormwater Infrastructure Plan: Participate and support regional Green Stormwater Infrastructure Planning efforts that builds off and supports the City's National Pollutant Discharge Elimination System (NPDES) permit to ensure a sustainable approach for managing stormwater runoff (e.g., incorporating green roofs, rainwater catchment, etc.).	Secondary
Community Resilience and Wellbeing		
Strategy CRW-1: Improve community resilience and reduce vulnerability to climate change		
P16	Comprehensive climate awareness, education, and outreach: Implement comprehensive public/private climate awareness, education, and outreach which may include creating a method for the community to calculate their personal carbon footprint, a new Library and Recreation program dedicated to environmental conservation and stewardship for different age groups, and "sustainability awards" recognizing community efforts presented annually.	2030: 5,490 2045: 2,966

Action ID #	Strategies and Respective Supporting Actions	Anticipated GHG Emissions Reduction (MT of CO ₂ e) ¹
S9	Wildfire preparation, prevention, and education: Reduce community vulnerability and increase wildfire resilience by increasing awareness and expanding outreach, modifying development regulations, identify and implement controlled burns and other means to reduce combustible biomass and improve early wildfire detection, and provide clean air shelters.	Secondary

Note: MT of CO₂e = metric tons of carbon dioxide equivalent

¹ Secondary actions are those that may be implemented at a later date, but are not guaranteed. Secondary actions are not accounted for in the anticipated GHG emissions reductions. Values represent reductions in that year compared to the BAU scenario (i.e., not several-year-spanning compounded reductions).

Source: Compiled by Rincon based on information contained in the Pleasanton Draft CAP 2.0.

The strategies and actions included in CAP 2.0 (shown above in Table 2), combined with Statewide legislation and City initiatives, will enable Pleasanton to meet its GHG emissions reduction target pathway, a linear pathway to achieving a 70 percent reduction in per capita GHG emissions from 1990 levels by 2030, which exceeds the State's goal of 40 percent below 1990 levels by 2030.

Table 3 shows the contribution of the Statewide and City initiatives in conjunction with CAP 2.0 strategies and actions to reduce Pleasanton's projected total GHG emissions in 2030.

Table 3 Pleasanton 2030 GHG Emissions Reductions from 2030 BAU levels

State Initiative	Sector	GHG Emissions Reduction (MT of CO ₂ e)
Advanced Clean Cars Program	On-road Transportation	103,931
Renewable Portfolio Standard	All Electricity	29,208
Title 24	Residential Energy	1,338
A. Total State Initiative Emissions Reductions		134,477
B. Total City Initiative Emissions Reductions		55,017
C. Total CAP 2.0 Emissions Reductions		120,752
D. Total Expected Emissions Reductions (A+B+C)		310,246
E. Pleasanton Emissions Reduction Requirement per SB 32 (State Goal)		231,947
F. Meets/exceeds State Goal? (D > E)		Yes

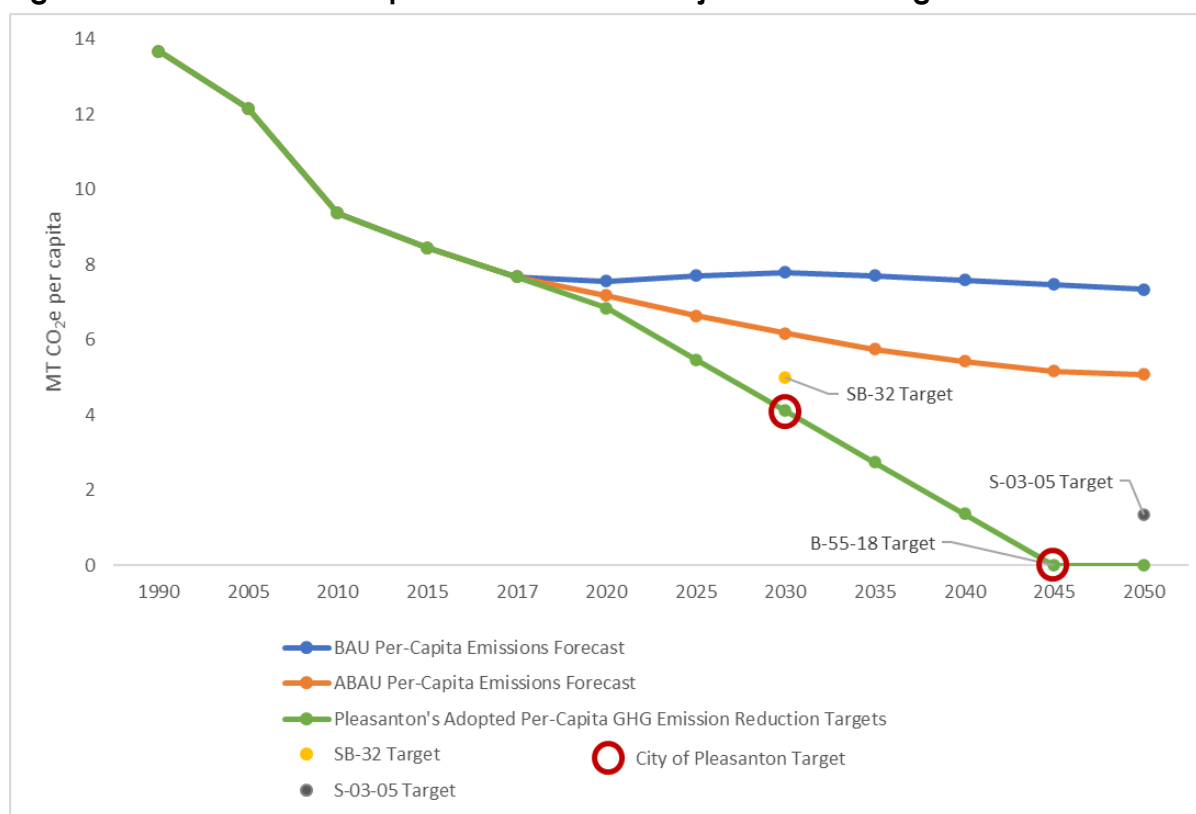
MT of CO₂e = metric tons of carbon dioxide equivalent

Table 4 shows the 2030 GHG emissions and targets for Pleasanton, including the expected emissions once the strategies and actions listed in Table 2 are implemented.

Table 4 Pleasanton GHG Emissions Projections by Target Year

Description	Emissions (MT of CO ₂ e/person)	Emissions (MT of CO ₂ e total)
1990 Emissions	13.67	691,161
2030 BAU Emissions	7.79	646,644
2030 ABAU Emissions (including ongoing local actions)	5.51	457,150
SB 32 2030 Target Emissions (40% below 1990)	5.0	414,697
2030 Expected Emissions with Implementation of CAP 2.0 Primary Actions	4.05	336,398
MT of CO ₂ e = metric tons of carbon dioxide equivalent		

Figure 3 depicts 2030 and 2045 GHG emissions and targets for Pleasanton, including the expected emissions once the strategies and actions listed in Table 2 are implemented. Figure 3 illustrates, for per capita emissions, the forecasted BAU emissions (in blue). Figure 3 also shows the forecasted ABAU emissions (in orange), after State-level and City-level initiatives are accounted for. Finally, Figure 3 depicts the emissions target/goal pathway trajectory and the emissions reductions needed after all State-and City-level actions and Pleasanton CAP 2.0 primary actions are applied (in green).

Figure 3 Pleasanton Per Capita GHG Emissions Projections and Targets

Implementation of CAP 2.0 strategies and actions listed in Table 2 could result in physical changes to the environment that could potentially have an impact on the environment. While individual projects resulting from these actions have not been identified for the purposes of this document,

the types of actions that could result from realization of CAP 2.0 strategies are taken into account in considering potential environmental impacts that could occur through implementation of CAP 2.0. For example, projects or actions requiring ministerial approval, such as installation of EV charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and EV charging stations, which could alter pedestrian and vehicular traffic patterns. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of CAP 2.0, the cumulative projects scenario is buildout of the 2025 Pleasanton General Plan plus Pleasanton population projections through 2045. The Pleasanton 2025 General Plan Land Use Element assumes a total of 29,600 housing units and 35,000,000 gross square feet of non-residential development by the general plan horizon year in 2025.⁸ In addition, the CAP 2.0 projects a population of 83,014 persons by 2030 and 97,859 persons by 2045.⁹ These are slightly higher than ABAG's 2018 population projections for 2030 but are utilized to provide a conservative analysis.¹⁰

Required Approvals

City of Pleasanton

Required approvals include:

- Adoption of the CAP 2.0 Initial Study-Negative Declaration; and
- Approval of CAP 2.0.

Although individual plans or projects may be implemented later under the umbrella of CAP 2.0, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of Pleasanton has sole approval authority regarding CAP 2.0. There are no other public agencies whose approval is required.

⁸ Pleasanton, City of. 2009. General Plan Land Use Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23896>>. Accessed September 15, 2021.

⁹ Pleasanton, City of. 2021. Draft Climate Action Plan Update: Table 17.

¹⁰ Association of Bay Area Governments (ABAG). 2018. Plan Bay Area Projections. Available: <<http://projections.planbayarea.org/>>. Accessed September 15, 2021.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Megan Campbell

Lead Agency Representative Signature

11/15/2021

Date

Megan Campbell

Lead Agency Representative Printed Name

Associate Planner

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial adverse effect on a scenic vista?*

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

The Pleasanton General Plan and General Plan Environmental Impact Report (EIR) identify scenic resources within and nearby Pleasanton as the undeveloped hillsides and ridges surrounding the City to the north, east, west, and south, Mount Diablo to the north, major arroyos and creeks (e.g., Arroyo de la Laguna, Arroyo del Valle, Arroyo Mocho, Alamo Canal, Chabot Canal, and Tassajara Creek), and Shadow Cliffs Lake and the Chain of Lakes (former gravel quarries) at the eastern edge of the City. The agricultural and open space uses to the south of the City also contribute to the visual character of the community. Scenic vistas are primarily available from publicly accessible roadways and scenic routes including I-680, I-580, and SR-84.^{11,12} I-680 is a designated State scenic highway that runs north-south through Pleasanton and offers views of the wooded hillsides and surrounding

¹¹ Pleasanton, City of. 2009. 2005-2025 Pleasanton General Plan. Available: <<https://www.cityofpleasantonca.gov/gov/depts/cd/planning/general.asp>>. Accessed October 15, 2021.

¹² Pleasanton, City of. 2008. Pleasanton General Plan Draft Environmental Impact Report. Available: <<http://dev.cityofpleasantonca.gov/civica3/filebank/blobload.aspx?blobid=23819>>. Accessed October 15, 2021.

valleys. I-580, which runs east-west and is located in the northern portion of Pleasanton, is eligible for designation as a State scenic highway.^{13,14}

As a policy document, the CAP 2.0 would not result in impacts related to scenic vistas and scenic highways. However, implementation of some CAP 2.0 strategies may promote infrastructure development and other physical changes through policies and programs. CAP 2.0 Action S3 and P4 promote installation of small-scale solar PV systems and associated battery energy storage systems at existing municipal facilities and in new developments. CAP 2.0 Action P5 encourages the installation of EV charging stations and supporting infrastructure. Additionally, CAP 2.0 Actions P13 and S8 facilitate the expansion of the urban forest and green stormwater management infrastructure within the City. CAP 2.0 projects would generally be limited to the existing developed areas of the City and would be small-scale in nature. Expansion of the urban forest could have a positive effect on scenic vistas, adding new tree cover and enhancing existing natural landscapes.

The CAP 2.0 would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. Though the implementation of the CAP 2.0 may result in future development, CAP 2.0-related projects and actions, including those identified above, would be required to adhere to City development zoning and regulations, including Pleasanton Municipal Code (PMC) Chapter 18.20, Design Review, which establishes the City's Design Review process, and the Pleasanton Standards and Guidelines, which establish criteria for the aesthetic qualities of new and retrofitted development in the City including design, architecture, lighting, landscaping, and signage.^{15,16} Compliance with the PMC and Pleasanton Standards and Guidelines would ensure that potential future infrastructure development and redevelopment related to the CAP 2.0 would be carefully integrated with the existing character of the Pleasanton community, minimizing potential aesthetic impacts. In addition, CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan policies related to scenic resources prior to approval. As such, the CAP 2.0 would not result in adverse impacts related to scenic vistas or State scenic highways within the City. Therefore, the CAP 2.0 would result in ***less-than-significant impacts*** related to scenic vistas and scenic highways.

- c. *Would the project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Pleasanton is an urbanized area with the following applicable visual character/quality policies in the Pleasanton General Plan Land Use, Community Character, Conservation and Open Space, and Subregional Planning Elements:

¹³ Pleasanton, City of. 2008. Pleasanton General Plan Draft Environmental Impact Report. Available: <<http://dev.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?blobid=23819>>. Accessed October 15, 2021.

