
Fallon Village

Final Supplemental Environmental Impact Report

SCH# 2005062010

Lead Agency:
City of Dublin

Prepared By:
Jerry Haag, Urban Planner

November 2005

City of Dublin
APPROVED
By: <u>City Council</u>
Date: <u>Dec. 6, 2005</u>
PA #: <u>04-040 & 05-038</u>
Resolution No.: <u>222-05</u>
Resolution Date: <u>12-6-05</u>

PA 04-040 & PA 05-038

Table of Contents

Introduction.....	2
Clarifications and Modifications to the DSEIR.....	2
Summary of DSEIR Comment Letters	9
Annotated Comment Letters and Responses.....	11

Introduction

A Draft Supplemental Environmental Impact Report (DSEIR) dated August 2005 was prepared for this Project and distributed for public review in August 2005 through October 2005. The proposed Project includes consideration of a Stage 1 Planned Development Plan and related approvals for the full 1,132-acre Project area (hereinafter, the "Project"), a more detailed Stage 2 Planned Development Plan for approximately 486 acres of the overall Project area, a subdivision map for the Stage 2 Development Plan area, a lot line adjustment affecting approximately 13 acres of land with the adjoining property owner, cancellation of Williamson Act Land Conservation Contracts and a Development Agreement (hereinafter "Developer's Project"). A full description of the proposed Project is contained in the DSEIR document.

Under the California Environmental Quality Act (CEQA) and implementing CEQA Guidelines, after completion of the Draft EIR, lead agencies are required to consult with and obtain comments from public agencies and organizations having jurisdiction by law over elements of the Project and to provide the general public with an opportunity to comment on the DSEIR. Lead agencies are also required to respond to substantive comments on environmental issues raised during the EIR review period.

As the lead agency for this Project, the City of Dublin held a 45-day public review period between August 24, 2004 and October 7, 2005.

This Comments and Responses document augments the DSEIR and, together with the DSEIR, comprise the Final Supplemental EIR (FSEIR) for this Project. This Comments and Responses document contains all public comments received during the 45-day public review process regarding the DSEIR and responses to those comments. Included within the document is an annotated copy of each comment letter, identifying specific comments, followed by a response to that comment.

The FSEIR also contains clarifications and minor corrections to information presented in the DSEIR. In the course of preparing the responses to comments, the City generated new information as well as clarifications and modifications to the DSEIR. The City has carefully reviewed the responses in this document, especially any new information or clarifications and modifications to the DSEIR text, against the recirculation standards of CEQA Guidelines section 15088.5. None of the new information or clarifications/modifications in this document constitutes significant new information as defined in the Guidelines, such as new or substantially more severe significant impacts or different feasible alternatives or mitigations, therefore the City has determined that no recirculation is required.

Clarifications and Modifications to the DSEIR

The following clarifications and modifications to the DSEIR are incorporated by reference into the DSEIR document.

1) Page II-23, Summary Table. In the third column for Impact CUL-2, revise to read as follows:

“Less –than-significant with mitigations a) or b); otherwise Significant Unavoidable”

2) Section 3.0, Project Description. Page 13, replace Table 3.2 with the following:

Table 3.2. Project Land Use Summary

Land Use	Acres	Dwelling Units	Non-Residential Sq. Ft.
Low Density Residential	412.6	1,739	--
Medium Density Residential	60.1	601	--
Medium High Residential	28.3	672	--
Village Commercial/ Residential	6.4	96	83,635
Rural Residential/ Agricultural	142.7	--	--
General Commercial	72.1	--	785,169
General Commercial/ Campus Office	134.0	--	1,634,371
Elementary School(s)	21.0	--	--
Community Park	18.3	--	--
Neighborhood Parks	23.6	--	--
Neighborhood Squares	8.1	--	--
Open Space	205.3	--	--
Total	1,132.5	3,108	2,503,175

Note: This table includes both the additional 13.0± acres on the west side of the Project Area which have been added since annexation and the additional 10.0 acres of road rights-of-way which were not tabulated at the time of annexation.

