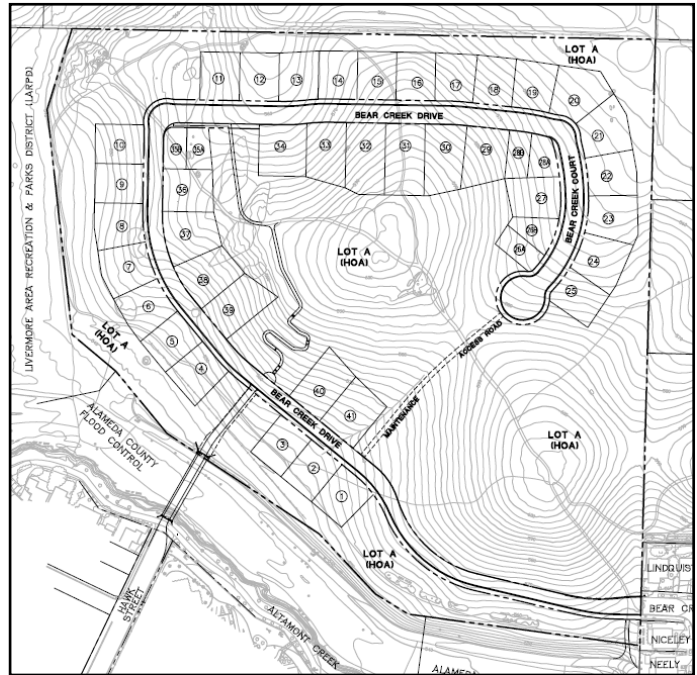


GARAVENTA HILLS PROJECT

Re-Issued Final Environmental Impact Report

SCH No. 2011112045



City of Livermore
Planning Division
1052 South Livermore Avenue
Livermore, CA 94551

August 2018



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For hard copy versions of this document, the Draft EIR and Final EIR, including all appendices, are included on CD attached to the back cover of this document

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INTRODUCTION TO THE RE-ISSUED FINAL EIR AND 2018 REVISED PROJECT

PURPOSE OF THE RE-ISSUED FINAL EIR

The California Environmental Quality Act and the Guidelines promulgated thereunder (together “CEQA”) require an Environmental Impact Report (EIR) to be prepared for any project which may have a significant impact on the environment. An EIR is an informational document, the purposes of which, according to CEQA are “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” The information contained in this EIR is intended to be objective and impartial, and to enable the reader to arrive at an independent judgment regarding the significance of the impacts resulting from the proposed project.

This Re-Issued Final Environmental Impact Report (Re-Issued Final EIR) document, together with the Draft EIR published in November 2012, and the Final EIR published in June 2014 shall constitute the Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act (CEQA) as amended (commencing with Section 21000 of the California Public Resources Code) and the CEQA Guidelines for the proposed Garaventa Hills Project (“Project”) in the City of Livermore, California. The applicant is Lafferty Communities (formerly Livermore LT Ventures I Group, LLC). The Lead Agency is the City of Livermore.

This Re-Issued Final EIR will be presented to the Planning Commission and City Council along with the Draft EIR and Final EIR at public hearings to consider recommendation for and certification of this document as a technically adequate, full disclosure document consistent with the requirements of CEQA. Assuming certification of this EIR as complete and adequate under CEQA, this document together with the Draft EIR and Final EIR will constitute the EIR for this Project. The Planning Commission may recommend and the City Council may require additional changes or modifications to this EIR prior to certification.

An EIR does not control the agency’s ultimate discretion on the Project. In accordance with California law, the EIR must be certified before any action on the Project can be taken. However, EIR certification does not constitute Project approval.

2018 REVISED PROJECT ASSESSMENT

The applicant has chosen to proceed with the currently proposed 2018 Revised Project, which is generally consistent with Alternative B: Reduced Density, Current General Plan Allowance. In Chapter 19: Alternatives of the Draft EIR, this Alternative was assessed and considered environmentally superior to the original Project.

This document provides substantial evidence that these changes would not constitute “substantial new information” and so would not require recirculation under section 15088.5 of the CEQA Guidelines. To that end, the following conclusions can be made from information in this document:

- (1) The revised project would not result in a new significant impact.
- (2) The revised project would not result in a substantial increase in the severity of an environmental impact.
- (3) There are no new feasible alternatives or mitigation measures required to lessen significant environmental impacts of the revised project that the applicant declines to adopt.
- (4) Project revisions do not result in fundamental inadequacies in the Draft EIR such that meaningful public review and comment were precluded.

EIR REVIEW PROCESS

Draft EIR

A Draft EIR containing an analysis of the Original Project and Alternatives was made available for public review in November 2012. During the public review period for the Draft EIR (ending December 26, 2012), the City received verbal and written comments.

Final EIR

The Final EIR was issued in June 2014 and contains all comments received by the City on the Draft EIR during the review period and also includes responses to these comments, together with necessary changes or revisions to the text of the Draft EIR document. None of the revisions or responses to comments contained in this Final EIR would be considered “significant new information” under section 15088.5 of the CEQA Guidelines and therefore no recirculation of the Draft EIR is required.

The 2014 Final EIR also assessed a revised project, which has now been further revised as discussed in this document (see Chapter 26).

Re-Issued Final EIR

This Re-Issued Final EIR contains an assessment of the 2018 Revised Project in Chapter 26. The responses to comments were reassessed in light of the 2018 Revised Project and revisions to the responses provided as appropriate in Chapter 27. None of the revisions or other information contained in this Re-Issued Final EIR would be considered “significant new information” under section 15088.5 of the CEQA Guidelines and therefore no recirculation of the Draft EIR is required.

HISTORY OF THE PROJECT REVISIONS

The project currently being proposed and relationship to the analysis and conclusions of the previous documents is described in detail in Chapter 26. For reference, the general details of the project as it has been revised are summarized below:

- The project analyzed in the 2012 Draft EIR (“Original Project”) included 76 residential units and a vehicular bridge connecting to Hawk Street that would have required creek realignment.

- The 2014 Final EIR assessed a revised project including 47 residential units and no bridge over Hawk Street (“Final EIR Project”).
- The current 2018 Revised Project in this Re-Issued Final EIR includes 44 residential units and a pedestrian bridge connection to Hawk Street that would not carry normal vehicular traffic but would serve as a secondary emergency vehicle access (EVA). The proposed pedestrian/EVA bridge would not require creek realignment.

The current 2018 Revised Project has been proposed by the applicant with the intent to address concerns and preferences expressed about the Final EIR Project related to the amount of grading proposed (now further reduced) and pedestrian and emergency vehicle access (now enhanced) while also retaining the changes made from the Original Project to address concerns and preferences expressed about density, cut-through traffic, and creek realignment, among others. The proposed project revisions were not made in response to significant environmental impacts under CEQA, though the continued applicability of the analysis and conclusions in the previous documents will be demonstrated in this document.

REPORT ORGANIZATION

This Re-Issued Final EIR consists of the following chapters, commencing after Chapter 24 of the Final EIR:

Chapter 25: Introduction to the Re-Issued Final EIR. This chapter outlines the purpose, organization and scope of the Re-Issued Final EIR document and important information regarding the public review and approval process.

Chapter 26: 2018 Revised Project Assessment. This chapter includes a detailed discussion of whether the 2018 Revised Project falls within the scope of the impacts studied in the Draft EIR and whether revisions to Impacts, Mitigation Measures, or conclusions are required.

Chapter 27: Updated Response to Comments. Where necessary to update responses in light of the 2018 Revised Project, this chapter provides a summary of comments received on specific topics and an updated response. Full comment letters are not reproduced in the text of this document, but are available in full in the Final EIR.

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2018 REVISED PROJECT ASSESSMENT

INTRODUCTION

This chapter describes the 2018 Revised Project and assesses the 2018 Revised Project against the analysis in the Draft EIR to determine whether the impacts of the 2018 Revised Project fall within the scope of the impacts studied in the Draft EIR and whether any revisions to impacts and mitigation measures are required.

The revisions to mitigation measures identified in this chapter would be carried forward in the Mitigation Monitoring and Reporting Program that would need to be adopted for the Project to be approved. As the 2018 Revised Project is generally consistent with the environmentally superior Alternative B: Current General Plan Density Alternative assessed in the Draft EIR, there are no further revisions needed to enable CEQA conclusions related to the 2018 Revised Project.

2018 REVISED PROJECT DESCRIPTION

The project analyzed in the Draft EIR (“Original Project”) included 76 residential units and a vehicular bridge connecting to Hawk Street. The Final EIR assessed a revised project including 47 residential units and no bridge over Hawk Street and included a comparative assessment of impacts given the revised project including reassessment of traffic impacts (“Final EIR Project”). The current, 2018 Revised Project includes 44 residential units and a pedestrian-only bridge connection to Hawk Street that would also serve as a secondary emergency vehicle access (EVA).

The 2018 Revised Project plan is shown in **Figure 21.1**. Additional plans and elevations are included in **Appendix K**. The 2018 Revised Project includes 44 residential units, 8 of which would be single-story units and the remaining 36 would be 2-story units. The average lots size would be 9,337 square feet, and the minimum lot size would be 8,712 square feet. The Project includes a pedestrian bridge connection to Hawk Street, which would also provide an additional access point for emergency vehicles.

As with the Final EIR Project, the current proposal is expected to be generally consistent with the environmentally superior Alternative B: Current General Plan Density Alternative, except that impacts would be further reduced compared to Alternative B through revision of the bridge to a lower-impact pedestrian and EVA only bridge, fewer residential units, and less grading and retaining walls.

The following list summarizes the details of the project that remain the same for the 2018 Revised Project as for the Original Project:

- The 31.7-acre project site is located north of Interstate-580 and east of Vasco Road and west of Laughlin Road in the City of Livermore, and is an undeveloped parcel consisting predominantly of non-native grassland habitat.