¹⁴ California Department of Transportation (Caltrans). 2021. California State Scenic Highway System Map. Available: <<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacc>>. Accessed October 15, 2021.

¹⁵ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 18.20. Available: <http://qcode.us/codes/pleasanton/?view=desktop&topic=18-18_20-18_20_010>. Accessed October 15, 2021.

¹⁶ Pleasanton, City of. 2021. Pleasanton Standards and Guidelines. Available: <<https://www.cityofpleasantonca.gov/gov/depts/cd/planning/standards.asp>>. Accessed October 15, 2021.

Land Use Element

- **Policy 8:** Preserve and enhance the character of existing residential neighborhoods.
- **Policy 12:** Preserve the character of the Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.
- **Policy 19:** Preserve designated open space areas for the protection of public health and safety, the provision of recreational opportunities, agriculture and grazing, the production of natural resources, the preservation of wildlands, water management and recreation, and the physical separation of Pleasanton from neighboring communities.
- **Policy 20:** In the ridgeland, preserve the remaining agricultural open space.
- **Policy 21:** Preserve scenic hillside and ridge views of the Pleasanton ridgeland and Southeast Hills.¹⁷

Community Character Element

- **Policy 2:** Improve the visual appearance of the Downtown.
- **Policy 3:** Maintain the scale and character of the historic Downtown and surrounding residential areas.
- **Policy 6:** Enhance the visual appearance and natural condition of the arroyos.
- **Policy 7:** Improve the visual quality of entryways to Pleasanton.
- **Policy 9:** Enhance landscaping along city streets and the freeways.
- **Policy 17:** Maintain, enhance, and protect the quality, character, and distinctiveness of residential neighborhoods.
- **Policy 20:** Preserve scenic hillside and ridge views, and other natural features in the hills.¹⁸

Conservation and Open Space Element

- **Policy 6:** Protect all large continuous areas of open space, as designated on the General Plan Map, from intrusion by urban development.
- **Policy 7:** Preserve and expand open-space opportunities, including open-space access to the public.
- **Policy 8:** Preserve as permanent open space all areas of outstanding scenic qualities or areas which provide extraordinary views of natural and human-made objects.
- **Policy 12:** Preserve heritage trees throughout the Planning Area.¹⁹

Subregional Planning Element

- **Policy 13:** Enhance community identity through the protection of community separators, scenic hillsides, and ridgelines.²⁰

¹⁷ Pleasanton, City of. 2009. Pleasanton General Plan Land Use Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23896>>. Accessed September 15, 2021.

¹⁸ Pleasanton, City of. 2009. Pleasanton General Plan Community Character Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23915>>. Accessed September 15, 2021.

¹⁹ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed September 15, 2021.

²⁰ Pleasanton, City of. 2009. Pleasanton General Plan Subregional Planning Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23917>>. Accessed September 15, 2021.

The CAP 2.0 would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment through policies and programs. Implementation of some CAP 2.0 Actions related to transportation, renewable energy, and GHG sequestration may result in physical changes that could impact scenic resources. Specifically, CAP 2.0 Actions S3 and P4 promote installation of small-scale solar PV systems and associated battery energy storage systems at existing municipal facilities and in new developments. CAP 2.0 Action P5 encourages the installation of EV charging stations and supporting infrastructure. Additionally, CAP 2.0 Actions P13 and S8 facilitate the expansion of the urban forest and green stormwater management infrastructure within Pleasanton.

Implementation of small-scale solar panels and battery storage, introduction of EV charging infrastructure, planting additional trees, and developing new green stormwater management infrastructure such as bioswales and retention basins may slightly change the scenic character of the Pleasanton community. However, future CAP 2.0-related projects would be located and designed to be complimentary to existing land uses and would be required to adhere to the City development zoning and regulations described under *Responses 1a. and b.*, above, that seek to preserve the character of Pleasanton and minimize environmental impacts. In addition, CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan policies highlighted above and other applicable regulatory land use actions prior to approval. Therefore, the CAP 2.0 would not conflict with applicable zoning and other regulations governing scenic quality and would result in a ***less than significant impact***.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The CAP 2.0 would not involve land use or zoning changes. Rather the CAP 2.0 would promote sustainable infrastructure development and redevelopment that is complimentary to existing land uses in the City. As a policy document, the CAP 2.0 would not directly result in impacts related to light and glare. However, implementation of CAP 2.0 Actions S3 and P4 encourage or require the installation of solar panels and battery storage systems at new developments and select existing municipal facilities. Solar panels have the potential to result in new sources of glare within Pleasanton if not thoughtfully designed and located. The design and location of proposed solar infrastructure would be complimentary to existing development in Pleasanton, such as the addition of small-scale rooftop solar panels, in order to reduce potential glare impacts within Pleasanton. Furthermore, CAP 2.0 projects and actions would be reviewed for consistency with the CCR Title 24 lighting standards (CCR Title 24 Part 6) and PMC Section 18.20, Design Review, which includes a review of exterior lighting.^{21,22} In addition, CAP 2.0 projects or actions would be reviewed for consistency with the Pleasanton General Plan and other applicable regulatory land use actions prior to approval. Compliance with these regulations would minimize environmental impacts related to light and glare by limiting the use of highly reflective materials and requiring the shielding of exterior lighting. Thus, the CAP 2.0 would result in a ***less-than-significant impact*** related to light and glare.

²¹ California Energy Commission (CEC). 2019. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Available: <https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2018-020-CMF_0.pdf>. Accessed October 15, 2021.

²² Pleasanton, City of. Pleasanton Municipal Code Chapter 18.20. Available: <http://qcode.us/codes/pleasanton/?view=desktop&topic=18-18_20-18_20_010>. Accessed October 15, 2021.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to Pleasanton General Plan policies and the Municipal Code. Because of the developed nature of Pleasanton, future infrastructure projects under the CAP 2.0, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would not adversely impact the visual character of the Pleasanton community. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable Pleasanton General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to aesthetics.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e.1. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

Pleasanton is characterized primarily by urban and suburban development. However, Pleasanton contains several vineyards in the southeast portion of the City along Vineyard Avenue and is adjacent to areas of grazing land at the western and southern boundaries. The California Farmland Mapping and Monitoring Program classifies the majority of Pleasanton as urban and built-up land not suitable for farming, with the vineyards identified as a mix of prime farmland and unique

farmland.²³ There are no Williamson Act contracts within the City. Areas of unincorporated Alameda County surrounding the City, particularly to the west and south of the City, are largely grazing land and passive open space, some of which include Williamson Act contracts.²⁴

The CAP 2.0 strategies and actions focus on electrification of buildings, improving active transportation, zero emission vehicle and public transit infrastructure, water conservation, and increasing urban greenspace and trees. CAP 2.0 actions would not involve projects or policies that would result in impacts related to conversion or loss of farmland. Therefore, the CAP 2.0 would result in a **no impact** related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or Pleasanton General Plan land use designations.

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e.2. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

Pleasanton contains several parks as well as natural areas in the southern portion of the City that contain mixed grassland and woodland communities and oak woodland on the ridges at the western edge of the City.²⁵ However, Pleasanton does not contain areas designated for forest land or Timberland Production. PMC Chapter 17.16, Tree Preservation, establishes policies, regulations, and standards to ensure tree protection within the City.²⁶ In addition, the Pleasanton General Plan contains a number of goals, policies, and actions such as Policy 2, preserve heritage trees, that illustrate the City's commitment to managing and preserving Pleasanton's urban forest. The CAP 2.0 aligns with the Pleasanton General Plan by including strategies and actions such as CAP Action P13, which seeks to facilitate the implementation of an urban forest master plan to increase tree canopy throughout the City.

As such, the CAP 2.0 would increase planting of trees within the City and be consistent with the City's Tree Preservation Regulations. Furthermore, the CAP 2.0 seeks to increase trees within the City for the purposes of carbon sequestration. The CAP 2.0 does not include actions that would result in the loss of forest land or the conversion of forest land to non-forest use, nor would it conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. Therefore, the CAP 2.0 would result in a **no impact** related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or Pleasanton General Plan land use designations.

²³ California Department of Conservation. 2021. California Important Farmland Finder Map. Available: <<https://maps.conservation.ca.gov/dlrp/ciff/>>. Accessed October 7, 2021.

²⁴ Pleasanton, City of. 2008. Pleasanton General Plan Draft Environmental Impact Report. Available: <<http://dev.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?blobid=23819>>. Accessed October 7, 2021.

²⁵ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021.

²⁶ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 17.16. Available: <https://qcode.us/codes/pleasanton/view.php?topic=17-17_16&frames=on>. Accessed October 7, 2021.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. As the City's population grows and development intensifies in the future, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, CAP 2.0 Strategy NS-1 and Action P13 would ensure that the urban forest is maintained and that additional trees are planted throughout the City. As discussed above, CAP 2.0 would not include any strategies or actions that would significantly impact agricultural or forest resources. In addition, the CAP 2.0 would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of CAP 2.0 would result in ***no cumulative impact*** related to agricultural and forestry resources.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the U.S. EPA at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts typically administer the federal and California CAA. As part of implementing the federal and California CAA, the U.S. EPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Pleasanton is located within the San Francisco Bay Area Air Basin (the Air Basin), which includes the nine Bay Area counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma. The Air Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. BAAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards, and the State PM₁₀ (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.²⁷ The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

²⁷ Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. Available: <<http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>>. Accessed October 7, 2021.

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Clean Air Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with State air quality planning requirements as codified in the California Health and Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour State ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, State law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins.²⁸

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local Air Pollution Control District (APCD) and AQMD, which are submitted for approval to CARB and the U.S. EPA.²⁹ The goal of an AQMP is to reduce pollutant concentrations below the NAAQS through the implementation of air pollutant emissions controls.

The CAP 2.0 would not involve land use or zoning changes but would rather promote sustainable infrastructure development and redevelopment. CAP 2.0 strategies and policies focus on decarbonization of buildings and sustainable development, increasing local renewable energy infrastructure, improving active transportation, zero emission vehicle and public transit infrastructure, and increasing urban trees. Implementation of CAP 2.0 actions, such as those aimed at reducing VMT, electrifying vehicles, and reducing natural gas use through building electrification, would have co-benefits to air quality within the Air Basin, would help BAAQMD meet applicable air quality plan goals, and would generally reduce sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP 2.0 is to reduce GHG emissions generated in Pleasanton to help reduce the effects of climate change, many of its actions would also reduce criteria pollutant (i.e., air quality) emissions. CAP 2.0 Strategies BE-1 and BE-2 involve increased energy efficiency and building electrification as part of residential, non-residential, and municipal land uses, and Strategy BE-3 and Action S3 seek to increase the generation of local renewable energy. In addition, CAP 2.0 Strategy TLU-2 seeks to reduce VMT in the City by improving active transportation and public transit facilities, while Strategy TLU-1 would encourage the adoption of ZEVs and low-emissions off-road vehicles and equipment by enhancing EV infrastructure, replacing the municipal fleet of off-road equipment with low- or zero-emissions equipment, and providing incentives for community members to purchase zero-emissions, all electric equipment such as lawnmowers and leaf blowers. These energy- and transportation-related strategies would reduce air quality emissions as well as GHG emissions. Therefore, the CAP 2.0 is consistent with the 2017 Clean Air Plan and would have **no impact** related to a conflict with or obstruction of the applicable air quality plan.

²⁸BAAQMD. 2017. Final Clean Air Plan: Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area. Final 2017 Clean Air Plan. Available: <http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en>. Accessed October 7, 2021.

²⁹ CARB. 2017. 2016 State Strategy for the State Implementation Plan. Available: <<https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>>. Accessed October 7, 2021.

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

The CAP 2.0 would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment. As a policy document, the CAP 2.0 would not result in impacts related to criteria pollutants. However, implementation of the following CAP 2.0 actions may promote construction activities that would temporarily generate criteria pollutants during the construction phase.

CAP 2.0 Action P2 promotes electrification of existing buildings, Action P5 would expand EV charging stations and supporting infrastructure throughout Pleasanton, and Actions S2 and S3 encourage energy efficiency upgrades and retrofits to existing buildings and municipal facilities. CAP 2.0 Action P15 would incentivize water efficiency retrofits to existing buildings and landscaped areas, and Action S8 seeks to increase green stormwater infrastructure within the City, including low-impact development (LID) strategies such as bioswales, rain catchment basins, and green roofs. Additionally, CAP 2.0 Action P13 would involve the planting of new trees throughout the City, and Action S9 may include controlled burns in wildland areas to prevent wildfire, which could temporarily generate criteria pollutants such as PM₁₀ and PM_{2.5}. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. However, implementation of CAP 2.0 actions would not include large-scale construction within Pleasanton and would involve temporary and short-term criteria pollutant emissions. As such, CAP 2.0 would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP 2.0 projects or actions would also be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAP 2.0 would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many of the CAP 2.0 actions would have the secondary benefit of reducing criteria pollutant emissions, such as strategies aiming to increase building energy efficiency, promote EVs, reduce on-road gasoline fuel use, and reduce VMT. Implementation of CAP 2.0 would be beneficial by helping Pleasanton meet applicable air quality plan goals. In addition, future CAP 2.0 projects would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to criteria pollutant emissions.