Source: MacKay & Soms, 2005

- 3) Page 16, in Table 3.3.(a), change the Public/Semi-Public acreage for Parcel 2 (Croak) from 1.6 acres to 1.8 acres.
- 4) Page 19, in Table 3.3.(d), change the Public/Semi-Public acreage for Parcel 10 (Fallon Enterprises) from 2.6 acres to 2.8 acres.
- 5) Land Use, Pages 40 and 41, the last paragraph on page 40 and first two paragraphs on page 41 are changed as follows:

Dublin General Plan / Eastern Dublin Specific Plan. The General Plan Land Use Diagram designates the Project area as a mix of “Rural Residential/ Agriculture (1 dwelling per 100 acres),” “Rural Residential/ Agriculture – Future Study Area,” “Low Density Residential (0-6 dwellings per acre)” “Medium Density Residential (6.1 to 14.0 dwellings per acre),” “Medium High Density Residential (14.1-25.0 dwellings per acre),” “General Commercial,” “General Commercial – Future Study Area,” “Neighborhood Commercial,” “Industrial Park,” “Community Park,” “Neighborhood Park,” “Neighborhood Square,” “Elementary School,”

~~“Junior High School” and “Open Space” “Stream Corridor,” and “Future Study Area.”~~ Exhibit 3.7 shows existing General Plan land use designations.

The EDSP Planning Area encompasses only the southerly portion of the Project area. EDSP land use designations within the Project area include “Rural Residential (0-.001 dwellings/acre),” “Rural Residential/ Agriculture – Future Study Area,” “Single Family Residential (0.0-6 dwellings/acre),” Medium Density Residential (6.1-14.0 dwellings/acre),” “Medium High Density Residential ((14.1-25 dwellings/acre),” General Commercial,” “General Commercial – Future Study Area,” “Neighborhood Commercial,” “Industrial Park,” “Community Park,” “Neighborhood Park,” “Neighborhood Square,” “Junior High School” “Elementary School” and “Open Space.” Exhibit 3.7 shows the existing EDSP land use designations.

- 6) Page 147 the final sentence in the final paragraph on this page is changed as follows:

WRA conducted focused surveys on the Jordan parcel in 2003 and 2004 and detected CTS larvae in one pond two ponds and two adults between drainages containing ponds (WRA2003c, WRA 2004b).

- 7) Page 148 in paragraph 1 (also page 172, paragraph 1 and page 178, paragraph 4) replace the reference to “H.T. Harvey & Associates, 2005” with “Biosearch Associates, 2005.” The reference should be added to the list of references as: “Biosearch Associates. 2005. Report of aquatic sampling for California tiger salamanders at the Braddock & Logan-Fallon Village project site, Alameda County, California.”

- 8) Page 148 the second sentence in the first paragraph on this page is changed as follows:

Additional potential breeding ponds are present elsewhere on the ~~The~~ Jordan parcel, although some of these ponds have been surveyed with negative results, ~~though CTS may breed in them in some years~~ (Rana Resources 2001b, WRA 2004b).

- 9) Page 166, delete the first paragraph in its entirety commencing with the “Following.”

- 10) Page 167 the third paragraph on this page is changed as follows:

Supplemental Program Impact BIO-1 (direct and indirect habitat loss). The proposed Project could impact various habitats not identified in previous EIRs, including seasonal wetlands, intermittent streams, and one plant species and two wildlife species (less-than-significant supplemental impact with adherence to previous mitigation measures).

- 11) Page 168, the following text shall be added to Mitigation Measure SM-BIO-1:

"A Riparian Mitigation and Monitoring Plan shall be prepared for City review and approval prior to issuance of the first grading permit on any property which contains riparian habitat as identified on Exhibit 4.7.1 of the DSEIR which will detail the steps to be taken to restore and/or enhance coastal riparian scrub habitat within the on-site conservation area or at off-site mitigation lands, pursuant to this mitigation measure. This site-specific plan will be prepared once specific on-site conservation areas and/or off-site mitigation lands are identified, and shall also include the following components:

- a) Performance standards to ensure successful restoration or enhancement of riparian habitat that focus on plant survival rates, plant size, plant health, canopy cover, and presence of invasive weeds.
- b) Monitoring to evaluate whether the restoration or enhancement measures are satisfying the performance standards. Such monitoring shall occur for five years, or until the restored or enhanced areas meet the performance standards, whichever comes first. A monitoring report will be filed with the City annually.
- c) Photographic monitoring to visually assess the restoration or enhancement efforts and document changes to this habitat during the length of the monitoring period described above.
- d) If monitoring demonstrates that the performance standards are not likely to be met, or are not met, at the end of five years, then specific adaptive management measures will be proposed in the annual monitoring report and implemented the following year, including physical alteration of the hydrological source, replanting or reseeded, removal of pest plants or animals, installation of additional fencing or protective measures, erosion control or repair, active enforcement of recreation area or homeowner policies, and/or other similar measures.
- e) Recommended strategies and detailed methods to implement these adaptive management measures shall be proposed in the annual monitoring report and approved by City prior to implementation.