- The topography of the site is moderately steeply sloping, having a predominantly 15% to 20% slope. Altamont Creek, an intermittent stream channel, forms the southern boundary of the site. There are two prominent knolls in roughly the center of the site.
- The previous Maralisa development is located to the south, across Altamont Creek. This is a largely residential development with Altamont Creek Elementary and the connected Altamont Creek Park also adjacent to the other side of the creek. Existing residential uses border the Project site to the east.
- The 24-acre Garaventa Wetlands Preserve borders the site to the west. Along with undeveloped land to the north of the Project, this area contains sensitive alkali wetlands and vernal pools which support special status species.
- The project proposes single family residential units on an internal roadway that circumscribes the prominent knolls and connects to the planned extension of Bear Creek Drive.
- Less than half of the site will be developed with roadways and lots. The knolls will remain undeveloped with informal public-access trails for hiking and vista views. The remaining area will include a detention basin at the southeast corner and natural areas surrounding development to buffer the nearby creek, wetlands, and other sensitive habitat.
- The following approvals will be required: a Tentative Subdivision Map, Site Plan Design Review (including architecture and landscaping), Grading and Dirt Haul Permit, Stormwater Pollution Prevention Plan, Permits from both the US Army Corps of Engineers (Corps) and from the Regional Water Quality Control Board (RWQCB) relating to potential impacts to Corps jurisdictional wetlands/waters associated with the wetland swale, Approval of Mitigation Plans from the US Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

The following list summarizes the details of the project that are different for the 2018 Revised Project than for the Draft EIR Project:

- The 2018 Revised Project reduces the number of residential units from the 76 single-family detached units under the original proposal to 44 units, which includes 38 single-family detached homes and 6 homes attached in pairs as duets (on lots 26, 28 and 35).
- A pedestrian/EVA bridge is planned over Altamont Creek to connect to Hawk Street. This pedestrian/EVA bridge would be built over the existing creek and does not propose creek realignment. The original proposal included a vehicular bridge over Altamont Creek to connect to Hawk Street including realignment of the creek.
- The internal roadway would end in a cul-de-sac, with a connection for maintenance vehicles only. The elimination of the full roadway along this portion of the site would allow for less grading, fewer retaining walls, and a trail connection that would not need to cross a full-use roadway.
- The limits of grading/footprint of the development are generally the same as for the original project with the exception of reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved in the 2018 Revised Project (but was not in the original proposal).
- The 2018 Revised Project is consistent with the density allowed under the current General Plan Designation of UL-1 and would not require a General Plan Amendment.

COMPARISON AND SUMMARY OF CONCLUSIONS

Overall Summary

Table 22.1 details the relationship of the 2018 Revised Project to Impacts and Mitigation Measures from the Draft EIR. Conclusions are summarized below:

No new impacts would result from the 2018 Revised Project that were not previously identified in the Draft EIR and there would be no substantial increase in the severity of identified impacts. Minor revisions would be required to some impacts and mitigation measures, as discussed below. Some impacts and mitigation measures would no longer be applicable to the 2018 Revised Project, as listed below. All changes are detailed in Table 22.1.

Some impacts and mitigation would no longer be applicable because of omission of normal vehicular traffic on the Hawk Street bridge in the 2018 Revised Project. These include Impacts and Mitigation Measures Traf-3, and Traf-8 relating to the potential for vehicle/pedestrian conflicts at the Altamont Creek Trail and vehicle diversions across the bridge that would no longer have the potential to occur.

Impact Plan-1 is no longer applicable because the 2018 Revised Project is consistent with the existing General Plan designation.

Some impact and mitigation statements require minor changes to revise the reference to the Hawk Street bridge that is no longer proposed to carry vehicle traffic except as an EVA and related pedestrian and vehicular circulation and safety topics. These include Impacts Bio-1, Bio-4, Bio-5, Bio-11, Hydro-3, and Traf-5 and Mitigation Measures Bio-11b, Traf-5, and Traf-6.

Overall traffic from the fewer units proposed with the 2018 Revised Project would be reduced from that projected for the Draft EIR Project, though the distribution of trips would be modified with omission of the vehicular bridge such that some intersections would see marginally higher traffic from the project despite overall reduced trips. A traffic assessment was performed for the 47-unit Final EIR Project and presented in Appendix I of the Final EIR. At 44 units with the same vehicular access to external roadways as proposed for the Final EIR project, the impacts of the 2018 Revised Project would be fully covered under the previous assessment. Impact Traf-10 required a revision to adjust the projected increased seconds of average delay at the Laughlin Road and Northfront Road intersection. However, this increase would not change conclusions from the Draft EIR or effectiveness of the required mitigation or otherwise be considered a substantial increase in severity.

While the change from a roadway loop to a maintenance-only connection would change the internal circulation for vehicles within the site, the amount of traffic internal to the site is well within the capacity of low-volume local streets (5,000 vehicles per day) , and this change would not result in a new impact.

Impact Culture-1 and Mitigation Measure Culture-1a require minor revisions to make it clear that tribal resources are included as cultural resources.

Impact Pop-1 required minor revision to reflect the reduced number of new residents projected under the 2018 Revised Project from that assumed for the Original Project.

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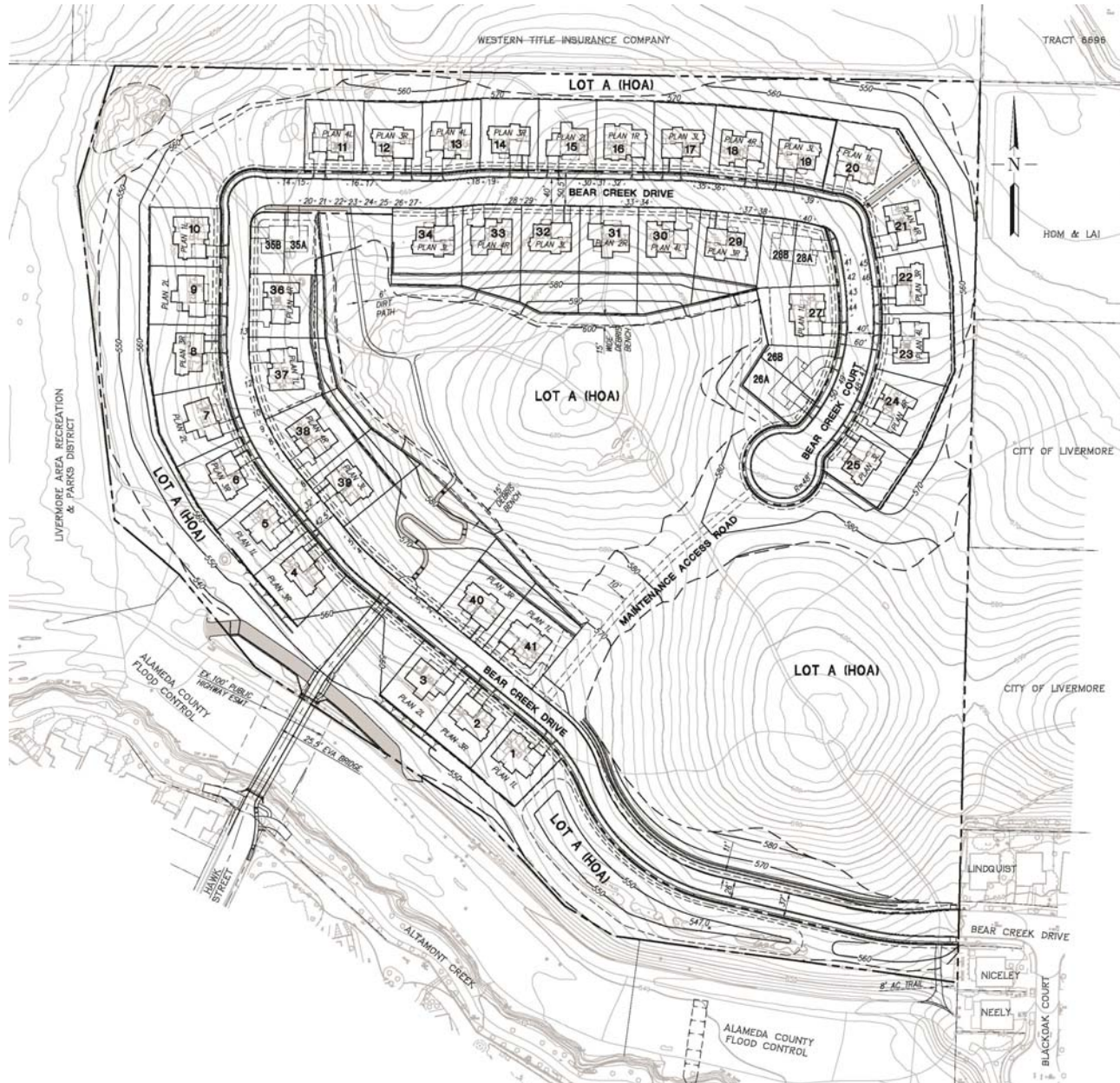