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Implementation of the CAP 2.0 strategies and actions as described under *Response 3b.*, above, promote infrastructure development and redevelopment that may result in temporary construction activities. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of CAP 2.0 strategies and actions would not include large-scale construction, and construction-related emissions would be temporary. As such, implementation of the CAP 2.0 would result in low-level toxic air contaminant emissions associated with construction.

While the CAP 2.0 could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP 2.0 projects or actions would be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known to ensure compliance. Thus, construction associated with implementation of the CAP 2.0 would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP 2.0 strategies and actions. Therefore, the CAP 2.0 would have a **less-than-significant impact** related to exposure of sensitive receptors to toxic air contaminants.

d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.³⁰ None of the CAP 2.0 strategies and actions involve new or expanded land uses that would generate odors, such as those listed above. Therefore, the CAP 2.0 would not facilitate development that could create adverse odors, and there would be **no impact** related to odors exposure.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. The CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, could exceed applicable BAAQMD thresholds or be inconsistent with the 2017 Clean Air Plan. However, implementation of the CAP 2.0 would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within Pleasanton, given that the CAP 2.0 would result in community-wide reduction of GHG emissions, energy use, single-occupancy vehicle travel, and waste generation. As such, implementation of the CAP 2.0 would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP 2.0 would result in a **less-than-significant cumulative impact** related to air quality.

³⁰ California Air Resources Control Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: <<https://ww3.arb.ca.gov/ch/handbook.pdf>>. Accessed October 8, 2021.

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Pleasanton is a primarily urbanized community with neighborhood parks, community parks, and recreational and open spaces incorporated throughout the City. PMC Chapter 17.16 and the Pleasanton General Plan Conservation and Open Space Element as well as Water Element incorporate goals and policies to protect biological resources, such as plants, trees, wildlife habitats, wetlands and rivers, and rare and endangered species in the City.^{31, 32, 33} The western edge of Pleasanton, in the undeveloped hillsides of Pleasanton Ridge, contains critical habitat for Alameda whipsnake (*Masticophis lateralis euryxanthus*).³⁴

The CAP 2.0 would not involve land use or zoning changes and would instead promote sustainable infrastructure development and redevelopment. The CAP 2.0 strategies and actions would not conflict with the PMC or objectives and policies of the Pleasanton General Plan related to wildlife but would rather be consistent with and promote those policies. CAP 2.0 strategies and actions would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or the undeveloped portions of the City where sensitive habitat and related species may be present. In addition, CAP 2.0 Strategy NS-1 and Action P-13 facilitate the implementation of an urban forest master plan that would increase tree canopy and landscaping throughout Pleasanton that could serve as additional habitat for special status species and migratory and nesting birds. As such, the CAP 2.0 would not have a substantial adverse effect on candidate, threatened, or endangered wildlife species either directly through individual take or indirectly through species habitat modification.

As a policy document, the CAP 2.0 would not directly result in impacts related to wildlife species of special status. However, implementation of some CAP 2.0 actions may promote infrastructure development within the urbanized portions of the City and could result in impacts to species through construction activities. CAP 2.0 Action P2 promotes electrification of existing buildings, Action P5 would expand EV charging stations and supporting infrastructure throughout the City, and Actions S2 and S3 encourage energy efficiency upgrades and retrofits to existing buildings and municipal facilities. CAP 2.0 Action P15 would incentivize water efficiency retrofits to existing buildings and landscaped areas, and Action S8 seeks to increase green stormwater infrastructure within the City, including low-impact development (LID) strategies such as bioswales, rain catchment basins, and green roofs. Additionally, Action S9 promotes controlled burns in wildland areas to prevent wildfire, which could potentially impact biological resources. These actions have the potential to disturb nesting habitat for birds and raptors protected under Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC) and under the Migratory Bird Treaty Act (MBTA). However, construction activities for future CAP 2.0 projects would be required to comply with the provisions of the MBTA and CFGC Sections 3503, 3503.5, and 3513 in order to avoid impacts to protected birds and would be reviewed for consistency with City, State, and federal

³¹ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 17.16. Available: <https://qcode.us/codes/pleasanton/view.php?topic=17-17_16&frames=on>. Accessed October 7, 2021.

³² Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021

³³ Pleasanton, City of. 2009. Pleasanton General Plan Water Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23911>>. Accessed October 8, 2021

³⁴ U.S. Fish and Wildlife Service (USFWS). 2021. Critical Habitat for Threatened and Endangered Species Map. Available: <<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>>. Accessed October 8, 2021.

policies related to protected species. As such, the CAP 2.0 would not have a substantial adverse effect on special-status wildlife species. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to special-status wildlife species.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The CAP 2.0 would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within urbanized areas of the City. According to the Pleasanton General Plan Open Space and Conservation Element as well as Water Element, there are a number of arroyos in the City that provide riparian corridors. These include Arroyo del Valle, Arroyo Mocho, and Arroyo de la Laguna, as well as several smaller riparian corridors. Other special habitat resources in Pleasanton include wetlands, lakes, rivers, and streams. The Pleasanton General Plan Conservation and Open Space Element contains Goal 2 and Goal 5 to conserve existing open space and sensitive habitats and the native species that rely on them. In addition, the Pleasanton General Plan Water Element contains Goal 2 to preserve the health of water courses, riparian corridors, and wetlands.^{35, 36}

The CAP 2.0 strategies and actions would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where riparian and wetland habitat is located. CAP 2.0 Strategy NS-1 and Action P13 facilitate the implementation of an urban forest master plan to increase trees throughout Pleasanton, which aligns with Pleasanton General Plan goals related to habitat and greenspace conservation. Likewise, CAP 2.0 Action S8 seeks to increase green stormwater infrastructure throughout Pleasanton, including low-impact development (LID) strategies such as bioswales, rain catchment basins, and green roofs, that would improve stormwater management and water quality within the City. In addition, future CAP 2.0-related projects would be required to adhere to City development regulations and Pleasanton General Plan policies, including the City of Pleasanton Tree Preservation Ordinance, to retain urban forestry and minimize environmental impacts. In addition, the location and details of future CAP 2.0 projects would be reviewed for consistency with applicable local, regional, and State regulations related to sensitive habitat prior to approval. As such, the CAP 2.0 would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands. Therefore, the CAP 2.0 would have a ***less-than-significant impact*** related to sensitive natural plant communities.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The CAP 2.0 would not involve land use or zoning changes but would instead promote sustainable infrastructure development and redevelopment within urbanized portions of the City. As a policy document, the CAP 2.0 would not result in direct impacts related to interference with species

³⁵ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021

³⁶ Pleasanton, City of. 2009. Pleasanton General Plan Water Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23911>>. Accessed October 8, 2021

movement or use of wildlife nursery sites. However, implementation of CAP 2.0 Action S9 that promotes controlled burns in wildland areas to reduce wildfire risk, could potentially result in temporary disturbance to habitat areas. Future CAP 2.0 projects would be required to adhere to City development regulations and Pleasanton General Plan policies, including the City of Pleasanton Tree Preservation Ordinance, and would be reviewed for consistency with applicable local, regional, and State regulations to retain urban forestry and open space and minimize environmental impacts. Furthermore, the CAP 2.0 actions would generally apply to the urbanized areas of Pleasanton with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to interference with species movement or wildlife nursery use.

4e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Pleasanton is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City. PMC Chapter 17.16 and the Pleasanton General Plan Conservation and Open Space Element as well as Water Element incorporate goals and policies to protect biological resources, such as plants, trees, wildlife habitats, wetlands and rivers, and rare and endangered species in the City.^{37, 38, 39}

The CAP 2.0 would not involve land use or zoning changes but would promote sustainable infrastructure development and redevelopment within the urbanized portion of the City. The purpose and intended effect of the CAP 2.0 is to reduce GHG emissions generated in the City to help reduce the effects of climate change. Implementation of proposed CAP 2.0 actions would be beneficial by helping Pleasanton meet applicable local policies and ordinances for protecting biological resources, including the City of Pleasanton Tree Preservation Ordinance. Specifically, CAP 2.0 Action P13 provides for the planting of additional urban trees. As such, the CAP 2.0 would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP 2.0 would result in ***no impact*** related to consistency with local biological resources protection policies.

4f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No portion of Pleasanton is currently subject to a Habitat Conservation Plan or Natural Community Conservation Plan.⁴⁰ PMC Chapter 17.16 and the Pleasanton General Plan Conservation and Open Space Element as well as Water Element incorporate goals and policies to protect natural resources,

³⁷ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 17.16. Available: <https://qcode.us/codes/pleasanton/view.php?topic=17-17_16&frames=on>. Accessed October 7, 2021.

³⁸ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021

³⁹ Pleasanton, City of. 2009. Pleasanton General Plan Water Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23911>>. Accessed October 8, 2021

⁴⁰ California Department of Fish and Wildlife (CDFW). 2019. Natural Community Conservation Plan Summaries. Available: <<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>>. Accessed October 13, 2021.

such as plant and wildlife habitats in the City.^{41, 42, 43} The CAP 2.0 would not facilitate specific development projects, nor would it add or enable new development that would conflict with the PMC or Pleasanton General Plan. Rather, the CAP 2.0 prioritizes the preservation of greenspace and trees and improvements to buildings and the transportation system in order to reduce GHG emissions and related impacts to the environment. Therefore, the CAP 2.0 would have ***no impact*** related to consistency with an adopted habitat or natural community conservation plan.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of CAP 2.0 projects, in combination with other cumulative projects anticipated under General Plan buildout, could result in impacts to biological resources during infrastructure and building construction. However, as described in *Responses 4a. through 4f.*, above, infrastructure development or redevelopment resulting from implementation of the CAP 2.0 would be required to comply with applicable Pleasanton General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. In addition, the CAP 2.0 would not result in new building construction and contains actions that prioritize the preservation of trees and improvements to stormwater management and water quality. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to biological resources.

⁴¹ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 17.16. Available: <https://qcode.us/codes/pleasanton/view.php?topic=17-17_16&frames=on>. Accessed October 7, 2021.

⁴² Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021

⁴³ Pleasanton, City of. 2009. Pleasanton General Plan Water Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23911>>. Accessed October 8, 2021

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

The Pleasanton General Plan Conservation and Open Space Element identifies 86 historic-aged properties and five historic neighborhoods potentially eligible for listing as historic resources.⁴⁴ The CAP 2.0 would not involve land use or zoning changes but would promote infrastructure development and redevelopment that would be complimentary to existing development. CAP 2.0 projects would be required to comply with Pleasanton General Plan Conservation and Open Space goals, policies, and programs related to the preservation of historic resources, including Programs 5.1 and 5.2. These programs require the identification and protection of sites and structures within the City of architectural, historical, archaeological, and cultural significance and the inclusion of cultural resources studies, construction monitoring, and/or mitigation as appropriate for future development projects. This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts. CAP 2.0 projects and actions would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources and the Pleasanton General Plan Conservation and Open Space Element to avoid adverse impacts related to historic resources. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to historical resources.

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The Pleasanton General Plan Conservation and Open Space Element acknowledges that scattered known archeological sites are primarily concentrated along arroyos and marsh areas and that there are likely to be additional areas of buried archaeological resources that have not been previously

⁴⁴ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021

identified.⁴⁵ Hence, there is a possibility for archaeological sites not previously recorded to be present in areas where CAP 2.0 projects could occur. In particular, CAP 2.0 Actions P2, S2, S3, P5, P13, and S8 would result in small-scale construction that may expose previously undiscovered archaeological resources during ground disturbing activities. The CAP 2.0 projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAP 2.0 projects and actions would be reviewed for consistency with applicable local, regional, and State archeological regulations prior to final siting and construction and would be required to implement BMPs in accordance with the Pleasanton General Plan Conservation and Open Space Element Goal 4 and its associated policies and programs, including the Pleasanton Standard Specifications and Details.^{46,47} These policies include a standard requirement during all ground disturbing activities that if potential archaeological resources are unearthed, construction must be halted, the City must be contacted, and a qualified professional must be hired to investigate and make recommendations. As such, archeological resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to archaeological resources.

c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There is a possibility of encountering unknown buried human remains throughout the City where CAP 2.0 project could occur. In particular, CAP 2.0 Actions P2, S2, S3, P5, P13, P15, and S8 would result in small-scale construction that may expose unknown human burial sites ground disturbing activities. CAP 2.0 projects and actions would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources and human remains to avoid impacts related to unknown human interments. In addition, CAP 2.0 projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to human remains.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of the CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would include infrastructure that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Additionally, there is a possibility of encountering buried archaeological deposits and human remains throughout the City. Accordingly, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. In addition, future projects in the City, including those associated with implementation of the CAP 2.0, would be required to comply with the Pleasanton General Plan Conservation and Open Space Element policies and programs that require the identification and protection of sites and structures of architectural, historical, archaeological, and cultural significance

⁴⁵ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021.