12) Page 172, the first two sentences of the second paragraph are revised as follows:

Species-specific impacts to Burrowing Owls, ~~and~~ special-status passerines (i.e., Loggerhead Shrikes), ~~and~~ CTS may occur on this parcel, pending the outcome of further studies or preconstruction surveys on or adjacent to this parcel required as mitigation measures elsewhere in this section. Thus, the mitigation measures pertaining to Impacts BIO-7 (Burrowing Owls), ~~and~~ BIO-9 (special-status passerines), ~~and~~ SM-BIO-6 (CTS), namely mitigation measures SM-BIO-5, ~~and~~ SM-BIO-13 to SM-BIO-18, ~~and~~ SM-BIO-9 to SM-BIO-16, would apply to the Fallon

Enterprises addition.

13) Page 173, replace Table 4.7.2 with the following:

Table 4.7.2. Expected Project Impacts to Botanically Sensitive Habitats.

Parcel	Impacts (ac)					
	Central Coast Riparian Scrub	Seasonal Wetlands	Intermittent Streams	Seasonal Freshwater Marsh/Seep	Alkali Grassland /Meadow	Ponds
Bankhead	-	-	0.18	0.38	0.87	.07
Mandeville	-	-	0.02	0.01	-	0
Jordan	0	-	0.03	0.30	1.51	.03
Croak	-	0.08	0.02	0.22	-	0
Chen	0	1.94	0	0.19	-	0
Anderson	0.14	0.12	-	0	-	1.24
Righetti	-	0.29	-	0.05	-	0
Campbell	-	-	<0.01	0.05	-	0
Branough	-	0.04	-	0.27	-	0
EBJ & Pleasanton Ranch	-	-	-	-	-	0
Bankhead addition	-	-	-	0	-	.01
Total	0.14	2.47	0.25	1.47	2.38	1.35

Source: WRA, 2005

12) Page 178, edit the acreage of aquatic breeding habitat on the Fallon Enterprises parcel in Table 4.7.4 from 0.07 acres to 0.00 acres and the total of aquatic breeding habitat from 1.31 to 1.24 acres.

13) Page 178, edit the second sentence of the second paragraph as follows:

Other pools on the Fallon Enterprises and Jordan parcels also provide potential breeding habitat, based on site observations by H.T. Harvey & Associates (on the Fallon Enterprises parcel) and WRA on the Jordan parcel (2003a, 2004b), although surveys have been conducted in these pools, with negative results.

14) Page 178, edit the second sentence of the fourth paragraph as follows:

~~In addition, two~~ Two pools in the northwestern part of the Fallon Enterprises parcel were identified by H.T. Harvey & Associates as providing...

15) Page 179, edit the first bulleted point as follows:

- Loss of aquatic breeding habitat. A total of 1.24 acres of known CTS breeding habitat (on the Anderson parcel) ~~and 0.07 acres of potential CTS~~

breeding habitat (on the Fallon Enterprises parcel) will be developed for residential use.

- 16) Page 179, edit the first sentence in Supplemental Mitigation Measure SSM-BIO-8 as follows:

Supplemental Mitigation Measure SSM-BIO 8 (California tiger salamander). To compensate for the permanent loss of up to ~~1.31~~ 1.24 acres of aquatic CTS breeding habitat, developers of individual parcels will create and/or enlarge

- 17) Page 180, in the Supplemental Mitigation Measure SM-BIO-9 paragraph change all references to SM-BIO-11 to refer to SSM-BIO-3 and SM-BIO-12 to refer to SSM-BIO-4.
- 18) Page II-14, remove the paragraph which begins "Nesting status shall be monitored..."
- 19) Table 4.2.12 is updated below based on more recent traffic information provided following close of the public comment period. No new impacts are identified in the table below.

Table 4.2.12. Year 2015 Freeway Analysis, revised

	No of Lanes	Capacity	Year 2015 (No Project)				Year 2015 with Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Vol.	LOS	Vol.	LOS	Vol.	LOS	Vol.	LOS
I-580, East of I-680										
Eastbound	4	8,000	5,851	C	6,018	C	5,954	C	6,010	C
Westbound	5	10,000	6,817	C	6,618	C	6,872	C	6,670	C
I-580, Dougherty Road to Hacienda Drive										
Eastbound	6 + aux.	13,000	9,835	C	9,993	C	10,028	D	9,982	C
Westbound	4+ aux.	9,000	9,389	F	9,126	F	9,387	F	9,238	F
I-580, Hacienda Drive to Tassajara Road										
Eastbound	5	10,000	9,033 8,533	D	10,339	F	8,396 7,896	D	10,380	F
Westbound	4+ aux.	9,000	10,393 10,193	F	9,113	F	10,303 10,103	F	9,170	F
I-580, Tassajara Road to Fallon Road										
Eastbound	4+ aux.	9,000	7,016	D	8,935	F	7,384	D	9,101	F
Westbound	4+ aux.	9,000	8,056	D	7,178	D	8,044	D	7,291	D
I-580, Fallon Road to Airway Boulevard										
Eastbound	4+aux.	9,000	7,162	D	9,315	F	7,230	D	9,476	F
Westbound	4+aux.	9,000	7,662	D	7,050	D	7,828	D	7,048	D