Figure 26.1: 2018 Revised Project Development Plan

Source: RJA, June 2018

Note: Dashed line shows limits of grading

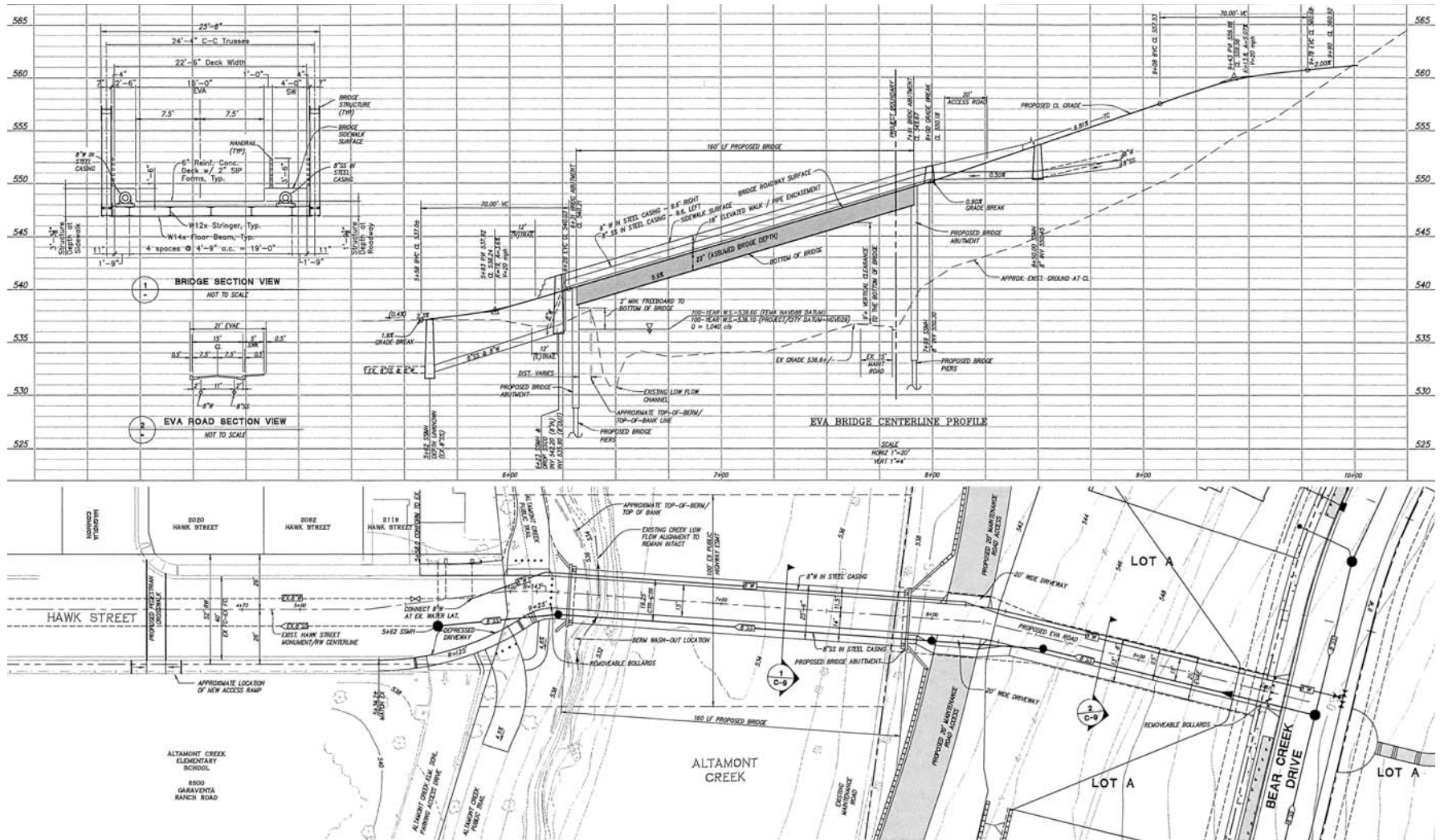


Figure 26.2: 2018 Revised Project Pedestrian/EVA Bridge Plan

Source: Ruggeri-Jensen-Azar, June 11, 2018

Table 26.1: Original and 2018 Revised Project Impacts and Mitigation Measures

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
AESTHETICS				
<p><u>Original Project Impact:</u></p> <p>Impact Visual-1: Scenic Vistas. In the Project vicinity, the Altamont Hills and their ridgelines are identified as scenic resources by the City of Livermore, and creeks, such as the adjacent Altamont Creek, are identified as important topographical and visual features. The Project does not substantially alter views of identified scenic resources from identified vistas and would not substantially change views toward these scenic resources from nearby public areas. Therefore, the impact related to scenic vistas is less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Visual-2: Scenic Corridor. The Project site is located partially within the view corridor of I-580, which is designated as a city scenic corridor in the City of Livermore General Plan and identified as an eligible State Scenic Highway. However, the Project would not substantially obscure, detract from, or negatively affect the quality of the views from this route or substantially obscure view to the distant hills. Further, through substantial conformance with the applicable City design standards and guidelines, any potential impact on this local scenic corridor would be less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Visual-3: Changed Visual Character. The proposed Project would construct a residential subdivision on a currently undeveloped site within the boundaries of the City of Livermore but at the edge of existing development. The proposed Project would change the visual character of the site itself, but is not inconsistent with the character of the adjacent developed areas and would not result in development incongruous to the existing and proposed development in the area. This impact would be less than significant.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u> None recommended</p>				
<p><u>Original Project Impact:</u> Impact Visual-4: Increased Light and Glare. The Project would add additional sources of light to a currently undeveloped site adjacent to other residential uses. Lighting quality, intensity and design is required to meet City standards to minimize glare, light trespass and "sky glow" and would be within allowable levels for residential uses. Therefore, impacts related to light and glare would be less than significant.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as or marginally reduced from Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint and would be required to comply with City regulations and the Design Review process. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u> None recommended</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
AIR QUALITY				
<p><u>Original Project Impact:</u></p> <p>Impact Air-1: Construction Period Dust, Emissions and Odors. Construction of the Project would result in temporary emissions of dust, diesel exhaust and odors that may result in both nuisance and health impacts. Without appropriate measures to control these emissions, these impacts would be considered significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Air-1: Basic Construction Management Practices. The Project shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD “Basic Construction Mitigation Measures.”</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne 	Yes	No	No	Less than Significant with implementation of MM Air-1

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. <p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes fewer, larger homes on a slightly reduced development footprint and would have similar or marginally reduced construction activities and related emissions and fugitive dust. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>MM Air-1 exactly as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Air-2: Operational Emissions. The Project would result in increased emissions from on-site operations and emissions from vehicles traveling to the site. However, the Project is below applicable threshold levels and the impact would be considered less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint and would have similar though marginally reduced emissions from homes and vehicle trip emissions. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Air-3: Construction Period Exposure of Sensitive Receptors. Construction activities would expose nearby sensitive receptors to toxic air contaminants during the construction period, but the maximum exposure risk would be below the thresholds of significance under BAAQMD criteria for cancer, chronic hazard, and PM_{2.5} exposure. This would be a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes fewer, larger homes on a slightly reduced development footprint and would have similar or marginally reduced construction activities and related exposure of existing nearby residents to toxic air contaminants from construction emissions. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Air-4: Operational Period Exposure of Sensitive Receptors. The Project proposes to add new sensitive receptors to a currently undeveloped site. The exposure risk to on-site sensitive receptors would be below applicable threshold levels and therefore, the impact would be less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as Original Project. The 2018 Revised Project is in the same location with the same type of proposed use, and therefore conclusions regarding operation exposure would not change.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
BIOLOGICAL RESOURCES				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-1: Loss of Annual Grasslands. The Project will result in the permanent removal of up to 31.78 acres of non-native annual grassland habitat. An additional 1.18 acres will be temporarily disturbed for construction of the bridge and access road over Altamont Creek. Non-native annual grasslands are common throughout the region and removal of this plant community is not considered a significant impact unless special status species are known to use the habitat. Because the site has the potential to support several special status species, this impact would be considered potentially significant.</p>	Yes	No	No	Less than Significant with implementation of MM Bio-3a, 3b, 3c, 4a, 4b, 4c, 5a, 5b, and 5c

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>Mitigation Measures Bio-3a, 3b, 3c, 4a, 4b, 4c, 5a, 5b, and 5c (see below) would reduce this impact to less than significant levels through mitigation specific to the special status species that the site could support.</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved. The impact would be revised as follows (additions shown in underline) to revise the reference to the bridge. Acreages remain unchanged as the 2018 Revised Project would have the same or reduced acreages from those listed as “up to” amounts. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Bio-1: Loss of Annual Grasslands. The Project will result in the permanent removal of up to 31.78 acres of non-native annual grassland habitat. An additional <u>up to 1.18</u> acres will be temporarily disturbed for construction of the <u>pedestrian bridge</u> and <u>EVA</u> access road over Altamont Creek. Non-native annual grasslands are common throughout the region and removal of this plant community is not considered a significant impact unless special status species are known to use the habitat. Because the site has the potential to support several special status species, this impact would be considered potentially significant.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-3a, 3b, 3c, 4a, 4b, 4c, 5a, 5b, and 5c as written for the Original Project or with minor revisions (see below).</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Bio-2: Loss of Designated Critical Habitat for Vernal Pool Fairy Shrimp. The Project will result in the permanent loss of up to 31.78 acres of grassland that is included within designated VPFS critical habitat. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures (as revised in Chapter 23):</u></p> <p>Bio-2: Construction-Period Protection of Offsite Wetlands and Vernal Pools. The applicant shall implement the following measures to minimize the potential impact to off-site wetlands and vernal pools resulting from construction activities on the Project site.</p> <ul style="list-style-type: none"> a) Stormwater Best Management Practices shall be implemented during construction activities to avoid the potential for sediments and other pollutants to enter the offsite wetland areas. b) Install fencing and signage identifying the limits of the wetlands and providing a physical barrier to keep construction equipment and personnel out of the sensitive habitat areas. c) Schedule grading in close proximity to offsite vernal pools during the non-rainy season in order to minimize potential for sedimentation of the pools. d) Stabilize the natural vegetated buffer between the grading area and the offsite wetlands during the early phases of construction so that it serves as a protective barrier for the wetlands. Stabilization can be accomplished through establishment of vegetation and/or temporary Best Management Practices to prevent erosion and sedimentation from occurring, such as erosion control mats, silt fences, fiber rolls, and/or soil binders. <p>Mitigation Measure Geo-5, which requires implementation of a construction-period stormwater pollution prevention plan including Best Management Practices for preventing construction-period stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control, would also help to mitigate Impact Bio-2. (See below.)</p>	Yes	No	No	Less than Significant with implementation of MM Bio-2 and Geo-5

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved. There is no need to revise the acreages listed in the impact as the 2018 Revised Project would have the same or reduced acreages from those listed as “up to” amounts. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-2 and Geo-5 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-3: Potential Take of Vernal Pool Fairy Shrimp. The Project will result in the permanent loss of approximately 0.004 acre of seasonal wetland that could be occupied by VPFS. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-3a: Conduct surveys to determine presence/absence of VPFS. Complete surveys following protocol deemed acceptable by the USFWS to determine presence/absence of VPFS in the seasonal wetland on the Project site prior to initiation of construction. The presence of VPFS can be assumed instead of implementing the surveys required by this measure. If no VPFS are found, no further mitigation is required. If VPFS are found or assumed to be present, implement Mitigation Measures 3b and 3c.</p> <p>Bio-3b: Obtain Authorization from USFWS for take of VPFS. If VPFS are found as a result of directed surveys or are assumed to be present, the Project applicant shall obtain authorization from USFWS for take of VPFS prior to filling or disturbance of the seasonal</p>	Yes	No	No	Less than Significant with implementation of MM Bio-3a through -3c

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>wetland. USFWS authorization may be obtained through Section 7 of the ESA as a component of the USACE permitting process (see wetland impacts below).</p> <p>Bio-3c: Obtain offsite compensatory habitat for loss of VPFS habitat if determined to be present. If VPFS are found as a result of directed surveys or are assumed to be present, compensatory habitat shall be provided for loss of this habitat at a 9:1, 10:1 or 11:1 mitigation ratio depending on the location of the mitigation site, as recommended in the East Alameda County Conservation Strategy (EACCS). Final replacement ratios shall be based on the assessed functions and values of an agency approved mitigation site.</p> <p><u>Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint, but that would continue to include disturbance of the small, 0.004 acre seasonal wetland area. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-3a through -3c as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-4: Loss/Disturbance of Habitat for and Potential Take of Individual California Tiger Salamanders. The Project will result in the permanent loss of up to 31.78 acres and temporary disturbance of 0.08 acre of potential upland aestivation habitat for CTS. In addition, loss of the 0.004 acre seasonal wetland could result in loss of onsite breeding habitat for CTS. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-4a: Obtain Authorization from USFWS and CDFG for potential take of CTS. The Project applicant shall obtain authorization from USFWS and CDFG for potential take of CTS prior to initiation of any ground disturbance activities.</p>	Yes	No	No	Less than Significant with implementation of MM Bio-4a through -4c