⁴⁶ Ibid.

⁴⁷ Pleasanton, City of. 2016. Pleasanton Standard Specifications and Details. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=28996>>. Accessed October 13, 2021.

in order to avoid impacts related to cultural resources. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to cultural resources.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 46th in the nation, due to its energy efficiency programs and mild climate.⁴⁸ California consumed 279,402 gigawatt-hours (GWh) of electricity in 2019 and 2,074,302 million cubic feet of natural gas in 2020.^{49,50} The single largest end-use sector for energy consumption in California is transportation (39.1 percent), followed by industry (23.5 percent), commercial (19.2 percent), and residential (18.3 percent).⁵¹ Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Pleasanton has demonstrated its commitment to energy efficiency and renewable energy through many efforts, as described in the *Existing Sustainability Setting* section above. The City has adopted the California Green Building Standards Code, pursuant to PMC Chapter 20.26, that requires efficiency measures to reduce energy use, and provide energy reduction benefits.⁵² The City has also completed a communitywide GHG emissions inventory for 2017, which is summarized in Table 1. Transportation (specifically on-road passenger and commercial vehicles) and building energy use (specifically residential and commercial electricity and natural gas use) were responsible

⁴⁸ United States Energy Information Administration (USEIA). 2021. "California - Profile Overview." Last modified: February 18, 2021. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed October 13, 2021.

⁴⁹ California Energy Commission (CEC). 2019. Electricity Consumption by County. Available: <<http://www.ecdms.energy.ca.gov/elecbycounty.aspx>>. Accessed October 13, 2021.

⁵⁰ USEIA. 2021. Natural Gas: Natural Gas Consumption by End Use. September 30, 2021. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed October 13, 2021.

⁵¹ USEIA. 2021. "California - Profile Overview." Last modified: February 18, 2021. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed October 13, 2021.

⁵² Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 20.26. Available: <http://qcode.us/codes/pleasanton/view.php?topic=20-20_26&frames=on>. Accessed October 13, 2021.

for the most GHG emissions within the Pleasanton community in 2017. Passenger and commercial vehicles in Pleasanton accounted for 610,525,132 vehicle miles traveled (VMT) in 2017. Residential, non-residential, and direct access electricity use in Pleasanton totaled 555,929,905 kWh in 2017. Residential and non-residential natural gas use in Pleasanton totaled 22,375,992 therms in 2017.

The CAP 2.0 is a policy document containing climate action strategies to reduce communitywide GHG emissions. The CAP 2.0 would encourage energy efficiency in existing residential, commercial, and municipal building stock through new policies and educational campaigns as well as new requirements for proposed new buildings through Strategies BE-1, BE-2, and TLU-3. The CAP 2.0 would also incentivize increased renewable energy production within the City through Actions S3 and P4. Additionally, the CAP 2.0 attempts to reduce transportation-related energy consumption by increasing active transportation and public transit use and reducing VMT through Strategy TLU-2. CAP 2.0 Strategies BE-1 and BE-2 and Action P11 seek to decrease natural gas consumption in new and existing buildings by requiring electrification, incentivizing energy-efficient retrofits, and encouraging LEED-certified development, while Strategy BE-3 and Action S3 encourage the production and storage of local renewable energy. CAP 2.0 Strategies TLU-1 and TLU-2 would provide improvements to the active transportation, public transit and EV programming and infrastructure of the City to reduce energy consumption and GHG emissions from the transportation sector. Additionally, CAP 2.0 Strategies MC-1 and MC-2 relate to reducing waste production and sustainable consumption.

Implementation of CAP 2.0 strategies and actions would require small-scale construction. However, energy use for the construction of such projects would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency (U.S. EPA) Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 California's Green Building Standards Code (CALGreen), which is the CCR Title 24, Part 11, future infrastructure projects would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct CAP 2.0-related projects. Upon completion of construction for any CAP 2.0-related infrastructure development and redevelopment, non-renewable energy use would be reduced by increasing renewable energy production and storage and reducing VMT within the City.

The purpose and intended effect of the CAP 2.0 is to reduce GHG emissions generated within the Pleasanton community to minimize the effects of climate change, including those emissions generated by energy demand and supply. The CAP 2.0 would not result in the use of non-renewable resources in a wasteful or inefficient manner; rather, it would assist in reducing use of non-renewable energy resources and increasing the production of local renewable energy. Therefore, the CAP 2.0 would result in ***no impact*** related to the wasteful, inefficient, or unnecessary consumption of energy.

b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Relevant plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 100, the 2019 California Green Building Standards Code (CALGreen or Title 24 Part

11), and the 2019 California Building Energy Efficiency Standards (Title 24 Part 6). SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program and requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. CALGreen (Title 24 Part 11) institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. In addition, the California Building Energy Efficiency Standards (Title 24 Part 6) establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. CCR Title 24 (Parts 6 and 11) is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

Pleasanton is part of the EBCE community choice aggregate, which provides electricity primarily from clean, renewable sources. Pleasanton would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by EBCE continues to increase to comply with State requirements through SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. The CAP 2.0 includes strategies and actions to reduce electricity use and increase production of renewable energy, as discussed further below, and would therefore align with the overall intent of SB 100.

In addition, the City of Pleasanton has adopted CALGreen (Title 24 Part 11) and the California Building Energy Efficiency Standards (Title 24 Part 6) pursuant to PMC Chapter 20.26.⁵³ Therefore, construction and operation associated with infrastructure projects stemming from the CAP 2.0 would be designed to comply with the energy source standards of the CALGreen and the California Building Energy Efficiency Standards. Future CAP 2.0 projects would be required to demonstrate compliance with the CALGreen and the California Building Energy Efficiency Standards by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, and water efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans

As discussed under *Response 6a.*, above, Strategies BE-1 and BE-2 and Action P11 seek to decrease natural gas and energy consumption in new and existing buildings by requiring electrification, incentivizing energy-efficient retrofits, and encouraging LEED-certified development, while Strategy BE-3 and Action S3 encourage the production and storage of local renewable energy. These actions are consistent with the goals and policies established by SB 100, CALGreen, and the California Building Energy Efficiency Standards. Thus, the CAP 2.0 would not conflict with adopted renewable energy or energy conservation plans and there would be ***no impact***.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of the CAP 2.0 would result in reducing use of non-renewable energy resources across the community, in particular with retrofitted buildings and new infrastructure. Implementation of the CAP 2.0 would also increase the

⁵³ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 20.26. Available: http://qcode.us/codes/pleasanton/view.php?topic=20-20_26&frames=on. Accessed October 13, 2021.

production of renewable energy within the City by incentivizing the inclusion of small-scale solar projects in new development and on existing municipal facilities. Additionally, the CAP 2.0 includes strategies to increase the use of active transportation and public transit and reduce VMT within the City, which would reduce transportation fuel use. As the City's population grows and development intensifies in the future, actions contained within the CAP 2.0 would ensure that planned new development not related to the CAP 2.0 is constructed to strict energy efficiency standards and that VMT is reduced. As the CAP 2.0 would result in decreased non-renewable energy use within the City and would align with existing plans and policies related to renewable energy and energy efficiency, implementation of the CAP 2.0 would result in ***no cumulative impact*** related to energy.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
d. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 2. Strong seismic ground shaking?
 3. Seismic-related ground failure, including liquefaction?
 4. Landslides?

Pleasanton is located in a seismic hazard zone and there are eight active faults within the vicinity of the City that could cause seismic-related impacts. The Calaveras Fault is the closest fault and is located immediately adjacent to the City in the Pleasanton Ridge area. According to the Pleasanton General Plan Public Safety Element, there is minimal risk of fault rupture within the City; however, earthquakes from the nearby faults have the potential to generate severe to violent ground shaking within the City.⁵⁴ Approximately, 12,000 acres within Pleasanton are susceptible to liquefaction and the majority of the City has no to low potential for landslides except for in the foothills area adjacent to Pleasanton Ridge and in the southern portion of the City adjacent to the Southeast Hills.⁵⁵ In 2018, the Tri-Valley Cities (Pleasanton, Livermore, and Dublin), adopted a Local Hazard Mitigation Plan (LHMP) to assess hazards and reduce risks prior to a disaster event and fully cover the necessity to address seismic and geological hazards.⁵⁶ According to the LHMP, Pleasanton is at high risk of earthquake impacts and medium risk of geologic hazards such as landslide.⁵⁷

Although Pleasanton is at risk of earthquake-induced ground shaking and associated hazards, the CAP 2.0 is a policy document containing climate strategies and supporting actions to reduce GHG emissions and is consistent with the Pleasanton General Plan, LHMP, and other regional and State seismic regulations. The CAP 2.0 does not propose habitable development or policies that could result in exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. Therefore, the CAP 2.0 would result in **no impact** related to seismic- and landslide-related hazards.

- b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The CAP 2.0 would not involve land use or zoning changes but would promote sustainable infrastructure development and redevelopment. As a policy document, the CAP 2.0 would not directly require ground-disturbing activities. However, implementation of several CAP 2.0 actions may result in small-scale construction activities that could cause soil erosion or the loss of topsoil during construction. CAP 2.0 Action P2 promotes electrification of existing buildings, Actions S2 and S3 encourage energy efficiency upgrades and retrofits to existing buildings and municipal facilities, and Action P5 would expand EV charging stations and supporting infrastructure throughout Pleasanton. CAP 2.0 Action P15 would incentivize water efficiency retrofits to existing buildings and landscaped areas, and Action S8 seeks to increase green stormwater infrastructure within the City,

⁵⁴ Pleasanton, City of. 2009. Pleasanton General Plan Public Safety Element. Available: <https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23899>. Accessed October 13, 2021.

⁵⁵ Ibid

⁵⁶ Pleasanton, Livermore, and Dublin, Cities of. 2018. Tri-Valley Local Hazard Mitigation Plan. Available: <http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=35090>. Accessed October 13, 2021.

⁵⁷ Ibid.

including low-impact development (LID) strategies such as bioswales, rain catchment basins, and green roofs. Additionally, CAP 2.0 Action P13 would involve the planting of new trees throughout the City.

CAP 2.0 projects and actions would be reviewed for consistency with Pleasanton General Plan and PMC and other local and State erosion and grading regulations prior to final siting and construction. The potential for CAP 2.0 project construction activities involving soil disturbance to result in increased erosion and sediment transport by stormwater to surface waters would be minimized, because future projects would be required to comply with the Pleasanton Standard Specifications and Details, which include erosion and sediment control standards, and/or a the National Pollutant Discharge Elimination System (NPDES) Construction General Permit provided by the Regional Water Quality Control Board.⁵⁸ These regulations require best management practices (BMPs) such as the covering of graded slopes and stockpiled materials, storm drain protection, and use of fiber rolls and silt fences to reduce erosion and topsoil loss from stormwater runoff. Compliance with the Pleasanton Standard Specifications and Details and/or Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to soil erosion and loss of topsoil.

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

According to the Pleasanton General Plan Public Safety Element, Pleasanton contains approximately 12,000 acres of land concentrated in the northernmost portion of the City, the center of the City, and along the I-680 corridor at risk of liquefaction. Most of Pleasanton is characterized by low to no potential for landslides, other than in the areas adjacent to Pleasanton Ridge and Southeast Hills. Expansive soils are known to be present in the northern and northwestern portions of Pleasanton, and moderate potential for expansive soils exists throughout the rest of the City. Lateral spreading, subsidence, and other soil-related risks are generally low throughout the City.⁵⁹ The Pleasanton General Plan Public Safety Element, PMC, and California Building Code (CBC) contain regulations for structural design and soil hazards in order to mitigate potential impacts related to unstable soils.

The CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan. Some of the proposed policies in the CAP 2.0 would support small-scale construction projects, such as EV charging stations. However, CAP 2.0 projects and actions would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. New structures would be required to comply with PMC Chapter 20.06, Existing Building Code, which adopts the latest CBC, including measures to address unstable soil conditions.⁶⁰ Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to risks associated with location on unstable geologic unit or soil or on expansive soils.