I-680, Alcosta Boulevard to I-580										
Northbound	4	8,000	5,785	C	7,050	D	5,757	C	7,092	D
Southbound	4	8,000	8,069	F	7,852	E	8,304	F	7,865	E
I-680, South of I-580										
Northbound	3	6,000	5,305	D	6,305	F	5,236	D	6,339 6,139	F
Southbound	3+aux.	7,000	6,577	E	6,198	D	6,740	E	6,225	D
SR 84, South of Stanley Blvd.										
Northbound	2	4,000	2,627	D	2,842 2,642	D	2,584	C	2,681 2,481	D C
Southbound	2	4,000	2,616 2,416	D C	2,927	D	2,575 2,375	C	2,956	D

Source:
 1985 Highway Capacity Manual, Table 3-1, Levels of Service for Basic Freeway Sections
 Maximum Service Flow rate for freeway segments=2000 vehicles/hr/lane, aux.=Auxiliary Lane
 If number of lanes on freeway segment= N+aux., capacity of segment=(N*2000+1000) vehicles/hr
 For SR 84, Table 7-1, LOS Criteria for Multilane Highways (1985 HCM) was used assuming a capacity of 2,000 vehicles/hr/lane

20) The table shown s "Table 12" on page 79 of the DSEIR is renumbered as "Table 4.2.11."

21) Supplemental Impact TRA-2 is amended to read as follows:

"Supplemental Impact TRA-2 (Project contribution to impact to Santa Rita Road/I-580 eastbound ramps). In the year 2025, traffic generated by buildout of the proposed Project along with other buildout traffic would cause the Santa Rita Road/I-580 EB Ramps intersection would to operate at an unacceptable level of service during the p.m. peak hour (significant supplemental cumulative impact and mitigation required).

22) Supplemental Mitigation Measure SM-CUL-2 (c) and (d) is amended as follows:

- c) **"Representatives of the Dublin Planning Department, the Dublin Historical Preservation Association, the Dublin Parks and Community Services Department and other interested parties should be given the opportunity to examine the house and provide suggestions for salvaging and relocating elements."**
- d) **"The documentation, with original photo prints and negatives, should be placed in an historic archive or history collection accessible to the general public, such as the ~~Amador/Livermore Valley Historical Museum or the Dublin Heritage Center Museum.~~"**

23) Alternatives Identified in the 2005 Supplemental EIR, Page 257, edit the paragraph above the 5.3.1 subheading as follows:

Alternatives are described and evaluated below. All mitigation measures from the Eastern Dublin EIR, from the 2002 SEIR and all mitigation measures proposed in this supplement apply to the alternatives (as applicable), unless

otherwise stated.

- 23) Alternative 2 – No Project / Development Under Existing Stage 1 Development Plan, Page 260, edit first paragraph as follows:

The No Project / Development Under Existing Stage 1 Development Plan is evaluated in this DSEIR as the Buildout Conditions scenario. The land use data for this scenario is the same as for this alternative. The roadway network evaluated is presented on pages 58 and 59 and the model output in Table 4.2.4 on page 60. Overall this alternative would have approximately the same transportation and traffic impacts as the proposed Project, including the same significant and unavoidable impacts.

Summary of DSEIR Comment Letters

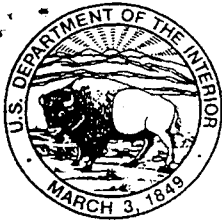
Comment letters were received by the City of Dublin during the 45-day public comment period on the DSEIR from the following agencies, organizations and other interested parties.

	Commenter	Date
	Federal Agencies	
1.1	Fish and Wildlife Service	9/22/05
1.2	Department of the Army	9/27/05
	State Agencies	
2.1	Department of Toxic Substances Control	10/4/05
2.2	Department of Transportation	10/06/05
2.3	Office of Planning and Research, State Clearinghouse	10/11/05
2.4	California Highway Patrol	9/08/05
	Local Agencies	
3.1	Dublin San Ramon Services District (DSRSD)	9/22/05
3.2	East Bay Regional Park District	9/23/05
3.3	City of Pleasanton	10/04/05
3.4	California Regional Water Quality Control Board	10/05/05
3.5	Alameda County Congestion Management Agency	10/05/05
3.6	City of Dublin, Parks and Community Services Department	10/05/05
3.7	Alameda County Community Development Agency	10/06/05
3.8	City of Livermore	10/06/05
3.9	City of San Ramon	10/11/05

3.10	Alameda County Flood Control & Water Conservation District-Zone 7*	10/18/05*
	Interested Persons/Organizations	
4.1	Anthony B. Varni	10/4/05
4.2	Michael Durkee	10/6/05

*Although this comment letter was received after the close of the comment period, it has nonetheless been responded to in the Final EIR.