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Bio-4b: Obtain Offsite Compensatory Habitat for Loss/Disturbance of Potential Upland Aestivation Habitat for CTS. The compensatory habitat shall be provided at a 2.5:1 to 3:1 ratio for acres permanently lost and at a 1.5:1 ratio for areas temporarily disturbed, as recommended in the EACCS. Final replacement ratios shall be based on the assessed functions and values of an agency approved mitigation site. The mitigation site should be of sufficient quality and quantity to fully offset the permanent loss of habitat and should be permanently protected and managed in perpetuity with sufficient funding to maintain and enhance the quality of the site for CTS.</p> <p>Bio-4c: Implement Appropriate Measures during Construction to Minimize Potential Take of CTS. Minimization measures specified in the authorizations obtained from USFWS and CDFG shall be implemented prior to and during construction: Such measures could include the following:</p> <ul style="list-style-type: none"> • Project applicant shall contract with a Designated Biologist approved by USFWS and CDFG to monitor construction activities. • All earthwork in the construction area shall be confined to the period of June 15 to October 31, or as approved by USFWS and CDFG. • A barrier with one-way ramps shall be constructed around the limits of grading in the fall prior to the initiation of construction. This barrier will allow CTS to move out of the construction area during the fall/winter and keep them from returning in the spring. • Before any construction activities begin, the Designated Biologist will conduct a training session with construction personnel to describe the CTS and its habitat, the specific measures being implemented to minimize effect to the species, and boundaries of the construction area. • The Designated Biologist shall complete walking surveys of the construction area prior to initiation of ground-disturbing activities each day during the construction period. If any CTS are discovered, the Designated Biologist shall move the animal to a safe, nearby location as predetermined through consultation with USFWS and CDFG. 				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved. There is no need to revise the acreages listed in the impact as the 2018 Revised Project would have the same or reduced acreages from those listed as “up to” amounts. The impact would be revised as follows (additions shown in underline) to clarify that listed acreages are “up to” amounts. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Bio-4: Loss/Disturbance of Habitat for and Potential Take of Individual California Tiger Salamanders. The Project will result in the permanent loss of up to 31.78 acres and temporary disturbance of <u>up to</u> 0.08 acre of potential upland aestivation habitat for CTS. In addition, loss of the 0.004 acre seasonal wetland could result in loss of onsite breeding habitat for CTS. This is a potentially significant impact.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-4a through -4c as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-5: Loss of Habitat for and Potential Take of Individual California Red-Legged Frogs. The Project will result in the permanent loss of up to 31.78 acres and temporary disturbance of 0.08 acre of potential upland habitat for CRLF. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures (as revised in Chapter 23):</u></p> <p>Bio-5a: Obtain Authorization from USFWS for Potential Take of CRLF. The Project applicant shall obtain authorization from USFWS for potential take of CRLF prior to initiation of any ground disturbance activities.</p>	Yes	No	No	Less than Significant with implementation of MM Bio-5a through -5c

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Bio-5b: Obtain Offsite Compensatory Habitat for Loss/Disturbance of Potential Upland Habitat for CRLF. The compensatory habitat shall be provided at a 2.5:1 to 3:1 ratio for the acres permanently lost and at a 1:1 ratio for areas temporarily disturbed, consistent with the EACCS recommendations for the species. Final replacement ratios shall be based on the assessed functions and values of an agency approved mitigation site. The mitigation site can be the same as that obtained for Mitigation Measure Bio 4b, as long as there is sufficient area to provide habitat for both CRLF and CTS.</p> <p>Bio-5c: Implement Appropriate Measures during Construction to Minimize Potential Take of CRLF. Minimization measures specified in the authorizations obtained from USFWS shall be implemented prior to and during construction. Such measures are expected to be similar to those described for Mitigation Measure 4c.</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved. There is no need to revise the acreages listed in the impact as the 2018 Revised Project would have the same or reduced acreages from those listed as “up to” amounts. The impact would be revised as follows (additions shown in underline) to clarify acreages are “up to” amounts. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Bio-5: Loss of Habitat for and Potential Take of Individual California Red-Legged Frogs. The Project will result in the permanent loss of up to 31.78 acres and temporary disturbance of <u>up to 0.08</u> acre of potential upland habitat for CRLF. This is a potentially significant impact.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Revised Project's Mitigation Measures:</u></p> <p>MM Bio-5a through -5c as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-6: Loss of burrowing owl habitat and potential harm to individual burrowing owls. The Project will result in the permanent loss of up to 31.78 acres of grasslands that provide habitat for the burrowing owl. Additionally, individual owls could be harmed during construction activities if they are occupying burrows on the site. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-6a: Obtain Offsite Compensatory Habitat for Loss/Disturbance of potential burrowing owl habitat. The compensatory habitat to be obtained as described for Mitigation Measures Bio-4b and 5b should also be determined as occupied or suitable for burrowing owls in order to compensate for potential habitat loss resulting from the Project.</p> <p>Bio-6b: Conduct a Pre-Construction Burrowing Owl Survey. A pre-construction survey shall be conducted by a qualified biologist within 30 days prior to initiation of any ground-disturbing activities to ensure individual owls are not harmed. If the survey occurs during the breeding season (February 1 to August 31) and owls are observed on or within 250 feet of the area of disturbance, a 250-foot buffer should be established around the occupied burrow with construction fencing. The fenced area should remain in place for the duration of the breeding season while construction activities are occurring. If the survey is conducted outside of the breeding season and owls are observed, owl eviction may be allowed if authorized by CDFG.</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p>	Yes	No	No	Less than Significant with implementation of MM Bio-6a and -6b

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Revised Project's Mitigation Measures:</u></p> <p>MM Bio-6a and -6b as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-7: Potential Harm to Individual American Badgers. Although not observed on the Project site, there is potential for American badgers to use burrows on the property. Project construction activities could harm individual badgers if they occupy the site when grading begins. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures (as revised in Chapter 23):</u></p> <p>Bio-7a: Obtain Offsite Compensatory Habitat for Loss/Disturbance of Potential American Badger Habitat. The compensatory habitat to be obtained as described for Mitigation Measures Bio-4b and -5b will also be determined as occupied or suitable for American badger to compensate for potential habitat loss resulting from the Project.</p> <p>Bio-7b: Conduct a Pre-Construction American Badger Survey. A pre-construction survey shall be conducted by a qualified biologist no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any Project activity likely to impact potential burrows. If occupied burrows are found, one of the following actions shall be implemented by the applicant:</p> <ol style="list-style-type: none"> 1. Initiate an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or 2. Have a qualified biologist actively trap and relocate badgers to suitable off-site habitat in coordination with the CDFG. 	Yes	No	No	Less than Significant with implementation of MM Bio-7a and -7b

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-7a and -7b as written and revised for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-8: Loss of potential foraging habitat and potential harm to individual San Joaquin Kit Fox: The Project will result in the permanent loss of up to 31.78 acres of grassland within the historical range of SJKF. Additionally, there is a slight potential for kit fox to forage or den on the site. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-8a: Obtain Offsite Compensatory Habitat for Loss/Disturbance of potential SJKF habitat. The compensatory habitat to be obtained as described for Mitigation Measures Bio-4b and 5b should also be determined as occupied or suitable for SJKF in order to compensate for potential habitat loss resulting from the Project.</p> <p>Bio-8b: Conduct pre-construction surveys for San Joaquin kit fox: The pre-construction survey should be conducted by a qualified biologist no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any Project activity likely to impact the San Joaquin kit fox.</p> <ul style="list-style-type: none"> • If potential dens are present, their disturbance and destruction will be avoided. • If potential dens are located within the proposed work area and cannot be avoided during construction, qualified biologist will determine if the dens are occupied or were recently occupied using methodology coordinated with the USFWS and CDFG. 	Yes	No	No	Less than Significant with implementation of MMs Bio-8a and Bio-8b

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<ul style="list-style-type: none"> If unoccupied, the qualified biologist will collapse these dens by hand in accordance with USFWS procedures (U.S. Fish and Wildlife Service 1999). Exclusion zones will be implemented following USFWS procedures (U.S. Fish and Wildlife Service 1999) or the latest USFWS procedures available at the time. The radius of these zones will follow current standards or will be as follows: Potential Den—50 feet; Known Den—100 feet; Natal or Popping Den—to be determined on a case-by-case basis in coordination with USFWS and CDFG. Pipes will be capped and trenches will contain exit ramps to avoid direct mortality while construction area is active. <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-8a and -8b as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-9: Loss of Potential Habitat for and Potential Harm to Western Spadefoot Toad: The Project will result in the permanent loss of 0.004 acre of potential breeding habitat for western spadefoot toad and up to about 31 acres of potential burrowing habitat. Additionally, there is a slight potential for individual western spadefoot toads to be harmed during construction activities. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-9: Conduct a pre-construction survey for western spadefoot toad. A survey for western spadefoot toad shall be conducted by a qualified biologist a maximum of one week</p>	Yes	No	No	Less than Significant with implementation of MM Bio-9

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>prior to construction. The survey should include the potential breeding habitat and an area within 50 feet of that habitat. If a western spadefoot toad is found, the biologist shall move it to suitable habitat in a safe location outside of the construction zone. In the event that a western spadefoot toad is observed within an active construction zone, the contractor shall temporarily halt construction activities until a biologist has moved the toad to a safe location outside the construction zone, within similar habitat.</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including reduced grading at the smaller pedestrian bridge, along the maintenance-only roadway connection, and at the northwestern corner where the rock outcropping is proposed to be preserved. There is no need to revise the acreages listed in the impact as the 2018 Revised Project would have the same or reduced acreages from those listed as “up to” amounts as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Bio-9 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Bio-10: Disturbance of Nesting Birds. Construction activities could adversely affect nesting birds protected by the Migratory Bird Treaty Act and/or Fish and Game Code of California. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Bio-10: Conduct a Pre-Construction Nesting Bird Survey. Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California shall be conducted within 30 days of initiation of construction activities. The</p>	Yes	No	No	Less than Significant with implementation of MM Bio-10