⁵⁸ Pleasanton, City of. 2016. Pleasanton Standard Specifications and Details. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=28996>>. Accessed October 13, 2021.

⁵⁹ Pleasanton, City of. 2009. Pleasanton General Plan Public Safety Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23899>>. Accessed October 13, 2021.

⁶⁰ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 20.06. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 14, 2021.

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The CAP 2.0 would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur related to soil capability support of alternative wastewater disposal systems.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The CAP 2.0 would not involve land use or zoning changes that would encourage new development but would instead promote infrastructure development and redevelopment. As a policy document, the CAP 2.0 would not directly result in impacts related to paleontological resources or unique geologic features. CAP 2.0 policies that would involve construction activities, such as the policies related to building energy-efficiency and renewable energy retrofits and EV charging infrastructure, would involve work within existing, previously graded and disturbed areas where the likelihood of encountering intact and previously undiscovered paleontological resources would be minimal. Nonetheless, there is a possibility that these small-scale construction projects may expose paleontological resources during ground disturbing activities. To reduce such risks, CAP 2.0 projects and actions would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. CAP 2.0 projects would be required to implement BMPs in accordance with the Pleasanton General Plan, including Conservation and Open Space Program 5.3 that requires implementation of best practices when previously undiscovered historic and prehistoric resources are unearthed during project construction, and the Pleasanton Standard Specifications and Details.^{61,62} In addition, the CAP 2.0 projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to paleontological resources and unique geologic features.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. CAP 2.0 projects, in combination with other cumulative projects anticipated under General Plan buildout, could expose additional people and property to the low to moderate seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP 2.0, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including CBC requirements, City-issued permit requirements, the Pleasanton General Plan, the Pleasanton Standard Specifications and Details, and/or Construction General Permit requirements, would

⁶¹ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 14, 2021.

⁶² Pleasanton, City of. 2016. Pleasanton Standard Specifications and Details. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=28996>>. Accessed October 13, 2021.

minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to geology and soils.

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the sun hits Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by resulting in increased gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. Global warming is the observed increase in the average temperature of the Earth’s surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), hydroflourocarcons, perfluorinated compound, and sulfur hexafluoride (see Appendix B for more details related to these GHG gases).⁶³ Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent

⁶³ The CAP 2.0 only considers emissions of CO₂, CH₄, and N₂O, because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the State level. Therefore, these gases were omitted from the CAP 2.0.

forest fires, and more frequent and severe drought years.⁶⁴ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.⁶⁵

Pleasanton has completed a communitywide GHG emissions inventory for 2017, which is summarized in Table 1. The transportation sector was the largest contributor to Pleasanton's GHG emissions, followed by the energy sector. Figure 3 and Table 4 summarize the communitywide GHG emissions forecast under three scenarios: 1) business-as-usual projections, 2) business-as-usual projections with State measures, and 3) the City of Pleasanton target reduction path along with State measures. As shown therein, under the business-as-usual scenario, communitywide GHG emissions are forecasted to increase to approximately 646,644 MT of CO₂e (7.79 MT of CO₂e per capita) by the year 2030, based on anticipated economic and population growth. However, with implementation of State laws and programs, communitywide GHG emissions would decline to approximately 456,717 MT of CO₂e (5.5 MT of CO₂e per capita) by 2030. Furthermore, implementation of the CAP 2.0 alongside State laws and programs would reduce communitywide GHG emissions to approximately 336,398 MT of CO₂e (4.05 MT of CO₂e per capita) by 2030.

The strategies included in the CAP 2.0 combined with State-wide legislation and initiatives and Countywide transportation programs will enable the City of Pleasanton to meet its per capita emissions reduction target of 70 percent below 1990 levels (a 51 percent reduction in communitywide emissions) by 2030, exceeding the California Senate Bill 32 target for 2030 to reduce total GHG emissions 40 percent below 1990 levels. The City needs to achieve a GHG emissions reduction from 2030 BAU levels of 231,947 MT of CO₂e to meet the SB 32 target. The total estimated GHG reductions from 2030 BAU levels that would be achieved by the CAP 2.0 along with State-wide legislation and initiatives total 310,246 MT of CO₂e by 2030 and would exceed the SB 32 requirements. Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the CAP 2.0 would also be considered substantial progress toward meeting the State's long-term 2045 goal. Avoiding interference with and making substantial progress toward these long-term State targets are important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences.

⁶⁴ CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Available: <<http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.386.4605&rep=rep1&type=pdf>>. Accessed October 14, 2021.

⁶⁵ California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <<http://www.climateassessment.ca.gov/state/>>. Accessed October 18, 2021.

The CAP 2.0 includes a list of 25 actions intended to reduce communitywide GHG emissions. Implementation of the CAP 2.0 would result in the reduction of communitywide operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure such as EV charging stations and building energy and water efficiency upgrades. Additionally, the CAP 2.0 would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), and solid waste generation. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to generation of GHG emissions.

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CARB 2017 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, which are considered interim targets toward meeting the long-term 2045 carbon neutrality goal established by EO B-55-18. The CAP 2.0 is a policy-level document that sets strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under *Response 8a.* above, the CAP 2.0 includes strategies to reduce Pleasanton GHG emissions from forecasted business-as-usual levels to approximately 336,398 MT of CO₂e (4.051 MT of CO₂e per capita) by 2030. The purpose of the CAP 2.0 is to meet Pleasanton's proportionate fair share of the Statewide GHG emissions reduction target set by SB 32 and work toward the State's longer-term target of carbon neutrality identified in California Executive Order B-55-18.

The CAP 2.0 would not conflict with any applicable GHG reduction plans, including the CARB 2017 Climate Change Scoping Plan. The CAP 2.0 identifies how Pleasanton would achieve consistency with the Statewide GHG emissions limit. The CAP 2.0 would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), and solid waste generation. Therefore, the CAP 2.0 would result in a ***no impact*** related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects anticipated under Pleasanton General Plan buildout that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP 2.0 creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for Pleasanton. The CAP 2.0 also includes a series of actions that are intended to reduce per capita GHG emissions by approximately 70 percent below 1990 levels (a 51 percent reduction in communitywide emissions) by 2030, which provides substantial progress toward Pleasanton meeting State goals. As such, the CAP 2.0 would result in the reduction of GHG emissions rather than generating GHG emissions. Some GHG emissions would occur during construction of CAP 2.0-specific infrastructure projects; however, these emissions would be temporary and minor in nature. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to GHG emissions.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The CAP 2.0 is a policy document containing strategies and actions to reduce GHG emissions. The CAP 2.0 does not involve identified site-specific development and, for the most part, it would not facilitate new development that would involve the routine use of hazardous materials. Implementation of some of the CAP 2.0 actions, such as energy and water efficiency retrofits and installation of EV charging stations, would require construction activities. Construction would involve the temporary use of hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, U.S. EPA, and Occupational Safety & Health Administration. In addition, standard construction BMPs for the use and handling of such materials would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of projects would comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations and Title 22, Division 4.5 of the CCR. Risk of spills would cease after construction is completed. Therefore, construction activities related to CAP 2.0 actions would not be anticipated to create upset and accident conditions involving the release of hazardous materials, and operation of the majority of CAP 2.0 actions would not involve the routine transport, use, or disposal of hazardous materials during operation.

However, CAP 2.0 Actions S3 and P4 emphasizes increasing local renewable energy production and battery energy storage facilities within the City by encouraging municipal facilities and new developments to include small-scale solar and/or battery storage systems in their design. Hazardous materials used in battery energy storage systems would generally consist of the lithium-ion batteries. Lithium-ion technology is a common battery storage medium and is considered one of the safest and most efficient methods of energy storage on the market. During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association, and International Electrotechnical Commission would prevent any reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with battery energy storage systems. Any future proposed battery energy storage facilities would, therefore, be carefully reviewed for appropriate locations, safety measures, and consistency with the Pleasanton General Plan, PMC, and applicable local, State, and federal regulations. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to creating a significant hazard through the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The CAP 2.0 is a policy document containing strategies to reduce GHG emissions. The CAP 2.0 does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP 2.0 actions may require future development or improvements, such as EV charging stations and building improvements related to energy efficiency. However, CAP 2.0 projects and actions would be reviewed to ensure the appropriate location of projects in relation to existing development in the City and would be reviewed for consistency with the Pleasanton General Plan, PMC, and applicable local, State, and federal regulations. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to handling of hazardous materials in proximity to schools.

- d. *Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The CAP 2.0 is a policy document containing strategies and supporting actions to reduce GHG emissions. The proposed CAP 2.0 does not include site-specific proposals and development, but CAP 2.0 actions could result in projects that could be located on listed hazardous materials sites. However, CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan, PMC, and would be required to comply with applicable local, State, and federal regulations related to hazardous materials sites. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to location on a listed hazardous materials site.

- e. *For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The City of Pleasanton does not contain any airports. The nearest airports to Pleasanton are the Livermore Municipal Airport and the Oakland International Airport, both located greater than two miles from the City boundary. Furthermore, the CAP 2.0 is a policy document that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. Therefore, the CAP 2.0 would result in **no impact** related to risks associated with location proximate to a public airport.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The CAP 2.0 is a policy document intended to reduce GHG emissions. The CAP 2.0 does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Implementation of some CAP 2.0 actions, such as Action S8 which would provide for the addition of new green stormwater infrastructure, may involve construction within the local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would be maintained throughout project construction. Furthermore, future projects involving work in the public right-of-way would be required to coordinate with the City to ensure appropriate construction staging and adequate vehicular and

pedestrian access on adjacent roadways, pursuant to PMC Chapter 13.04, Encroachments.⁶⁶ In addition, CAP 2.0 Action S9 would reduce combustible biomass and improve early wildfire detection in order to reduce community vulnerability to wildfires, the highest risk hazard type for the City identified in the LHMP.⁶⁷ Therefore, the CAP 2.0 would result in **no impact** related to impairment or interference with implementation of an emergency response or evacuation plan.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

According to the LHMP and Pleasanton General Plan Public Safety Element, wildfire poses a high risk to portions of Pleasanton at the urban-wildland fringe. These areas are concentrated in the west of the City adjacent to Pleasanton Ridge and to the south of the City. The central, urbanized portions of the City are not subject to wildfire risk.^{68,69} CAP 2.0 Action S9 would reduce community vulnerability to wildfires via controlled burns, reduced combustible biomass, and early wildfire detection. In addition, the CAP 2.0 does not propose specific development or new residential or commercial land uses that could be subject to wildland fire. Therefore, the CAP 2.0 would result in **no impact** related to risks associated with exposure to wildland fires.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Hazards and hazardous materials impacts are typically site-specific in nature. CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable Pleasanton General Plan policies and applicable State and federal regulatory requirements. Therefore, implementation of the CAP 2.0 would result in a **less-than-significant cumulative impact** related to hazards and hazardous materials.

⁶⁶ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 13.04. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 18, 2021.

⁶⁷ Pleasanton, Livermore, and Dublin, Cities of. 2018. Tri-Valley Local Hazard Mitigation Plan. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=35090>>. Accessed October 13, 2021.

⁶⁸ Ibid.

⁶⁹ Pleasanton, City of. 2008. Pleasanton General Plan Public Safety Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23899>>. Accessed October 13, 2021.

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

The CAP 2.0 is a policy document containing actions intended to reduce GHG emissions within Pleasanton. CAP 2.0 Strategies BE-1, BE-2, and BE-3 promote building electrification in new and existing buildings and installation of solar PV systems and battery storage facilities to provide greener renewable electricity within the City. CAP 2.0 Action P5 supports the installation of new EV charging stations and supporting infrastructure. CAP 2.0 Action P13 provides for the planting of additional urban trees throughout the community. Additionally, CAP 2.0 Action P15 incentivizes water efficiency retrofits to existing buildings and landscaped areas, and Action S8 seeks to increase green stormwater infrastructure within the City, including LID strategies such as bioswales, rain catchment basins, and green roofs. These actions may result in small scale construction activities in the future that could result in temporary water quality impacts due to soil erosion and ground disturbance, as further discussed under *Response 10c* in Section 7, *Geology and Soils*.