Annotated Comment Letters and Responses



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846



IN REPLY REFER TO:
1-1-05-TA-1752

SEP 22 2005

Jeff Baker, Associate Planner
Dublin Community Development Department
Dublin City Hall
100 Civic Plaza
Dublin, California 94568

Letter 1.1

Subject: Comments on the Fallon Village Project Draft Supplemental Environmental Impact Report, Dublin, Alameda County, California

Dear Mr. Baker:

This letter represents the U.S. Fish and Wildlife Service's (Service) comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the Fallon Village Project, submitted by the City of Dublin, Alameda County, California. The report is dated August 2005. The DSEIR was prepared to evaluate and include the Fallon Village Project into the Eastern Dublin Specific Plan. The Service received the DSEIR on August 24, 2005. Our comments are provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

1.1.1

The Fallon Village development plan has been divided into two stages. Stage 1 consists of construction of up to 3,108 dwellings units at various densities, up to 57.5 acres of office, commercial, and other non-residential development, an open space corridor in the middle of the development, schools, parks, roadways, utility extensions, and open space. Stage 2 consists of developing 1,078 dwellings at various densities, an elementary school, a park, roadways, utility extensions, and open space. The entire project area encompasses approximately 1,132 acres and is located east of Fallon Road and north of I-580.

The Service believes the construction of the proposed project may result in *take* of the endangered San Joaquin kit fox (*Vulpes macrotis mutica*) (kit fox), the threatened California tiger salamander (*Ambystoma californiense*) (tiger salamander), the threatened California red-legged frog (*Rana aurora draytonii*) (red-legged frog), the threatened vernal pool fairy shrimp (*Branchinecta lynchi*), the endangered longhorn fairy shrimp (*Branchinecta longiantenna*), and/or the endangered palmate-bracted bird's-beak (*Cordylanthus palmatus*). Section 9 of the Act and its implementing regulations prohibit the *take* of a federally listed wildlife species. *Take* is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal. *Take* may include significant habitat modification or degradation

1.1.2

TAKE PRIDE
IN AMERICA

RECEIVED
SEP 23 2005
DUBLIN PLANNING

where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in *take*, then that agency must engage in a *formal consultation* with the Service. During formal consultation, the Federal agency, the applicant, and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a *biological opinion* by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental *take*.

If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take *permit*. The Service may issue such a permit if a satisfactory Habitat Conservation Plan (HCP) for the species that would be affected by your project is submitted to us. Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop an HCP that minimizes the project's direct and indirect impacts to listed species and mitigates for project-related loss of habitat. You should include the plan in any environmental documents you file.

The Fallon Village Project likely will result in the loss of known breeding, dispersal, feeding, and burrowing habitat for the red-legged frog, tiger salamander, kit fox, vernal pool fairy shrimp, longhorn fairy shrimp, and palmate-bracted bird's-beak. The project is located within proposed critical habitat for the red-legged frog. 1.1.3

The information available to the Service indicates that at least 2 observations of the kit fox have been made within ten miles of the project. Documented records and scientific information indicate that kit foxes can travel 6 to 10 miles in one night and will utilize agricultural lands for foraging. The Service is concerned that the proposed project will eliminate connectivity for the kit fox into Contra Costa County. The Draft East Contra Costa Habitat Conservation Plan and Natural Community Conservation Plan emphasize the importance of maintaining and preserving kit fox habitat through Alameda County and on either side of the Los Vaqueros Watershed lands. 1.1.4

The DEIR proposes that off-site habitat will be preserved for tiger salamanders at a ratio of 1:1 for upland habitat and 2:1 for aquatic habitat. The DEIR also proposes that off-site habitat will be preserved for red-legged frogs at a ratio of 1.5:1 for upland habitat and 3:1 for aquatic habitat. The preservation of for the permanent loss of habitat is at a ratio of 3:1 and a ratio 1.1:1 is commonly provided for temporary effects. The Service believes that because breeding and aestivation habitat are present on site and the site is located in proposed critical 1.1.5

Mr. Jeff Baker

3

habitat for red-legged frogs a 3:1 preservation ratio (for uplands and seasonal wetlands) is appropriate for this proposed project.

The proposed open space corridor likely will isolate listed species into an island of habitat surrounded by development. Road and trails connecting the open space to development and other parks further negate the benefits of open space for listed species. The Service recommends reducing development to the north and east and adding these areas to the open space corridor.