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>survey area shall include the Project site and areas within 100 feet of the site. If active nests are found, the Project shall follow recommendations of a qualified biologist regarding the appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffer shall be maintained until after the nestlings have fledged and left the nest. If there is a complete stoppage in construction activities for 30 days or more, a new nesting-survey shall be completed prior to re-initiation of construction activities.</p> <p><u>Revised Project Impact:</u> Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project, so would have the same or slightly reduced potential to impact nesting birds. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project's Mitigation Measures:</u> MM Bio-10 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u> Impact Bio-11: Fill of Jurisdictional Wetlands: The proposed activity will permanently impact approximately 0.004 acre of seasonal wetland habitat and 0.053 acre (290 linear feet) of intermittent drainage channel habitat (Altamont Creek). Both of these areas are jurisdictional waters/wetlands. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u> Bio11a: Obtain authorization from USACE, CDFG and RWQCB for fill of wetlands and alteration of Altamont Creek. The applicant shall obtain the necessary permits from the USACE, CDFG and RWQCB pursuant to §404 of the Clean Water Act, §1602 of the California Fish and Game Code, and §401 of the Clean Water Act, respectively. Bio-11b: Re-creation of Jurisdictional Waters along Altamont Creek. The applicant shall create a new channel segment located several feet to the north of the existing channel</p>	Partially	No	No	Less than Significant with implementation of MMs Bio-11a and -11c. Bio-11b is no longer applicable.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>alignment to replace the reach impacted by the bridge crossing. The new channel segment shall extend 310 linear feet and contain an average width of 8-10 feet, mimicking the channel dimensions of the impacted segment of Altamont Creek. The total jurisdictional area provided by the new channel is approximately 0.071 acre. Enhancement measures such as riparian planting would also take place if approved by Zone 7.</p> <p>Bio-11c: Re-creation of 0.004 Acre of Seasonal Wetland. The applicant shall create a minimum of 0.004 acre of seasonal wetland habitat either onsite or offsite to replace the area lost through Project construction. Creation of this habitat shall be done in consultation with USFWS if the existing seasonal wetland is found to support VPFS (see Mitigation Measure Bio-4c).</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint and includes construction of a smaller pedestrian/EVA bridge that does not require creek realignment. The impact would be revised as follows (deletions shown in strikeout). Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Bio-11: Fill of Jurisdictional Wetlands: The proposed activity will permanently impact approximately 0.004 acre of seasonal wetland habitat and 0.053 acre (290 linear feet) of intermittent drainage channel habitat (Altamont Creek). Both of these areas are <u>that is</u> jurisdictional waters/wetlands. This is a potentially significant impact.</p> <p><u>Revised Project's Mitigation Measures:</u></p> <p>MM Bio-11b would no longer be applicable to the 2018 Revised Project because creek realignment is not proposed for the smaller pedestrian/EVA bridge.</p> <p>MMs Bio-11a and -11c as written for the Original Project remain applicable to the 2018 Revised Project.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Bio-12: Removal of a Portion of a Potential Wildlife Corridor. The Project site is adjacent to existing residential development to the east and south and open space to the north and west. While it may currently be used as a wildlife corridor, development of the property would not disrupt that corridor, as open space will remain to the north and east. Consequently, the Project has a less than significant impact on wildlife corridors.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
CULTURAL RESOURCES				
<p><u>Original Project Impact:</u></p> <p>Impact Culture-1: Disturbance of Unidentified Archaeological Resources, Paleontological Resources or Human Remains. During earth-moving activities at the Project site, it is possible that unidentified archaeological resources, paleontological resources, or human remains could be uncovered and disturbed. This is a potentially significant impact.</p>	Yes	No	No	Less than Significant with implementation of MM Culture-1a through -1c.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>Culture-1a: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that previously unidentified historical resources are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified archaeologist, and specific mitigation measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code.</p> <p>Culture-1b: Prepare Mitigation Plan, Halt Construction Activity, Evaluate Find and Implement Mitigation. Because of the high potential for unique paleontological resources within the Project area, a qualified professional Paleontologist shall prepare a Paleontological Mitigation Plan outlining a paleontological monitoring plan and a salvage plan to be implemented during construction excavation and other ground-disturbing activities for the Project. The Paleontological Mitigation Plan should include the following: in the event that previously unidentified paleontological resources are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified Paleontologist, and specific mitigation measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code.</p> <p>Culture-1c: Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission. In the event that human remains are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall cease until the remains have been evaluated by the County Coroner, and appropriate action taken in coordination with the Native American Heritage Commission, in accordance with section 7050.5 of the California Health and Safety Code or, if the remains are Native American, section 5097.98 of the California Public Resources Code.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from original 2018 Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. While the potential for impact to tribal resources were assessed for the Draft EIR, language has been added to the impact statement (additions in underline) to make that clear. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Culture-1: Disturbance of Unidentified Archaeological Resources, Paleontological Resources, <u>Tribal Resources</u>, or Human Remains. During earth-moving activities at the Project site, it is possible that unidentified archaeological resources, paleontological resources, <u>tribal resources</u>, or human remains could be uncovered and disturbed. This is a potentially significant impact.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Culture-1b and -1c as written for the Original Project remain applicable to the 2018 Revised Project.</p> <p>As discussed for the impact statement above, MM Culture-1a would be revised as follows (additions shown in underline and deletions in strikeout) to clarify that it would apply to tribal resources as well.</p> <p>Culture-1a: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that previously unidentified historical <u>archaeological or tribal</u> resources are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified archaeologist <u>and/or Native American specialist</u>, and specific mitigation measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
GEOLOGY AND SOILS				
<p><u>Original Project Impact:</u></p> <p>Impact Geo-1: Earthquake Fault Zone. The northeastern portion of the Project site is included in the Alquist-Priolo Earthquake Fault Zone for the Greenville fault. However, a focused geologic investigation has demonstrated that there are no active or potentially active fault traces at the site. The impact related to earthquake faults would be less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Geo-2: Seismic Hazards. The Project is located in a seismically active region and likely to be subject to strong seismic shaking during the life of the improvements. The potential for liquefaction is considered to be low, though densification and lateral spreading is possible. The impact related to seismic hazards would be potentially significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Geo-2: Compliance with a design-level Geotechnical Investigation report prepared by a Registered Geotechnical Engineer and with Structural Design Plans as prepared by a</p>	Yes	No	No	Less than Significant with implementation of MM Geo-2.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Licensed Professional Engineer. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of a Registered Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>MM Geo-2 as written for the Original Project</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Geo-3: Unstable Soils and Slope Stability. The topography and soils at the Project site represents a concern for unstable soils and landslides if not properly mitigated. The impact related to unstable soils and landslides would be potentially significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Mitigation Measure Geo-2 would also serve to mitigate Impact Geo-3 through requiring compliance with a design-level geotechnical investigation and recommendations. (See above.)</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p>	Yes	No	No	Less than Significant with implementation of MM Geo-2.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<u>2018 Revised Project's Mitigation Measures:</u> MM Geo-2 as written for the Original Project.				
<u>Original Project Impact:</u> Impact Geo-4: Expansive Soils. The Project proposes deep fill in some locations that could result in swell/settlement if not properly mitigated. The impact related to expansive soils would be potentially significant. <u>Original Project Mitigation Measures:</u> Mitigation Measure Geo-2 would also serve to mitigate Impact Geo-4 through requiring compliance with a design-level geotechnical investigation and recommendations. (See above.) <u>2018 Revised Project Impact:</u> Same as the Original Project. The 2018 Revised Project proposes development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project. <u>2018 Revised Project's Mitigation Measures:</u> MM Geo-2 as written for the Original Project.	Yes	No	No	Less than Significant with implementation of MM Geo-2.
<u>Original Project Impact:</u> Impact Geo-5: Construction-Period Soil Erosion. Grading and construction activities will expose soil to the elements, which would be subject to erosion during storm events. This is a potentially significant impact. <u>Original Project Mitigation Measures:</u> Geo-5: Construction-Period Stormwater Pollution Prevention Plan (SWPPP). The Project applicant shall prepare and implement a SWPPP for the proposed construction period. The SWPPP and Notice of Intent (NOI) must be submitted to the State Water Resources	Yes	No	No	Less than Significant with implementation of MM Geo-5.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Control Board to receive a Construction General Permit. The plan shall address National Pollutant Discharge Elimination System (NPDES) requirements, include applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include “Best Management Practices” (BMPs) as required by the State and the Regional Water Quality Control Board for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control.</p> <p>The SWPPP shall take into account the following considerations recommended by the preliminary geotechnical report:</p> <ul style="list-style-type: none"> • Ponding of stormwater, other than within engineered detention basins, should not be permitted at the site, particularly during work stoppage for rainy weather. Before the grading is halted by rain, positive slopes should be provided to carry surface runoff to storm drainage structures in a controlled manner to prevent erosion damage. • The tops of fill or cut slopes should be graded in such a way as to prevent water from flowing freely down the slopes. Due to the nature of the site soil and bedrock, graded slopes may experience severe erosion when grading is halted by heavy rain. Therefore, before work is stopped, a positive gradient away from the tops of slopes should be provided to carry the surface runoff away from the slopes to areas where erosion can be controlled. It is vital that no completed slope be left standing through a winter season without erosion control measures having been provided. • Because the existing bedrock is relatively nutrient-poor, it may be difficult for vegetation to become properly established, resulting in a potential for slope erosion. Revegetation of graded slopes can be aided by retaining the organic-rich strippings and spreading these materials in a thin layer (approximately 6 inches thick) on the graded slopes prior to the winter rains and following rough grading. When utilizing this method, it is sometimes possible to minimize hydroseeding. 				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u> Same as the Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> MM Geo-5 as written for the Original Project.</p>				
GREENHOUSE GAS (GHG) EMISSIONS				
<p><u>Original Project Impact:</u> Impact GHG-1: Increased GHG Emissions. Construction and operation of the proposed Project would be additional sources of GHG emissions, primarily through consumption of fuel for transportation and energy usage on an ongoing basis. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u> GHG-1: Increased Energy Efficiency. The Project shall demonstrate proposed energy efficiency at least 16% greater than Title 24 requirements prior to issuance of building permits.</p> <p><u>2018 Revised Project Impact:</u> Same as or marginally reduced from Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint and would have similar though marginally reduced GHG emissions from homes and vehicle trips. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> MM GHG-1 as written for the Original Project.</p>	Yes	No	No	Less than Significant with implementation of MM GHG-1.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact GHG-2: Compliance with Livermore Climate Change Element. The Project plans are not detailed enough at this stage to determine consistency with best management practices included in the Climate Change Element of the Livermore General Plan. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures/Conditions of Approval:</u></p> <p>GHG-2: GHG Emissions Reduction Best Management Practices (BMPs). The Project shall demonstrate proposed compliance with City of Livermore General Plan Climate Change Element BMPs prior to issuance of building permits, including the following. If the City’s Climate Action Plan is approved prior to issuance of permits, requirements of the Climate Action Plan can be substituted for the BMPs below.</p> <ul style="list-style-type: none"> • Climate BMP No. 1 – Energy-efficient buildings in compliance with the Livermore Green Building Ordinance. • Climate BMP No. 2 – Use of energy-efficient appliances that meet Energy Star standards. • Climate BMP No. 3 – Incorporate solar roofs into commercial development. Residential development to be “solar-ready” including proper solar orientation (south facing roof area sloped at 20° to 55° from the horizontal), clear access on the south sloped roof (no chimneys, heating vents, plumbing vents, etc.), electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water system, and space provided for a solar hot water storage tank. • Climate BMP No. 4 – Incorporate transit and bicycle/pedestrian connections into development. • Climate BMP No. 5 – has been omitted as it applies only to Commercial/Industrial projects. • Climate BMP No. 6 – has been omitted as it applies to parking lots and structures. 	Yes	No	No	Less than Significant with implementation of MM GHG-2.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<ul style="list-style-type: none"> Climate BMP No. 7 – In compliance with the Construction and Demolition Ordinance, recycle construction materials and divert construction waste from disposal as feasible. Climate BMP No. 8 – Include recycling facilities to provide for commercial and/or community recycling of plastic, paper, green waste, and food waste. Climate BMP No. 9 – Incorporate “heat island” treatments including cool roofs, cool pavements, and strategically placed shade trees. Climate BMP No. 10 – Use landscaping that meets the City’s Water Efficient Landscape Ordinance. <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint though also does not include enough detail to assess compliance with BMPs. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>MM GHG-2 as written for the Original Project.</p>				
HAZARDOUS MATERIALS				
<p><u>Original Project Impact:</u></p> <p>Impact Haz-1: Routine transportation, use or disposal of hazardous materials. Construction activities routinely utilize fuels and oils in construction equipment that may be considered hazardous and residential operations do not generally utilize substantial amounts of hazardous materials. Compliance with applicable regulations would ensure that the impact is less than significant.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Haz-2: Oil Seepage Possibility. Because there are oil seepage issues on a nearby site, it is possible, though unlikely, that near-surface oil could exist on the Project site. The possibility of future oil seepage from near-surface oil is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Haz-2: Confirm Absence of Near Surface Oil or Implement Overexcavation. The absence of naturally occurring oil should be confirmed during grading of the site. If oil is encountered during grading, the following overexcavation shall be implemented:</p> <ul style="list-style-type: none"> • The area where naturally occurring near surface oil is encountered shall be overexcavated a minimum of 10 feet below proposed finish grade and replaced with engineered fill. This will provide a low permeable fill cap to prevent the upward migration of oil. • Where proposed storm drain lines cross areas where naturally occurring near surface oil is encountered, the area shall be overexcavated a minimum of 5 feet beyond the outside diameter of the proposed storm drain line. The excavation should be backfilled with engineered fill and the storm drain line trenched through the fill. The storm drain trench 	Yes	No	No	Less than Significant with implementation of MM Haz-2