However, CAP 2.0 projects and actions would be reviewed for consistency with local and State regulations, including the NPDES permitting program that requires implementation of Stormwater Pollution Prevention Plans (SWPPPs) and the Pleasanton Standard Specifications and Details, that include erosion and sediment control standards.⁷⁰ These regulations require BMPs to reduce water quality impacts from construction activities. Compliance with the Pleasanton Standard Specifications and Details and/or NPDES permitting program would ensure that BMPs are implemented during construction to minimize potential impacts to surface and groundwater quality. As such, the CAP 2.0's related infrastructure and retrofit projects would not result in new or different wastewater discharge that would violate water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Therefore, the CAP 2.0 would result in **less-than-significant impacts** related to surface or groundwater water quality in Pleasanton.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The CAP 2.0 is a policy document containing strategies intended to reduce GHG emissions and increase sustainability. CAP 2.0 Action P15 seeks to decrease community water use through water efficiency retrofits and sustainable landscaping. Reduced water use within the City would aid in maintaining groundwater supplies. In addition, CAP 2.0 Action S8 is intended to improve sustainable stormwater management by increasing the use of LID strategies including bioswales, green roofs, and other green stormwater infrastructure. Increased green stormwater infrastructure would improve groundwater infiltration and recharge within the City. Furthermore, implementation of other CAP 2.0 strategies, such as improved EV charging infrastructure and building energy efficiency retrofits, would not substantially degrade groundwater quality or recharge or result in increased groundwater demand. Therefore, the CAP 2.0 would result in **no impact** related to impedance of sustainable groundwater management.

⁷⁰ Pleasanton, City of. 2016. Pleasanton Standard Specifications and Details. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=28996>>. Accessed October 13, 2021.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- Result in substantial erosion or siltation on- or off-site?
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
 - Impede or redirect flood flows?

Implementation of several CAP 2.0 strategies and actions may promote infrastructure development and small-scale construction activities within Pleasanton. CAP 2.0 Strategies BE-1, BE-2, and BE-3 promote building electrification in new and existing buildings and installation of solar PV systems and battery storage facilities to provide greener renewable electricity within the City. CAP 2.0 Action P5 supports the installation of new EV charging stations and supporting infrastructure. CAP 2.0 Action P13 provides for the planting of additional urban trees throughout the community. Additionally, CAP 2.0 Action P15 incentivizes water efficiency retrofits to existing buildings and landscaped areas, and Action S8 seeks to increase green stormwater infrastructure within Pleasanton.

Implementation of these CAP 2.0 actions would primarily occur within previously developed areas and would not result in substantial alterations to Pleasanton's existing drainage pattern and amount of impervious surface. Construction of CAP 2.0 projects could result in erosion as discussed in Section 7, *Geology and Soils*. However, impacts to drainage and water quality during construction would be minimized through the implementation of BMPs as required by the Pleasanton Standard Specifications and Details and NPDES Construction General Permit program. In addition, CAP 2.0 projects would be in accordance with the Pleasanton General Plan, which includes goals and policies for the protection and preservation of creeks, streams, and groundwater within Pleasanton.⁷¹ Furthermore, CAP 2.0 Actions S8 and P13 would increase permeable surfaces and landscaping within Pleasanton, which would improve drainage and water quality. Therefore, the CAP 2.0 would result in a **no impact** related to the alteration of existing drainage patterns.

- d. *Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Pleasanton is not located within designated seiche or tsunami zones. Portions of the City are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency (FEMA), and the City also contains areas within the inundation zone of the Del Valle Dam located to the southeast of the City.⁷² Therefore, areas of the City are at risk of flooding. As described under *Response 10c.*, CAP 2.0 projects would not impede or redirect flood flows, and as discussed under *Response 9 a. and b.* in Section 9, *Hazards and Hazardous Materials*, CAP 2.0 projects would generally not involve the regular use or storage of hazardous materials with the exception of battery energy storage facilities that include the storage of lithium-ion batteries. Future CAP 2.0 projects, such as battery energy storage facilities, would be reviewed for compliance with the applicable local

⁷¹ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021.

⁷² Pleasanton, City of. 2009. Pleasanton General Plan Public Safety Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23899>>. Accessed October 13, 2021.

and State regulations related to flooding and hazardous materials use and storage, including PMC Chapter 9.16, Hazardous Materials Storage, and CBC standards for construction within flood-prone areas.⁷³ Furthermore, any projects associated with implementation of the CAP 2.0 located in flood-prone areas must comply with PMC Chapter 17.08, Flood Damage Prevention, which provides requirements to mitigate potential flood risks.⁷⁴ Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to flooding and inundation resulting in release of pollutants.

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The CAP 2.0 strategies and actions would not include activities that would result in the direct extraction of groundwater. Rather, the CAP 2.0 encourages reduced water consumption and expanded green stormwater infrastructure within Pleasanton, which would aid in groundwater recharge and reduced surface water runoff and related water quality issues. The CAP 2.0 would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP 2.0 would result in ***no impact*** related to consistency with a water quality control plan or sustainable groundwater management plan.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable Pleasanton General Plan policies and applicable local, State, and federal regulatory requirements. Implementation of the CAP 2.0 would not contribute to an increase in growth and development in Pleasanton but could result in small-scale infrastructure development and building retrofit projects, including new EV charging infrastructure and energy and water efficiency upgrades. As such, implementation of the CAP 2.0 and other cumulative projects could have incremental impacts related to hydrology and water quality, such as erosion and sedimentation due to construction activities. However, the CAP 2.0's contribution to such impacts would be minor and temporary, and the CAP 2.0 would have the long-term effect of reducing water use and improving sustainable stormwater management. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to hydrology and water quality.

⁷³ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 9.16. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 14, 2021.

⁷⁴ Pleasanton, City of. 2021. Pleasanton Municipal Code Chapter 17.08. Available: <http://qcode.us/codes/pleasanton/?view=desktop&topic=17-17_08-17_08_070>. Accessed October 14, 2021.

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

The CAP 2.0 is a policy document containing strategies that are consistent with the Pleasanton General Plan and does not include actions or specific development projects that would divide an established community. CAP 2.0 Strategy TLU-2 facilitates the provisioning of new bike parking infrastructure and amenities, improved public transit connectivity, and enhanced safety and active transportation in areas surrounding schools. Such actions would help to increase connectivity within the Pleasanton community. Therefore, the CAP 2.0 would result in **no impact** related to division of an established community.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The CAP 2.0 is a policy document containing strategies that are consistent with the Pleasanton General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP 2.0 would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAP 2.0 Actions P-1, P-2, P3, and S1 include adoptions of new building ordinances or updates to the existing municipal code to require building electrification for new and existing developments and the regulation of appliances and HVAC systems for new development. CAP 2.0 Action P5 may involve updates to the municipal code to require EV charging infrastructure in new developments. Likewise, CAP 2.0 Action P8 would require updates to the PMC to require bicycle infrastructure parking and amenities for new residential, commercial, and mixed-use development. In addition, CAP 2.0 Actions P12, P13, and S8 would involve the adoption of new plans and policies related to the reduction of single-use plastics, urban forest management, and green stormwater infrastructure. In order to implement these measures, the PMC, Pleasanton General Plan, and other applicable City documents may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, such as updates to policies related to energy, solid waste, EV infrastructure, and active transportation, the CAP 2.0 strategies and actions would result in greater avoidance or reduction of environmental effects.

Therefore, the CAP 2.0 would result in ***no impact*** related to consistency with current land use plans or policies.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. The CAP 2.0 is a policy document containing strategies that are consistent with the Pleasanton General Plan. Nonetheless, implementing the CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would require some modification of existing land use policies, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the Pleasanton General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP 2.0, would be required to adhere to City development regulations and Pleasanton General Plan policies to retain land use character and minimize environmental impacts. Future CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to land use.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The Pleasanton General Plan and Pleasanton General Plan EIR identify the Livermore-Amador Valley Quarry area in the easternmost portion of the City as an aggregate resource area of regional significance for sand and gravel. These areas are designated for Sand and Gravel Harvesting use in the Pleasanton General Plan Land Use Element.⁷⁵ The majority of the City is classified as having no significant mineral deposits, while the developed portion of the City west of I-680 is classified as an area containing mineral deposits the significance of which cannot be evaluated based on available data.^{76,77} The Pleasanton General Plan Conservation and Open Space Element includes Policy 4 that reserves all areas designated for Sand and Gravel Harvesting exclusively for mineral resource extraction until the resources have been depleted, and the CAP 2.0 would not conflict with this policy or otherwise impact operations in the Livermore-Amador Valley Quarry area. Furthermore, the CAP 2.0 would not facilitate additional urban growth or infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP 2.0 would result in **no impact** related to mineral resource.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Identified mineral resources within the City are limited to sand and gravel quarries located in the east of the City. These areas are designated by the Pleasanton General Plan exclusively for mineral resources extraction, and the CAP 2.0 would not

⁷⁵ Pleasanton, City of. 2012. Pleasanton General Plan Land Use Map. Available: <https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23897>. Accessed October 14, 2021.

⁷⁶ Pleasanton, City of. 2009. Pleasanton General Plan Conservation and Open Space Element. Available: <https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>. Accessed October 7, 2021.

⁷⁷ Pleasanton, City of. 2008. Pleasanton General Plan Environmental Impact Report. Available: <https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>. Accessed October 7, 2021.

conflict with or alter these land uses. CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, are not anticipated to contribute to cumulative impacts to mineral resources with adherence to the Pleasanton General Plan policies related to conservation of such resources. Therefore, implementation of the CAP 2.0 would result in ***no cumulative impact*** related to mineral resources.

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Pleasanton General Plan Noise Element identifies roadway traffic as the major sources of noise within the City as roadway traffic. In addition, railroad operations, such as the ACE and BART trains, the sand and gravel quarry operations, and aircraft overhead also contribute to the noise environment of the City. The Pleasanton Noise Element aims to ensure appropriate noise levels considered compatible for community noise environments.⁷⁸ The City's normally acceptable exterior noise exposure standards for various land uses are shown in Table 5. Consistent with State noise insulation standards (CCR Title 24 Part 11), the Pleasanton General Plan Noise Element states that the maximum acceptable interior noise level for residential uses is 45 L_{dn}. In addition, PMC Chapter 9.04, Noise Regulations, establishes noise regulations for residential, commercial, industrial, and public property uses, as well as for construction activity noise.⁷⁹

Table 5 Pleasanton General Plan Noise Element Normally Acceptable Noise Levels

Land Use	Exterior Noise Exposure (L _{dn} , dBA)
Single Family Residential ¹	60
Multi-family Residential, Hotels, and Motels ¹	65
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	60
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	65
Office Buildings, Business, Commercial, and Professional	70
Auditoriums, Concert Halls, Amphitheaters	n/a ²

dBA = A-weighted decibels; L_{dn} = day/night average sound level; n/a = not applicable

¹ In noise environments resulting primarily from railroad trains, exterior noise levels up to 70 dBA L_{dn} are normally acceptable recognizing that day-night average noise levels are controlled by intermittent, loud events.

² Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Source: Pleasanton General Plan Noise Element

Construction noise is regulated by PMC Section 9.04.100, which provides an exemption to the noise regulations for construction occurring between the hours of 8:00 am and 8:00 pm daily, except Sunday and holidays, when the exemption applies between 10:00 am and 6:00 pm. Construction is noise is permitted during the above specified house provided that one of the following conditions is met:

- No individual piece of equipment shall produce a noise level exceeding 83 dB at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible; or
- The noise level at any point outside of the property plane of the project shall not exceed 86 dB.

The CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan. Some of the CAP 2.0 actions would support small scale construction projects that could result in temporary noise. These include CAP 2.0 Actions P2, S2, and S3 that promote building electrification of existing buildings and installation of solar PV systems and battery storage systems at municipal facilities, Action P5 that supports the installation of new EV charging infrastructure,

⁷⁸ Pleasanton, City of. 2009. General Plan Noise Element. Available:

<<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23914>>. Accessed October 15, 2021.

⁷⁹ Pleasanton, City of. 2021. Municipal Code Chapter 9.04. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 15, 2021.

Action P13 that would increase tree planting in the City, Action P15 that would encourage water efficiency upgrades to existing buildings, and Action S8 that would add new green stormwater management facilities to the community. However, CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan and PMC, and construction activities would be required to comply with the provisions of the PMC Chapter 9.04, including the permitted construction hours and maximum noise limits. Therefore, the CAP 2.0 would not result in significant construction noise related impacts.⁸⁰

The CAP 2.0 does not include future projects that would result in substantial operational noise. Rather, the CAP 2.0 encompasses a suite of GHG-reduction opportunities that affect the transportation sector and its associated noise. For example, CAP 2.0 Strategies TLU-1 and TLU-2 encourage adoption of EVs and electric small engine and off-road equipment, which are quieter than gas-powered alternatives, and facilitate improvements to bicycle and public transit circulation to increase active transportation and transit ridership and decrease VMT. These strategies would reduce VMT and traffic-related noise in Pleasanton. Therefore, the CAP 2.0 would not generate excessive operational noise levels and would result in a ***less-than-significant impact*** related to noise exposure.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁸¹ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁸² Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 6.⁸³

⁸⁰ Pleasanton, City of. 2021. Municipal Code Chapter 9.04. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 15, 2021.

⁸¹ California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <<https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>>. Accessed October 15, 2021.

⁸² Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm>. Accessed October 15, 2021.