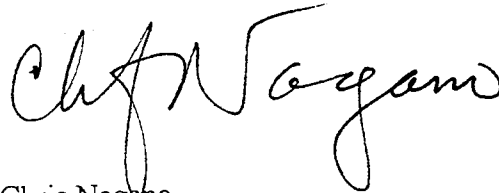
1.1.6

The Service recommends the City of Dublin adopt Alternative 1- No Development because the project and other alternatives have not discussed any other alternatives to a large scale development in a rural and environmental sensitive area. The Service is intending to provide input to the project proponent with regard to the project design and methods to minimize impacts to listed species.

1.1.7

This concludes our comments on the DSEIR for the Fallon Village Project. If you have any questions regarding our comments, please contact Kim Squires or Ryan Olah of my staff at (916) 414-6625.

Sincerely,



Chris Nagano
Deputy Assistant Field Supervisor

8313862787



DEPARTMENT OF THE ARMY
U.S. ARMY, COMBAT SUPPORT TRAINING CENTER
PARKS RESERVE FORCES TRAINING AREA
790 FIFTH STREET
DUBLIN, CALIFORNIA 94568-5201

REPLY TO
ATTENTION OF:

Letter 1.2

September 27, 2005

RECEIVED

OCT 07 2005

DUBLIN PLANNING

City of Dublin - Community Development Department
Attn: Jeff Baker, Associate Planner
Dublin City Hall
100 Civic Plaza
Dublin, CA 94568

Re: Fallon Village Project - Draft Supplemental EIR

Dear Mr. Baker:

The Fallon Village Project proposes development of the eastern part of Dublin, which is approximately 6,000 feet to the east of Parks Reserve Forces Training Area (Parks RFTA). The Eastern Dublin Draft Supplemental Environmental Impact Report (EIR) focuses on changed environmental conditions since the 1993 Eastern Dublin EIR (the original EIR) and the 2002 Supplemental Environmental Impact Report (SEIR). Among the issues of environmental concern in the EIR, is the noise impact from Parks RFTA. Parks RFTA, which is part of the U.S. Army, Combat Support Training Center, is a 2,478-acre military installation on the border of Contra Costa and Alameda Counties. The primary mission of Parks RFTA is to provide training areas and ranges for active and reserve forces.

1.2.1

The last paragraph on Page 221 through the last paragraph on Page 222 describes updated noise measurements throughout the project site. The Environmental Noise Management Plan (ENMP), prepared for Parks RFTA, and Figure 6-1 from the Plan is mentioned in the last paragraph. However, the wording in the paragraph is confusing. It is not obvious that the plan was prepared for Parks RFTA. Also, the ENMP has recently been updated (May 2005), and it should be available this fall.

1.2.2

The last paragraph of page 223 states that the original EIR identified that the Project area would be significantly impacted by helicopter flyover noise from Parks RFTA, but that the Parks RFTA Environmental Noise Management Plan (ENMP) had deemed the Project area to be outside the area of concern. This paragraph should indicate or reference the Parks RFTA ENMP's section on Aircraft Noise, and it should explain how the Parks RFTA ENMP determines why the Project Area is outside the area of concern. Please explain the difference of the Project site as opposed to the Project area. It is a bit confusing how helicopter flyover noise from Parks RFTA may reach 70 to 80 dBA on the Project site, but not impact the Project area. The third sentence in this paragraph states, "This was a new finding since the original EIR identified Parks RFTA as a potentially significant impact." Does this sentence refer to all of Parks RFTA or just the helicopter noise from Parks RFTA? This paragraph should only discuss helicopter flyover noise.

1.2.3

In Appendix 8.4, Resolution 50-93, Page 73, Paragraph on Noise Impact: This paragraph implies that the noise level in the Project area would be significant due to gunshots and helicopter overflight. Although gunshots and helicopter noise from training may be heard at times throughout the project area, the distance between the project area and Parks RFTA will help to reduce the impact of the noise level. The Parks RFTA ENMP demonstrates/explains that there would be minimal noise impact to a distance of 6000 feet from the installation. The ENMP also provides measures to minimize any adverse noise impacts on the residents of neighboring communities, such as implementing noise education for the installation personnel and a community awareness program.

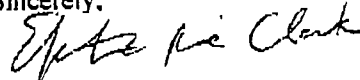
1.2.4

As a final thought, "Camp Parks Reserve Forces Training Area" is incorrect. The installation is called Parks Reserve Forces Training Area, which can be abbreviated as PRFTA, but is more commonly referred to as Parks RFTA.