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>within the previously overexcavated and backfilled area should be lined with 20 mil visqueen prior to placement of shading and the storm drain line.</p> <ul style="list-style-type: none"> • In every case the utility lines shall be designed to be airtight to prevent potential oil from entering the utility lines. • Any stormwater underdrains shall be shallow or eliminated in areas of potential oil seepage. • If oil is encountered then an oil/water separator shall be installed to treat stormwater prior to entering the creek. • A Community Facilities District, or other funding mechanism approved by the City, shall be formed in order to fund remedies to public infrastructure and utilities in the event oil seepage occurs after construction of the Project. <p><u>2018 Revised Project Impact:</u> Same as the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint, and while not anticipated, has the same potential for oil seepage. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u> MM Haz-2 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u> Impact Haz-3: Construction at a Wildland-Urban Interface. Wildland fire hazard is considered moderate in the undeveloped portions of Livermore and the surrounding area. Compliance with the Wildland-Urban Interface Code, as required during design review, would ensure that the impact is less than significant.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u> Same as or marginally reduced from the Original Project. The 2018 Revised Project proposes development in the same location and would require design review and compliance with the Wildland-Urban Interface Code. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> None recommended</p>				
HYDROLOGY				
<p><u>Original Project Impact:</u> Impact Hydro-1: Construction-Period Erosion and Siltation. Construction of the proposed Project would involve grading activities that would disturb soils at the site. Such disturbance would present a threat of soil erosion by subjecting unprotected bare soil areas to runoff during construction, which could result in siltation to receiving waters. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u> Mitigation Measure Geo-5, which requires implementation of a construction-period stormwater pollution prevention plan including Best Management Practices for preventing construction-period stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control, would also mitigate Impact Hydro-1. (See above.)</p> <p><u>2018 Revised Project Impact:</u> Same as or marginally reduced from the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p>	Yes	No	No	Less than Significant with implementation of MM Geo-5

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project’s Mitigation Measures:</u> MM Geo-5 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u> Impact Hydro -2: Surface Water Contamination from existing Oil on Groundwater. Construction of underdrains beneath swales and storm drain systems that are not water tight can potentially allow oil laden groundwater to seep in and deliver contaminated water to the creek.</p> <p><u>Original Project Mitigation Measures:</u> Mitigation Measure Haz-2 requires implementation of a monitoring program and remediation plan if oil is discovered in the storm drain or swale underdrain system and would mitigate Impact Hydro-2. (See above.)</p> <p><u>2018 Revised Project Impact:</u> Same as or marginally reduced from the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> MM Haz-2 as written for the Original Project.</p>	Yes	No	No	Less than Significant with implementation of MM Haz-2
<p><u>Original Project Impact:</u> Impact Hydro-3: Altered Streambed and Runoff. The Project will modify the collection and treatment of stormwater before release into Altamont Creek and will require re-alignment of Altamont Creek at the site of the proposed Hawk Street bridge. While the Project would alter the existing drainage pattern and flow of stormwater along the creek, such changes would not result in increased erosion, siltation or on- or off- site flooding. This is a less than significant impact.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes home and roadway development on a slightly reduced development footprint including a smaller pedestrian and EVA bridge. The impact would be revised as follows (additions in underline and deletions shown in strikeout). Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Hydro-3: Altered Streambed and Runoff. The Project will modify the collection and treatment of stormwater before release into Altamont Creek and will <u>may</u> require realignment of Altamont Creek at the site of the proposed Hawk Street pedestrian and EVA bridge. While the Project would alter the existing drainage pattern and flow of stormwater along the creek, such changes would not result in increased erosion, siltation or on- or off-site flooding. This is a less than significant impact.</p> <p><u>Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>				
LAND USE				
<p><u>Original Project Impact:</u></p> <p>Impact Plan-1: Increased Density. The City's 2003 General Plan identifies the existing use at the site as Allocated Residential and the land use designation as Urban Low Residential 1-1.5 dwelling units per acres. The development proposed is of a higher density than currently allowed under the existing General Plan. The current General Plan designation would allow a maximum of 47 units on the property. Therefore, a General Plan Amendment is required in order to allow the proposed Project. However, the Planned Unit Development for the</p>	No longer applicable	No	No	No Impact (Original Project was Less than Significant)

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Maralisa development states that a portion of the density for the Project site was transferred to properties south of Altamont Creek, and the maximum number of units permitted on the Project site is 76 units. The Project site was not developed as a phase of the Maralisa project since environmental constraints were unknown at that time. However, subsequent detailed environmental analysis indicates that the site could be developed without significant impacts to the environment and can support this infill development at a density originally envisioned under the Urban Low Medium Residential designation. The proposed Project would be generally consistent with the goals and policies of the General Plan though would require special consideration to allow the proposed density. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Impact Plan-1 is no longer applicable to the 2018 Revised Project as the 2018 Revised Project is consistent with development density allowed under the current General Plan designation. The 2018 Revised Project would have no impact in this regard.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>				
NOISE				
<p><u>Original Project Impact:</u></p> <p>Impact Noise-1: Noise and Land Use Compatibility. Residential uses that would be developed would be exposed to exterior noise levels considered “normally acceptable” by the Livermore General Plan. This is a less-than-significant impact.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint in the same noise environment as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Noise-2: Ground-borne Noise and Vibration. There are no sources of ground-borne noise or vibration that affect the Project area or would result from development of the Project area. This is a less-than-significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint in the same noise environment as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Noise-3: Permanent Noise Level Increases. Project-generated traffic would cause noise levels to increase by less than 3 dBA CNEL along roadways adjoining existing residences in the area. This is a less-than-significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Similar to the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint as the Original Project, with revised vehicle circulation for fewer overall vehicles. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Noise-4: Construction Period Noise Impact. The construction activities necessary to develop the Project would elevate noise levels in the areas near active construction sites but would comply with applicable Livermore regulations and would not cause a substantial temporary or periodic increase in ambient noise levels. This is a less-than-significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or reduced from the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint as the Original Project, with no bridge</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>construction, so would have somewhat less construction activity and related construction noise. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Noise-5: Aircraft Noise Impact. The Project site is located more than two miles from Livermore Municipal Airport. Noise exposure contours for the airport show that the noise exposure is less than 60 dBA CNEL. The site is located outside of the airport protection area and the airport influence area. This is a less-than-significant impact.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint in the same noise environment as the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Noise-6: Cumulative Noise Level Increases. The Project would not make a cumulatively considerable contribution to increased traffic noise in the area. This is a less-than-significant impact.</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Similar to the Original Project. The 2018 Revised Project proposes fewer homes on a slightly reduced development footprint as the Original Project, with revised vehicle circulation for fewer overall vehicles. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>				
POPULATION, PUBLIC SERVICES, RECREATION				
<p><u>Original Project Impact:</u></p> <p>Impact Pop-1: Population Growth. The Project would result in an increase of 218 residents at the Project site. However, this increase is consistent with local and regional projections and contributes to a jobs-housing balance in the area. The impact related to population growth would be considered a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or marginally reduced from Original Project. The 2018 Revised Project proposes 44 homes and would result in an increase of approximately 127 residents. (Note this was calculated with the residents per unit rate from the Draft EIR of 2.87. The current rate for 2018 was estimated to be 2.77, which would result in 122 residents.) The impact would be</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>revised as follows (deletions shown in strikeout and additions <u>underlined</u>). Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p>Impact Pop-1: Population Growth. The Project would result in an increase of 248 <u>approximately 127</u> residents at the Project site. However, this increase is consistent with local and regional projections and contributes to a jobs-housing balance in the area. The impact related to population growth would be considered a less than significant impact.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Services-1: Increased Public Service Demand. The Project would increase the number of residents at the site. However, the Project could be adequately served with existing facilities and the impact related to public services would be considered less than significant.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or reduced from the Original Project. The 2018 Revised Project proposes fewer homes and therefore fewer residents and lower demand for services than the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
TRANSPORTATION AND CIRCULATION				
<p><u>Original Project Impact:</u></p> <p>Impact Traf-1: Project-Generated Traffic. Traffic generated by the proposed Project would increase traffic levels at vicinity intersections. However, these increases would either still be within acceptable service levels or not contribute to delays above threshold levels. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as Original Project. Overall Project trips would be reduced from that assumed for the Original Project. While the redistribution of trips resulting from omission of the Hawk Street vehicle bridge could result in slightly more vehicles at some intersections, the above impact statement remains correct. (See Table 2 in Attachment I of the Final EIR for detailed results of the analysis of 47 units supporting this conclusion. The currently proposed 44 units with the same vehicular access to surrounding roadways would have slightly reduced traffic volumes with the same conclusions.)</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Traf-2: Project-Generated Traffic contribution to Freeway. Traffic generated by the proposed Project would increase the number of vehicles on I-580 during peak-hours. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u></p> <p>Same as or reduced from the Original Project. With fewer residential units, marginally fewer vehicles would travel on I-580, resulting in a somewhat reduced impact from that already below threshold levels.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>None recommended</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Traf-3: Conflict with Pedestrian-Bicycle Trail. The Project would install the Hawk Street bridge across the existing Altamont Creek Trail. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Traf-3: Trail Crossing and Bridge Design. The Project shall design the Hawk Street Bridge for pedestrian, bicycle, and equestrian access at the trail crossings and on the bridge itself.</p> <p>In terms of the trails’ intersection with Hawk Street (perpendicular to the bridge), the Federal Highway Administration recommends that the following elements are included:</p> <ul style="list-style-type: none"> • The trail should intersect the street at a 90-degree angle; • Increase trail width at the intersection to reduce user conflicts; • Provide good sight lines for both motorists and trail users; • Provide signage to ensure that motorists are aware of the trail crossing; • Provide a visible crosswalk across the intersection to increase trail user and motorist awareness; • Signs, both on the road and the trail, should clearly indicate whether motorists or trail users have the right of way; 	No longer applicable	No	No	No Impact (Original Project was Less than Significant)