⁸³ Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed October 15, 2021.

Table 6 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day
VdB = vibration decibels	
Source: Federal Transit Administration (FTA), 2018	

The CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan. Some of the CAP 2.0 actions would support small-scale construction projects, such as EV charging station construction and building energy and water efficiency retrofits that may result in a temporary, minor increase in groundborne vibration. However, CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan and PMC, and construction activities would be required to comply with applicable local, State, and federal regulations to ensure that temporary construction impacts related to groundborne vibration would not occur. Furthermore, CAP 2.0 projects would not include operational sources of groundborne vibration. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to groundborne vibration.

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Pleasanton does not contain any airports. The nearest airports to Pleasanton are the Livermore Municipal Airport and the Oakland International Airport. The City is not within the airport land use plan for either airport, and both airports are located greater than two miles from the City boundary.^{84,85} Furthermore, the CAP 2.0 is a policy document that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related noise. Therefore, the CAP 2.0 would result in ***no impact*** related to aviation-related noise exposure.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. The CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan, including the Noise Element. Nonetheless, the CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would support construction projects, such as EV charging station construction that may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including CAP 2.0 projects, would be subject to review by the City for compliance with the Pleasanton General Plan and PMC and would be required to comply with applicable State and federal regulations governing construction noise and vibration. Additionally, the CAP 2.0 encompasses a suite of GHG-reduction opportunities that would decrease traffic and

⁸⁴ Alameda County. 2012. Livermore Executive Airport Land Use Compatibility Plan. Available: <https://www.acgov.org/cda/planning/generalplans/documents/LVK_ALUCP_082012_FULL.pdf>. Accessed October 15, 2021.

⁸⁵ Alameda County. 2010. Oakland International Airport Land Use Compatibility Plan. Available: <https://www.acgov.org/cda/planning/generalplans/documents/OAK_ALUCP_122010_FULL.pdf>. Accessed October 15, 2021.

traffic-related noise. As such, implementation of the CAP 2.0 would not generate permanent, excessive groundborne vibration or noise levels. Therefore, the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to noise.

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- b. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP 2.0 does not include strategies, policies, or programs that would result in new housing or jobs or that would displace existing residents or housing. In addition, the CAP 2.0 does not propose new infrastructure, such a roadways or utilities, that could indirectly lead to new population growth or development. Therefore, the CAP 2.0 would not directly increase the population, indirectly induce additional unplanned population growth, or displace people or housing. Therefore, the CAP 2.0 would result in **no impact** related to population and housing.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, are not anticipated to displace people or housing nor induce substantial unplanned population growth within Pleasanton. Specifically, the CAP 2.0 would not contribute to person or housing displacement in Pleasanton nor result in population growth beyond that already assumed and planned for in the Pleasanton General Plan and in accordance with Pleasanton 2045 population projections. Therefore, the CAP 2.0 would result in **no cumulative impact** related to population and housing.

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

The CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan. Implementation of the CAP 2.0 and its proposed strategies and actions would not result in increases in population or new employment opportunities that could induce population growth, as further discussed in Section 14, *Population and Housing*. As such, the CAP 2.0 would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. CAP 2.0 Strategy CRW-1 and Actions S8 and S9 would help to increase community resiliency and reduce vulnerability to the impacts of climate change and mitigate hazards such as flooding and wildfire

within Pleasanton, thereby reducing the burden on local public services related to such natural disasters. Furthermore, future CAP 2.0 projects and actions would be reviewed for consistency with the Pleasanton General Plan and other applicable local and State regulations related to public services. Therefore, the CAP 2.0 would result in ***no impact*** related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would not result in increases in population or induce additional population growth beyond that assumed under the Pleasanton General Plan and in accordance with Pleasanton 2045 population projections. Therefore, implementation of the CAP 2.0 would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP 2.0 would result in a ***no significant cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Pleasanton is a primarily urbanized community with parks and recreational spaces incorporated throughout the City, including four large recreational open space areas, as shown in Figure 7-4 of the Pleasanton General Plan Conservation and Open Space Element.⁸⁶ The Pleasanton General Conservation and Open Space Element incorporates goals and policies to protect open space/recreational resources in the City. The CAP 2.0 is a policy document containing programs that are consistent with Pleasanton's General Plan, including the recreation and open space policies established in the Pleasanton Conservation and Open Space Element. CAP 2.0 Action P13 seeks to increase greenspace and trees within Pleasanton, while Action S9 would reduce wildland fire risks that could result in damage to the City's recreational open space amenities. Additionally, as described in Section 14, *Population and Housing*, the CAP 2.0 would not result in substantial population growth or direct land use changes. As such, implementation of the CAP 2.0 would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP 2.0 would result in **no impact** related to the need for construction of new or altered recreational facilities.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, would not result in increases in population or induce additional population growth beyond that

⁸⁶ Pleasanton, City of. 2009. General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civica3/filebank/blobdownload.aspx?BlobID=23910>>. Accessed October 7, 2021.

assumed under the Pleasanton General Plan and in accordance with 2045 population projections. Therefore, implementation of the CAP 2.0 would not result in increased demand for parks or substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. In addition, the CAP 2.0 includes strategies to increase the number of trees/greenspace within the community and reduce wildland fire risk, which aligns with the Pleasanton General Plan goals. Therefore, implementation of the CAP 2.0 would result in ***no cumulative impact*** related to recreation.

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The Pleasanton General Plan Circulation Element includes the following goals:

- **Goal 1:** Develop a safe, convenient, and uncongested circulation system.
- **Goal 2:** Develop and manage a local and regional street and highway system which accommodates future growth while maintaining acceptable levels of service.
- **Goal 3:** Protect residential neighborhood quality-of-life and community character from cut-through traffic, speeding, and nonresidential parking.
- **Goal 4:** Provide a multi-modal transportation system which creates alternatives to the single-occupancy automobile.⁸⁷

Additionally, the City adopted the Pleasanton Bicycle and Pedestrian Master Plan in 2018 to make active transportation a safe and pleasant option within Pleasanton by providing a dedicated bicycle and pedestrian network. The Pleasanton Bicycle and Pedestrian Master Plan also implements the Pleasanton General Plan goals, policies, and programs related to complete streets by building on the blueprint for a system of bikeways established in the Pleasanton General Plan.⁸⁸

⁸⁷ Pleasanton, City of. 2009. General Plan Circulation Element. Available: <https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23898>. Accessed October 18, 2021.

⁸⁸ Pleasanton, City of. 2018. Bicycle and Pedestrian Master Plan. Available: <http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=32630>. Accessed October 18, 2021.

The CAP 2.0 is a policy document containing strategies and policies that are consistent with the Pleasanton General Plan Circulation Element and Pleasanton Bicycle and Pedestrian Master Plan. CAP 2.0 Action P8 facilitates the adoption of a new ordinance that would require new commercial development to include amenities for bicyclists such as secured bicycle parking and employee locker rooms with showers, as well as dedicated bicycle parking for new multi-family residential development, and Action P9 would create a policy that allows community members to request the installation of new bicycle parking racks in public property. Additionally, CAP 2.0 Action P10 seeks to improve public transit connections to destinations within and nearby the City to make public transit a more attractive mobility option, and Action S4 would establish programs, such as bike safety courses, to increase the use of active transportation and school buses by students. These CAP 2.0 actions would advance active transportation and public transit within Pleasanton and decrease VMT and associated air pollutants and GHG emissions.

These CAP 2.0 actions would be consistent with the Pleasanton General Plan Circulation Element and Bicycle and Pleasanton Pedestrian Master Plan goals related to improving multi-modal facilities, reducing VMT and single-occupancy vehicles, encouraging active transportation, and reducing vehicle congestion within Pleasanton. Furthermore, the CAP 2.0 would seek to reduce VMT within the City, consistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, the CAP 2.0 would result in **no impact** related to consistency with plans addressing the transportation circulation system and CEQA Guidelines section 15064.3, subdivision (b).

- c. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The CAP 2.0 is a policy document containing strategies that are consistent with the Pleasanton General Plan and would not facilitate development beyond that allowed under the Pleasanton General Plan. Implementation of some CAP 2.0 actions, such as Action S8 which would provide for the addition of new green stormwater infrastructure, may involve construction within the local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. Furthermore, future projects involving work in the public right-of-way would be required to coordinate with the City to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways pursuant to PMC Chapter 13.04, Encroachments.⁸⁹ Compliance with the PMC would ensure that significant impacts to the circulation system design, including safety impacts and emergency access, would not occur. As such, construction of CAP 2.0 projects would not create transportation design hazards or result in inadequate emergency access. Furthermore, the CAP 2.0 would facilitate increased active transportation and public transit use and decreased VMT within Pleasanton, which in turn would reduce potential transportation hazards and congestion conditions that can hinder emergency response. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to transportation hazards and emergency access.

⁸⁹ Pleasanton, City of. 2021. Municipal Code Chapter 13.04. Available: <<https://qcode.us/codes/pleasanton/>>. Accessed October 18, 2021.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Implementation of CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, could result in increases in VMT or changes affecting traffic design safety and emergency access. However, the CAP 2.0 is a policy document containing programs that are consistent with the Pleasanton General Plan and does not propose new development that would require the provisioning of new roadways. The CAP 2.0 strategies and actions promote alternative modes of transportation and reduction of VMT throughout Pleasanton, consistent with goals contained in the Pleasanton General Plan Circulation Element and Pleasanton Bicycle and Pedestrian Master Plan.⁹⁰⁹¹ Therefore, the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to transportation.

⁹⁰ Pleasanton, City of. 2009. General Plan Circulation Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23898>>. Accessed October 15, 2021.

⁹¹ Pleasanton, City of. 2018. Bicycle and Pedestrian Master Plan. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=32630>>. Accessed October 15, 2021.

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1 (k)?</i>				
b. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?</i>				

On October 20, 2021, the 12 following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the CAP 2.0 and were invited to provide consultation:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Costanoan Rumsen Carmel Tribe
- North Valley Yokuts Tribe
- Guidiville Indian Rancheria
- Tamien Nation
- Indian Canyon Mutsun Band of Costanoan
- The Confederate Villages of Lisjan
- The Ohlone Indian Tribe
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. As of the date of publication of this Draft IS-ND, no responses have been received, and no formal consultation has been requested. However, any AB 52 responses received from the aforementioned tribes within 30 days of October 20, 2021 will be addressed prior to finalization of this IS-ND.

The CAP 2.0 would not involve land use or zoning changes that would increase development within the City but would instead promote sustainable infrastructure development within the urbanized area of the City. As a policy document, the CAP 2.0 would also not directly entail ground disturbing activities. Implementation of the CAP 2.0 actions related to existing building energy, EV charging infrastructure, green stormwater management facilities, and tree planting may include minor construction activities.

Electrification retrofits associated with CAP 2.0 Actions P2, S2, and S3 may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

Installation of EV chargers associated with CAP 2.0 Action P5 would primarily impact previously disturbed areas within existing parking lots and developments. However, the physical changes these installations and enhancements would entail are dependent on the location of construction for the EV charging connections, which in some cases may include minor temporary excavation.

In addition, CAP 2.0 Actions P13 and S8 would increase the planting of urban trees and construction of green stormwater infrastructure within the community. These actions could result in ground disturbance related to the construction of new stormwater infrastructure and planting new trees. However, the physical changes these installations and enhancements would entail are generally minor and would be dependent on the location of construction.

Implementation of these CAP 2.0 actions could impact unknown tribal cultural resources during construction that involves below-grade activities in previously undisturbed soils. However, the CAP

2.0 projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAP 2.0 projects and actions would be reviewed for consistency with applicable local, regional, and State tribal cultural and archaeological regulations prior to final siting and construction and would be required to implement BMPs in accordance with the Pleasanton General Plan Conservation and Open Space Element Goal 4 and its associated policies and programs, including the Pleasanton Standard Specifications and Details.^{92,93} These policies include a standard requirement during all ground disturbing activities that if potential tribal cultural resources are unearthed, construction must be halted, the City must be contacted, and a qualified professional must be hired to investigate and make recommendations. As such, tribal cultural resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to tribal cultural resources.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. CAP 2.0 projects, in combination with other cumulative projects anticipated under Pleasanton General Plan buildout, could increase the potential for adverse effects to unknown tribal cultural resources in Pleasanton. However, impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. CAP 2.0 projects and other cumulative projects would be required to comply with the Pleasanton General Plan and Pleasanton Standard Specifications and Details requirements for the halting of construction and proper treatment of any resources discovered during ground disturbance. Therefore, the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to tribal cultural resources.

⁹² Pleasanton, City of. 2009. General Plan Conservation and Open Space Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23910>>. Accessed October 7, 2021.