1.2.5

Please contact Mr. Paul Kot at (925) 875-4682 or paul.kot@usar.army.mil with any questions.

Sincerely,



For Gary Houston

Environmental Chief

U.S. Army, Combat Support Training Center



Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA



Department of Toxic Substances Control

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

October 4, 2005

RECEIVED
OCT 05 2005
DUBLIN PLANNING

Letter 2.1

Mr. Jeff Baker
City of Dublin
100 Civic Plaza
Dublin, California 94568

Dear Mr. Baker:

Thank you for the opportunity to comment on the "Draft Supplemental Environmental Impact Report (SCH # 2005062010)", dated August 2005, for the Fallon Village Project, located in Dublin, California. This Draft Supplemental Environmental Impact Report (EIR) supplements two earlier EIRs for the Eastern Dublin General Plan (EDGP) and the Eastern Dublin Specific Plan (EDSP). The proposed Project includes: 1) an amendment to the EDGP and EDSP for inclusion of the entire 1,132-acre Project area within the EDSP; 2) a revised Stage 1 Planned Development rezoning and Stage 1 Development Plan; and 3) consideration of a Stage 2 Development Plan for the northerly 486 acres of the Project area. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any remediation of hazardous substance releases that may be necessary.

2.1.1

Section 4.12 of the Draft Supplemental EIR (Hazards and Hazardous Materials) states that most of the Project area properties have historically been used for agricultural purposes. A Phase I Environmental Site Assessment (ESA) conducted previously identified the storage and use of agricultural chemicals as well as underground fuel storage tanks on some of the Project area properties. Lead paint and asbestos may be in some of the buildings to be demolished and a former gas station on the EBJ Partners property at Croak Road could potentially have contributed to contamination of soil and groundwater with hazardous material within the Project area. A buried household waste dump has been identified on the Bankhead Property.

2.1.2

Supplemental Mitigation SM-HZ-3a through SM-HZ-3e discussed in Section 4.12 indicate that Phase II ESAs will be conducted, including some soil and groundwater sampling, in order to evaluate the potential impact to underlying soil and groundwater

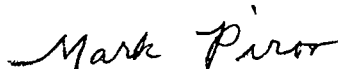
2.1.3

Mr. Jeff Baker
October 4, 2005
Page 2

from hazardous substances. If hazardous substances are identified by the Phase II ESAs, remediation plans shall be prepared by a qualified consultant and approved by an appropriate oversight agency. The Phase II ESAs should be completed prior to the finalization of the Supplemental EIR and the sampling results should be discussed in the Supplemental EIR and the screening levels or criteria that are used in making a determination whether detected contaminants are found at concentrations that pose a risk to human health or the environment should be identified. If hazardous substances have been released, the remediation activities and their potential impacts, such as air, noise, transportation, and risk of upset, need to be addressed as part of the CEQA evaluation.

If you have any questions regarding our comments, please call Ted Park of my staff at (510) 540-3805.

Sincerely,



Mark Piros, P.E., Unit Chief
Northern California-Coastal Cleanup Operations Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther W. Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
 P. O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5505
 FAX (510) 286-5513
 TTY (800) 735-2929



*Flex your power!
 Be energy efficient!*

Letter 2.2

October 6, 2005

ALA580816
 SCH#2005062010

Mr. Jeff Baker
 City of Dublin
 Community Development Department
 100 Civic Plaza
 Dublin, CA 94568

Dear Mr. Baker:

FALLON VILLAGE - DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Fallon Village project. The comments presented below are based on the Draft Supplemental Environmental Impact Report (DSEIR). As lead agency, the City of Dublin is responsible for all project mitigation, including state highway improvements. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's specific traffic mitigation fee should be identified in the DSEIR. Required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's CEQA concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding the encroachment permit process.

2.2.1

Traffic Volume Forecasting

1. Traffic volumes are not balanced. For example, 847 vehicles leave Intersection No.9 while only 544 vehicles enter Intersection No. 10. Exhibit 4.2.3.
2. Since the Isabel Avenue Interchange project will replace the Airway Boulevard/Interstate (I) 580 ramps with the Isabel Avenue ramps, why is the Airway Boulevard/I-580 intersection listed while the Isabel Avenue/I-580 ramps interchange is not?