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<ul style="list-style-type: none"> Use curb ramps as required, including detectable warnings to ensure that trail users with vision impairments are aware of the street. Curb ramps should be designed and located in accordance with Section 16.3.1.d; and At a road and trail intersection, raising the level of the road up to the level of the trail can eliminate the need for curb ramps and contributes to traffic calming because of the raised crosswalk that is created (see Section 8.4). If this design is used, detectable warnings should be included between the edge of the trail and the roadway to ensure that users with vision impairments can identify the intersection. <p>Instead of striping a standard crosswalk at roadway crossings, some trails use nonstandard crosswalk patterns in locations where cyclists are expected to ride across a roadway instead of dismounting and walking across. For example, crossings where cyclists are supposed to ride can be indicated with parallel dashed lines and bike symbols. Nonstandard striping indicates to drivers and trail users that the crossing is different than a standard crosswalk situation.</p> <p>Pedestrian and bicycle access across the Hawk Street bridge should be provided on both sides and be designed for safe and convenient access, per the City of Livermore’s design standards.</p> <p><u>Revised Project Impact:</u></p> <p>The 2018 Revised Project does not include the previously-proposed vehicle bridge, but a pedestrian and EVA bridge only. Therefore, there is no potential for conflict between bridge vehicular traffic and pedestrian/bicycle trail users. Impact Traf-3 is not applicable to the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>Mitigation Measure Traf-3 is no longer applicable to the 2018 Revised Project.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u> Impact Traf-4: Project-Generated Transit Demand. The Project may increase levels of transit usage in the vicinity. However, the Project has adequate access to existing transit opportunities with available capacity and would not impede or interfere with existing services. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as Original Project. The Project is in the same location relative to transit stops, and while the vehicle bridge is no longer proposed, the pedestrian bridge would provide the same connections to transit. With fewer residential units, there would be marginally less demand for transit.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u> None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u> Impact Traf-5: Hazards Due to Design Features or Incompatible Uses. The proposed Project includes installation of new internal roadways, trail access to open space areas, provision of a bridge and new access points from existing streets, and a roadway crossing of the Altamont Creek Trail that could result in hazards if the details are not properly designed. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures (as revised in Chapter 23):</u> Traf-5: Hazards Due to Design Features or Incompatible Uses. The Project’s on-site transportation elements, such as sight distances, driveway locations, and marked crosswalk locations, have been reviewed by the Livermore staff with design-level project approvals and</p>	Yes	No	No	Less than Significant with implementation of MM Traf-5.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>meet applicable local regulations. The following design details are recommended, though final details will be determined through consultation with Livermore staff, taking into consideration constraints of the site:</p> <ul style="list-style-type: none"> a) The stem of each intersection should be stop-controlled or contain other intersection controls. b) Livermore thoroughfare standards should be followed, which could involve narrowed vehicle lanes, widened sidewalks, reduced corner radii, and installation of corner bulb-outs. Narrower vehicle travel lanes and tighter corner radii with bulb-outs are associated with lower vehicle travel speeds, increased visibility between pedestrians and motorists, and reduce pedestrian roadway exposure. c) The mid-block trail crossings on Street A between Lot D and Lot B, and on Street B between Lot A and Lot B should be marked with warning signs and a high-visibility crosswalk and include bulb-outs and lighting to enhance pedestrian visibility. d) According to Livermore’s Municipal Code 3-15-050, driveways should be located more than 20 feet from the corners. <p><u>2018 Revised Project Impact:</u></p> <p>Same as or reduced from the Original Project. City staff have reviewed the 2018 Revised Project to ensure design features, such as location of driveways and marked crosswalks do not create hazards. The difference is that the bridge is now proposed as a pedestrian and EVA bridge only, which would not create vehicle traffic across the Altamont Creek Trail. Additionally, the internal roadway is now ends in a cul-de-sac and is connected with a maintenance-only connection across the existing trail, which would not generate vehicle traffic across the trail. The impact would be revised as follows (deletions shown in strikeout and additions underlined). Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>Impact Traf-5: Hazards Due to Design Features or Incompatible Uses. The proposed Project includes installation of new internal roadways, trail access to open space areas, provision of a <u>pedestrian and EVA bridge</u> and <u>a new vehicle access points</u> from <u>an existing streets</u>, and a roadway crossing of the Altamont Creek Trail that could result in hazards if the details are not properly designed. This is a potentially significant impact.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>MM Traf-5 would be revised as follows (additions shown in underline and deletions in strikeout) to remove references to previous proposed locations of mid-block crossings.</p> <p>Traf-5: Hazards Due to Design Features or Incompatible Uses. The Project’s on-site transportation elements, such as sight distances, driveway locations, and marked crosswalk locations, have been reviewed by the Livermore staff with design-level project approvals and meet applicable local regulations. The following design details are recommended, though final details will be determined through consultation with Livermore staff, taking into consideration constraints of the site:</p> <ol style="list-style-type: none"> The stem of each intersection should be stop-controlled or contain other intersection controls. Livermore thoroughfare standards should be followed, which could involve narrowed vehicle lanes, widened sidewalks, reduced corner radii, and installation of corner bulb-outs. Narrower vehicle travel lanes and tighter corner radii with bulb-outs are associated with lower vehicle travel speeds, increased visibility between pedestrians and motorists, and reduce pedestrian roadway exposure. <u>The All</u> mid-block trail crossings on Street A between Lot D and Lot B, and on Street B between Lot A and Lot B should be marked with warning signs and a high-visibility crosswalk and include bulb-outs and lighting to enhance pedestrian visibility. According to Livermore’s Municipal Code 3-15-050, driveways should be located more than 20 feet from the corners. 				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Traf-6: Emergency Access. The proposed Project includes a new internal roadway system that connects with existing roadways that could result in inadequate emergency access if the details are not properly designed. This is a potentially significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>Traf-6: Design Review for Emergency Access. It is expected that the Project’s emergency access elements will be reviewed with design-level project approvals and would be required to meet applicable regulations.</p> <p><u>Revised Project Impact:</u></p> <p>Similar to the Original Project. While the 2018 Revised Project shows only one point of non-emergency vehicular ingress and egress, the City of Livermore does not prohibit such access conditions. Details of emergency access, which will include EVA bridge access, will need to be reviewed and approved by the Fire Chief or his/her designee.</p> <p><u>Revised Project’s Mitigation Measures:</u></p> <p>The following mitigation measure would replace MM Traf-6 from the Draft EIR.</p> <p>Traf-6: Emergency Access. The Livermore-Pleasanton Fire Department has reviewed the <u>2018 Revised Project. Conditions of approval for the Vesting Tentative Tract Map include additional design features and measures necessary for emergency response.</u></p>	Yes	No	No	Less than Significant with implementation of MM Traf-6.
<p><u>Original Project Impact:</u></p> <p>Impact Traf-7: Construction. Construction-related impacts generally would not be considered significant due to their temporary and limited duration. However, depending on the construction phasing and truck activity, this is a potentially significant impact.</p>	Yes	No	No	Less than Significant with implementation of MM Traf-7.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>Traf-7: City Review of Construction Plan. It is expected that the construction plan will be reviewed by the City of Livermore and designed to meet applicable regulations.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as the Original Project. With fewer residential units proposed, the 2018 Revised Project would result in less construction activity than the Original Project, but would still be required to submit construction plans for review.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>MM Traf-7 as written for the Original Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Traf-8: Vehicle Diversions. It is expected that there will be some school-associated vehicles that will divert through the existing neighborhood. The resulting daily traffic will be within the design capacity for low-volume residential roadways. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted.</p> <p><u>2018 Revised Project Impact:</u></p> <p>The 2018 Revised Project does not include the vehicle bridge previously proposed at Hawk Street, and there would be no potential for vehicle diversions across the currently proposed pedestrian and EVA bridge. Impact Traf-8 is not applicable to the 2018 Revised Project.</p> <p><u>2018 Revised Project’s Mitigation Measures:</u></p> <p>Mitigation Measure Traf-8 is no longer applicable to the 2018 Revised Project.</p>	No longer applicable	No	No	No Impact (Original Project was Less than Significant)

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Impact:</u></p> <p>Impact Traf-9: Project-Generated Traffic Contribution to Cumulative Levels. Traffic generated by the proposed Project would contribute to cumulative increases in traffic levels at vicinity intersections and the I-580 freeway. However, other than those listed in separate impacts, these increases would either still be within acceptable service levels or the Project would not contribute a cumulatively considerable level to delays or speed reductions. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as Original Project. Overall Project trips would be reduced from that assumed for the Original Project. While the redistribution of trips resulting from omission of the Hawk Street vehicle bridge could result in slightly more vehicles at some intersections, the above impact statement remains correct. (See Table 3 in Attachment I of the Final EIR for detailed results of the analysis of 47 units supporting this conclusion. The currently proposed 44 units with the same vehicular access to surrounding roadways would have slightly reduced traffic volumes with the same conclusions.)</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
<p><u>Original Project Impact:</u></p> <p>Impact Traf-10: Laughlin Road & Northfront Road Intersection. The addition of Project trips would have a cumulatively considerable impact on the delay at an intersection already projected to operate below acceptable levels (an increase of 5.2 seconds of average delay during the PM peak hour under Cumulative Plus Project conditions). This is a significant impact.</p>	Yes	No	No	Less than Significant with implementation of MM Traf-10.