⁹³ Pleasanton, City of. 2016. Standard Specifications and Details. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=28996>>. Accessed October 13, 2021.

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The CAP 2.0 is a policy document aimed at reducing solid waste production and energy and water consumption, amongst other issues, and the related GHG emissions throughout Pleasanton and does not include site-specific infrastructure designs or project proposals. Implementing the CAP 2.0 would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the Pleasanton General Plan. As such, implementing the CAP 2.0 would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power,

or telecommunications utilities. However, projects resulting from implementation of the CAP 2.0 could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, as well as new local renewable energy generation and storage and green stormwater infrastructure projects. Potential impacts related to these strategies are discussed further below.

Water Supply Facilities/Infrastructure

The City of Pleasanton is the retail water supplier for development within the City. Pleasanton obtains its municipal water supply from a mix of local groundwater wells and Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7). According to the Pleasanton Urban Water Management Plan (UWMP), the City currently purchases approximately 80 percent of its water from Zone 7 and the remaining 20 percent is produced from the City's groundwater wells. Zone 7 uses a combination of water supplies to meet water demand which include imported surface water from the State Water Project, imported surface water transferred from the Byron Bethany Irrigation District, local surface water runoff captured in Del Valle Reservoir, and local groundwater. The City's distribution system consists of 327 miles of pipelines and 22,369 water service connections. There are 14 pump stations, 22 water storage reservoirs, one hydropneumatics tank, and approximately 51,500 linear feet of recycled water pipeline.⁹⁴

The City addresses issues of water supply in the Pleasanton UWMP, which is a long-range planning document used to assess current and projected water usage, water supply planning, and conservation and recycling efforts. According to the UWMP, the City has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. The UWMP indicates that water supplies under the three hydrological conditions will be sufficient to meet demand through 2045. In addition, the UWMP includes a Water Shortage Contingency Plan.⁹⁵

CAP 2.0 Action P15 seeks to decrease community water use by promoting water efficiency retrofits, sustainable landscaping, and efficient landscaping irrigation. In addition, CAP 2.0 Actions S8 and P13 would increase green stormwater management infrastructure and the planting of urban trees, which would increase permeable surfaces throughout the City, improving water infiltration and groundwater recharge. Furthermore, the CAP 2.0 would not result in new land uses, such as increased residential or commercial development, that would contribute to an increase in water use compared to existing conditions or that would require relocation or construction of new water infrastructure. Therefore, the CAP 2.0 would have **no impact** related to the need for construction or expansion of water supply facilities and infrastructure.

Wastewater Treatment Facilities/Infrastructure

The City of Pleasanton collects wastewater within Pleasanton City limits as well as wastewater from the Castlewood Area of Alameda County. The sanitary sewer system currently serves an area of approximately 24 square miles and consists of 250 miles of gravity sewers, approximately 25,192 feet of force main, and ten pump stations.⁹⁶ Sewage treatment for the collected wastewater is

⁹⁴ Pleasanton, City of. 2021. 2020 Urban Water Management Plan. Available: <https://wuedata.water.ca.gov/public/uwmp_attachments/1451328873/R%20-%20680%20-%20City%20of%20Pleasanton%20-%20Final%202020%20UWMP.pdf>. Accessed October 18, 2021.

⁹⁵ Pleasanton, City of. 2021. 2020 Urban Water Management Plan. Available: <https://wuedata.water.ca.gov/public/uwmp_attachments/1451328873/R%20-%20680%20-%20City%20of%20Pleasanton%20-%20Final%202020%20UWMP.pdf>. Accessed October 18, 2021.

⁹⁶ Pleasanton, City of. 2019. Sewer System Management Plan. Available: <<http://admin.cityofpleasantonca.gov/civica3/filebank/blobdownload.aspx?BlobID=34321>>. Accessed October 18, 2021.

provided by the Dublin-San Ramon Services District (DSRSD) treatment plant located in Pleasanton. The DSRSD treatment plant currently treats approximately 10.3 million gallons per day (mgd) and treats approximately 10.7 mgd during wet weather conditions. The treatment plant has an average dry weather flow treatment capacity of approximately 17.0 mgd.⁹⁷

The CAP 2.0 would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. Rather, CAP 2.0 Strategy WR-1 would expand incentives for water fixture retrofits, such as low-flow faucets and toilets, that could help reduce the production and treatment of wastewater within the City. Furthermore, the CAP 2.0 would not require relocation or construction of new wastewater treatment infrastructure. Therefore, **no impact** related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

The City of Pleasanton maintains a system of storm drains, gutters, ditches, and arroyos to convey stormwater generated during rain events. As discussed in Section 10, *Hydrology and Water Quality*, implementation of CAP 2.0 Actions related to building electrification and energy and water efficiency upgrades, renewable energy production and storage, transportation, green stormwater infrastructure, and urban trees may promote infrastructure development that would involve small-scale construction. Construction of projects implemented in accordance with the CAP 2.0 could result in erosion and potential changes to drainage patterns. However, as described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, CAP 2.0 projects would be required to comply with local, State, and federal requirements during construction that would control stormwater runoff, erosion, and potential impacts to the stormwater drainage system. Furthermore, CAP 2.0 Actions S8 and P13 encourage new green stormwater management infrastructure such as bioswales and green roofs and the planting of additional urban trees within the community, that would help to reduce impermeable groundcover and stormwater flows to the City's drainage facilities. Therefore, **no impact** related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

Electric power service in the City is provided by EBCE using transmission infrastructure operated and maintained by Pacific Gas & Electric (PG&E). CAP 2.0 Strategies BE-1, BE-2, and TLU-3 promote building electrification of new and existing buildings, energy efficiency retrofits of existing buildings, and energy efficient LEED buildings for future development. CAP 2.0 Actions S3 and P4 support installation of small-scale solar PV systems and battery storage facilities at new developments and existing municipal facilities to provide greener renewable electricity within the City. In addition, CAP 2.0 Action P5 encourages new EV infrastructure throughout the City. These CAP 2.0 strategies and actions may slightly alter electricity demand within Pleasanton. However, the CAP 2.0 would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to construction, expansion, or relocation of electric power facilities and infrastructure.

⁹⁷ Dublin-San Ramon Services District. 2021. District at a Glance Fact Sheet. Available: <<https://www.dsrdsd.com/home/showpublisheddocument?id=811>>. Accessed October 18, 2021.

Natural Gas Power Facilities/Infrastructure

PG&E provides natural gas services to the City. The CAP 2.0 would not involve new land uses that require new or additional natural gas service that could require the construction of new or expanded natural gas facilities. CAP 2.0 Actions P1 and P2 would encourage building electrification in new and existing buildings to reduce natural gas consumption within the City. Implementation of these actions could involve minor alterations to existing natural gas infrastructure as natural gas use is reduced. However, the CAP 2.0 would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in natural gas consumption. Therefore, the CAP 2.0 would result in a **less-than-significant impact** related to construction, expansion, or relocation of natural gas facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The City is served by existing telecommunications companies such as AT&T and Comcast. The CAP 2.0 would not alter existing telecommunications facilities and infrastructure and would not involve new land uses or development that would require new telecommunications infrastructure. Therefore, the CAP 2.0 result in **no impact** related to need for construction or expansion of telecommunication facilities and infrastructure.

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CAP 2.0 is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or wastewater treatment. Rather the CAP 2.0 contains strategies and actions to reduce water use and wastewater production, such as Strategies WR-1 and TLU-3, that encourage water efficiency retrofits to existing buildings and landscaping and LEED development for new buildings, that would reduce water demand and wastewater production. Thus, the CAP 2.0 would result in **no impact** related to water supply and wastewater treatment.

- d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

Pleasanton Garbage Service, Inc. provides solid waste services for residential and commercial uses within the City. Solid waste and recyclable materials collected in the City are sorted at the Pleasanton Transfer Station. Municipal solid waste generated in Pleasanton is primarily disposed of at the Vasco Road Sanitary Landfill in Livermore. The Vasco Road Sanitary Landfill has a maximum

permitted throughput of 2,518 tons of solid waste per day and has a remaining capacity of 7,379,000 cubic yards.⁹⁸

The CAP 2.0 focuses on sustainable infrastructure development and does not include land use or other policy changes that would result in increased residential, commercial, or other development that would increase solid waste generation within the City. CAP 2.0 Strategies MC-1 and MC-2 seek to reduce the amount of waste produced within the City by reducing consumption and implementing sustainable waste programs. These CAP 2.0 strategies align with federal, State, and local regulations aimed at reducing solid waste disposal and increase organic waste diversion, such as Senate Bill 1383. Additionally, because the CAP 2.0 is a policy document that would not facilitate growth beyond that anticipated by the Pleasanton General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP 2.0 would result in ***no impact*** related to solid waste.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. Other cumulative projects anticipated under Pleasanton General Plan buildout within the City could result in increases in population and additional use of or need for utilities and service systems. However, implementation of the CAP 2.0 and related infrastructure projects would not contribute to increases in population or induce additional population growth that would require additional use of existing City utilities or service systems. Rather, implementation of the CAP 2.0 would result in reduced energy and water consumption and solid waste and wastewater production. Therefore, implementation of the CAP 2.0 would result in a ***less-than-significant cumulative impact*** related to utilities and service systems.

⁹⁸ California Department of Resources Recovery and Recycling (CalRecycle). 2021. SWIS Facility/Site Activity Details: Vasco Road Sanitary Landfill. Available: < <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/9?siteID=8>>. Accessed October 18, 2021.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

- d. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to the California Department of Forestry and Fire Protection (CalFIRE), the majority of the Pleasanton is not located in designated California Fire Hazard Severity Zones; however, the City contains and is adjacent to areas classified as moderate, high, and very high fire hazard severity zones at the wildland fringes located at the southern and western borders of the City.⁹⁹ According to the LHMP and the Pleasanton General Plan Public Safety Element, wildfire poses a high risk to portions of Pleasanton at the urban-wildland fringe. The central, urbanized portions of the City are not subject to wildfire risk.^{100,101}

Though there are areas within and surrounding Pleasanton that are at risk of wildfires, the CAP 2.0 is a policy-level document that does not propose new residential, commercial, or institutional development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. In addition, the CAP 2.0 includes Action S9 that aims to reduce the risk of wildfire in the community through awareness and educational campaigns, improving early wildfire detection, and implementing controlled burns to reduce combustible biomass. Thus, the CAP 2.0 would result in **no impact** related to wildfire.

Cumulative Impacts

The cumulative projects scenario is overall General Plan buildout for Pleasanton in 2025 plus Pleasanton population projections through 2045. The CAP 2.0 does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Rather, the CAP 2.0 includes Action S9 to reduce the risk of wildfire in the City. Therefore, the CAP 2.0 would result in **no cumulative impact** related to wildfire.

⁹⁹ California Department of Forestry and Fire Protection (CalFIRE). 2021. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed October 18, 2021.

¹⁰⁰ Pleasanton, Livermore, and Dublin, Cities of. 2018. Tri-Valley Local Hazard Mitigation Plan. Available: <<http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=35090>>. Accessed October 13, 2021.

¹⁰¹ Pleasanton, City of. 2008. General Plan Public Safety Element. Available: <<https://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23899>>. Accessed October 13, 2021.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The intent of the CAP 2.0 is to reduce GHG emissions from Pleasanton community operations through implementation of strategies and actions related to energy use, water consumption, transportation, solid waste, carbon sequestration, and community education and outreach. The CAP 2.0 strategies and actions are consistent with the Pleasanton General Plan and encourage residents, businesses, and the municipal facilities to reduce energy and water use, fuel use, VMT, and solid waste generation and the associated GHG emissions. The CAP 2.0 would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Therefore, as discussed in more detail in Section 4,

Biological Resources, Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the CAP 2.0 would result in a ***less-than-significant impact*** related to biological and cultural resources.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Implementation of the CAP 2.0 would result in a cumulatively beneficial reduction of GHG and air pollutant emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP 2.0 would not result in significant cumulative impacts. Rather, implementation of the CAP 2.0 would be consistent with Pleasanton General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP 2.0 would result in an overall ***less-than-significant cumulative impact*** related to all CEQA topics addressed within this document.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions and climate change, hazards and hazardous materials, noise, and transportation impacts. As detailed in the preceding sections, the CAP 2.0 would not result, either directly or indirectly, in substantial adverse effects related to air quality, GHG emissions, hazards, and noise. As discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CAP 2.0 could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in substantial adverse effects. However, as discussed throughout this document, the CAP 2.0 would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability effects. These benefits include reduction in building energy and water consumption, VMT, and solid waste generation and improved air quality. Therefore, the CAP 2.0 would result in a ***less-than-significant impact*** related to potential for adverse effects on human beings.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.
Source: Compiled by Rincon Consultants, Inc. in October 2021			

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in October 2021

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