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>Original Project Mitigation Measures:</u></p> <p>Traf-10: Laughlin Road & Northfront Road Intersection Improvements. The Project shall contribute a fair share amount to improvements at this intersection, as determined by the City of Livermore Community Development Department. The improvements shall consist of either A) or B) below, again as determined in coordination with the City of Livermore Community Development Department:</p> <p>A) Roundabout. Install a roundabout with yield-control at all three intersection legs. The current vehicle lane configuration would remain, but right-of-way may need to be expanded to accommodate traffic movements through the intersection.</p> <p>OR</p> <p>B) Signal Control. Signalize the intersection. The current vehicle lane configuration would need to be altered from the existing one lane in each direction to include a left-turn pocket in the eastbound direction and a right-turn pocket in the westbound direction. Right-of-way may need to be expanded to accommodate the turn-pocket lanes at the intersection.</p> <p><u>2018 Revised Project Impact:</u></p> <p>Similar to the Original Project. While overall Project trips would be reduced from that assumed for the Original Project, redistribution of trips resulting from omission of the Hawk Street vehicle bridge would result in slightly more vehicles at this intersection, though conclusions and mitigation requirements would not change with this small increase. (See Table 3 in Attachment I of the Final EIR for detailed results of the analysis of 47 units supporting this conclusion. The currently proposed 44 units with the same vehicular access to surrounding roadways would have slightly reduced traffic volumes with the same conclusions.) Impact Traf-10 would be revised as follows:</p> <p>Impact Traf-10: Laughlin Road & Northfront Road Intersection. The addition of Project trips would have a cumulatively considerable impact on the delay at an intersection already</p>				

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>projected to operate below acceptable levels (an increase of 5.2 up to 8.9 seconds of average delay during the PM peak hour under Cumulative Plus Project conditions). This is a significant impact.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>MM Traf-10 as written for the Original Project remains adequate to mitigate the impact of the 2018 Revised Project.</p>				
<p><u>Original Project Impact:</u></p> <p>Impact Traf-11: Cumulative Project-Generated Traffic Contribution to Freeway. Traffic generated by the proposed Project would increase the number of additional vehicles on I-580 during peak-hours. This is a less than significant impact.</p> <p><u>Original Project Mitigation Measures:</u></p> <p>No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u></p> <p>Same as or reduced from the Original Project. With fewer residential units, marginally fewer vehicles would travel on I-580, resulting in a somewhat reduced impact from that already below threshold levels.</p> <p><u>2018 Revised Project's Mitigation Measures:</u></p> <p>None recommended</p>	Yes	No	No	Less than Significant
UTILITIES				
<p><u>Original Project Impact:</u></p> <p>Impact Util-1: Increased Water Demand and Wastewater Generation. The proposed Project represents new development and related increases in water demand and wastewater</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p>generation within the existing service area for Livermore Municipal Water. As a standard condition of any project, the proposed Project will pay appropriate development impact and utility connection fees toward ongoing improvement and maintenance of the water and wastewater systems and comply with all applicable regulations. While the proposed Project would lead to an increase in demand for water and generation of wastewater, it would utilize existing water facilities and resources and would not cause an exceedance of wastewater treatment requirements or result in the need for new off-site facilities. Therefore, the impacts related to water and wastewater are less than significant.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as or reduced from the Original Project. The 2018 Revised Project proposes fewer homes and therefore fewer residents and lower utility usage than the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>Revised Project’s Mitigation Measures:</u> None recommended</p>				
<p><u>Original Project Impact:</u> Impact Util-2: Increased Solid Waste Generation. The Project would increase solid waste generation at the site but would be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs, and would not impede the ability of the City to meet the applicable federal, state and local statutes and regulations related to solid waste. The Project would have a less-than-significant impact with no mitigation warranted.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p>	Yes	No	No	Less than Significant

Original and Revised Impacts and Mitigation Measures	Impact Discussion			Resulting Level of Significance (Same as Draft EIR unless noted)
	Impact / Measures Remain Applicable?	New or Substantially Increased Impact?	New or Revised Measure?	
<p><u>2018 Revised Project Impact:</u> Same as or reduced from the Original Project. The 2018 Revised Project proposes fewer homes and therefore fewer residents and lower solid waste generation than the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u> None recommended</p>				
<p><u>Original Project Impact:</u> Impact Util-3: Increased Energy Consumption. The Project would have an incremental increase in the demand for gas and electrical power. However, the Project is expected to be served with existing capacity and would not require or result in construction of new energy facilities or expansion of existing off-site facilities and would not violate applicable federal, state and local statutes and regulations relating to energy standards. The Project would have a less than significant impact relating to energy consumption with no mitigation warranted.</p> <p><u>Original Project Mitigation Measures:</u> No mitigation warranted</p> <p><u>2018 Revised Project Impact:</u> Same as or reduced from the Original Project. The 2018 Revised Project proposes fewer homes and therefore fewer residents and lower energy consumption than the Original Project. Conclusions from the Draft EIR would remain valid for the 2018 Revised Project.</p> <p><u>2018 Revised Project's Mitigation Measures:</u> None recommended</p>	Yes	No	No	Less than Significant

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UPDATED RESPONSES TO COMMENTS

INTRODUCTION

Where necessary to update responses in light of the 2018 Revised Project, this chapter provides a summary of comments received on specific topics and an updated response. All other responses in the Final EIR can apply to the 2018 Revised Project.

Full comment letters and previous responses are summarized here but are not reproduced in the text of this document. They are available in full in the Final EIR.

UPDATED RESPONSES TO COMMENTS

Creek Realignment

Comments C-5, C-6, and C-8 from the Water Board noted that the proposed creek realignment would not necessarily be consistent with their conservation priorities for Altamont Creek, that creek realignment for bridge construction would not necessarily be approved by regulatory agencies and may require post-realignment monitoring if approved, and that an alternative that does not require realignment the creek should be proposed.

Comment E-1 from the Flood Control and Water Conservation District related to plantings for the realigned creek specified in MM Bio-11b.

Community comments J-E-10, O-7, and O-12 expressed concern related to the biological disturbance caused by creek realignment.

The Draft EIR analyzed the Original Project with a proposed a vehicular bridge over Altamont Creek that would have required realignment of the creek.

The Final EIR had noted that the bridge and creek realignment was no longer proposed at that time.

The response to these comments is hereby updated to the following:

The 2018 Revised Project proposes a smaller pedestrian/EVA bridge that will not require creek realignment.

MM Bio-11b related to recreation of the creek habitat following realignment would no longer be applicable as the 2018 Revised Project does not propose creek realignment.

The EIR assesses the potential for environmental impacts of the Project as proposed but as noted, does not control whether regulatory agencies will approve the Project.

Zone 7 Maintenance Road Access

Comments E-2, E-4, E-5, E-7, and E-8 from the Flood Control and Water Conservation District related to the maintenance road and changes to it related to the proposed bridge. These comments also referenced Impact Traf-3, which identified an impact related to vehicular traffic crossing the trail/maintenance road.

The Draft EIR analyzed the Original Project with a proposed a vehicular bridge that would have modified the maintenance road and resulted in a potential conflict between vehicular and pedestrian traffic.

The Final EIR had noted that the bridge was no longer proposed at that time so the comments were not relevant.

The responses to these comments are hereby updated to the following:

The 2018 Revised Project proposes a pedestrian/EVA bridge that will not carry normal vehicular traffic. Therefore, the referenced Impact Traf-3 and related MM Traf-3 is no longer applicable as this would not introduce the potential for vehicular/pedestrian conflicts.

The 2018 Revised Project plans for the bridge clearly identify the existing and proposed Zone 7 maintenance road (see Figure 26.2).

The EIR assesses the potential for environmental impacts of the Project as proposed but does not control whether regulatory agencies will approve the Project. The applicant has expressed the intent to meet Zone 7 design criteria and coordinate as appropriate. If additional changes or measures are imposed through regulatory agency review, these would have to be assessed to determine whether they require additional analysis under CEQA.

Vehicular Bridge Comments

Community comments J-T-1, J-T-2, J-T-5, J-OT-15, J-T-12, J-T-15, J-T-18, O-1, O-2, O-9, O-19, and O-23 express concern regarding additional vehicular traffic that would cross the Hawk Street bridge and pass by Altamont Creek School and the resultant perceived increased potential for congestion and accidents near the school and/or pedestrian/vehicle conflicts along the trail.

The Draft EIR analyzed the Original Project with a proposed a vehicular bridge over Altamont Creek that would have allowed vehicular traffic to cross the bridge and pass by the school.

The Final EIR had noted that the bridge was no longer proposed at that time.

The response to these comments is hereby updated to the following:

The 2018 Revised Project proposes a pedestrian/EVA bridge only that will not carry normal vehicular traffic. Therefore, the project would not result in direct vehicular access for project residents or cut-through traffic across Hawk Street or otherwise increase vehicular traffic along that segment of Hawk Street. This pedestrian/EVA bridge would allow bicycle and pedestrian access across the creek as an alternative to vehicular traffic.

Regular vehicular traffic would not cross the existing trail and Impact and MM Traf-3 would no longer apply as there would no longer be significant potential for pedestrian/vehicle conflict at the trail/pedestrian bridge connection.