2.2.2

"Caltrans improves mobility across California"

Mr. Jeff Baker
October 6, 2005
Page 2

Highway Operations

1. While the Highway Capacity Manual (HCM) 2000 methodology is valid for operational conditions from level of service (LOS) A to E, once operations degrade to LOS F, HCM results become unstable and are not sufficiently accurate for impact assessment or assigning mitigation. Therefore, we recommend applying simulation analysis software for LOS F conditions. 2.2.4
2. Because actual operations within the LOS F range may vary significantly, the severity of project impacts can be masked by the single LOS F designation. A modified scale ranging from the best-case to worst-case LOS F would more realistically reflect project impacts and provides useful information for measuring the effectiveness of mitigation. Specifically, this modified scale would greatly enhance mitigation evaluation by providing more specific information when monitoring operations after mitigation has been implemented. In response to a similar magnitude in impacts, the Los Angeles metropolitan area now applies a modified LOS F scale to more accurately represent project impacts. 2.2.5
3. Intersection LOS should be analyzed for Year 2030 and Year 2030 Plus Project scenarios. 2.2.6

Mitigation for Significant Impacts

Given the project's massive contribution of 38,093 average daily trips, 2,158 AM peak hour trips (PHTs) and 3,689 PM PHTs to study area roadways, the project's fair share mitigation fees should be identified in the DSEIR. Specifically, the Tri-Valley Transportation Development Fee should be identified for their proportionate share of I-580 and I-680 improvements, as well as their proportionate share towards public transportation improvements. Page 73, 3rd paragraph. 2.2.7

Biological Resources

Graphics clearly delineating the precise location of the intermittent drainages, and the culvert extension that will be continued to the 6 x 5-foot double box culvert running under Fallon Road should be provided. The DSEIR states that the intermittent drainages are not within US Army Corps of Engineers (USACE) jurisdiction, but no documentation of drainage delineation or USACE approval is indicated. Pages 116, 125, 135 and 136. 2.2.8

Encroachment Permit

Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. 2.2.9
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

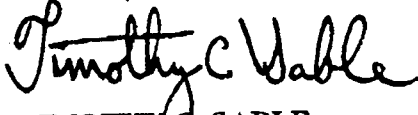
Sean Nozzari, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

"Caltrans improves mobility across California"

Mr. Jeff Baker
October 6, 2005
Page 3

Please feel free to call or email Patricia Maurice of my staff at (510) 622-1644 or patricia_maurice@dot.ca.gov with any questions regarding this letter.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse

"Caltrans improves mobility across California"



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

October 11, 2005

Letter 2.3

RECEIVED

OCT 14 2005

DUBLIN PLANNING

Jeff Baker
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Subject: Fallon Village Project
SCH#: 2005062010

Dear Jeff Baker:

The enclosed comment (s) on your Supplemental EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on October 6, 2005. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2005062010) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

Document Details Report State Clearinghouse Data Base

SCH# 2005062010
Project Title Fallon Village Project
Lead Agency Dublin, City of

Type SIR Supplemental EIR
Description Proposed Amendments to the General Plan and Specific Plan to redesignate land uses in the Project area to add up to 582 dwellings and approximately 1,061,725 square feet of commercial office and industrial land use.

Lead Agency Contact

Name Jeff Baker
Agency City of Dublin
Phone (925) 833-6610 **Fax**
email
Address 100 Civic Plaza
City Dublin **State** CA **Zip** 94568

Project Location

County Alameda
City Dublin
Region
Cross Streets Fallon Road and Croak Road
Parcel No. Varies
Township

Range	Section	Base
-------	---------	------

Proximity to:

Highways I-580 and I-680
Airports Livermore
Railways UPRR
Waterways Cottonwood Creek
Schools
Land Use The project area is currently largely vacant but has zoning approval for development of up to 2,526 dwelling units at various densities along with 1,421,450 square feet of commercial and office development.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Geologic/Seismic; Landuse; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Housing and Community Development; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game, Region 3; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 4; Caltrans, Division of Aeronautics; Department of Toxic Substances Control

Date Received 08/23/2005 **Start of Review** 08/23/2005 **End of Review** 10/06/2005

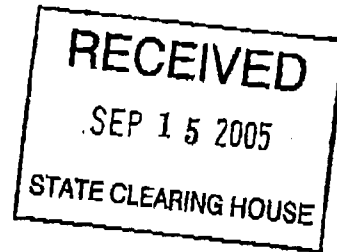
State of California

Business, Transportation and Housing Agency

M e m o r a n d u m

Date: September 8, 2005

To: State Clearing House
1400 Tenth Street, Room 121
Sacramento, CA 95814



From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL** Letter 2.4
Dublin Area

File No.: 390.11292.9787

Subject: FALLON VILLAGE PROJECT - SCH2005062010

Thank you for the opportunity to review the "Notice of Completion" environmental document from the State Clearinghouse regarding the "Fallon Village Project." This project is located on the east side of the City of Dublin, California bordered by Interstate 580 (I-580) to the south and Fallon Road to the west. The California Highway Patrol is the primary agency that provides traffic law enforcement, safety and traffic management on I-580, within Alameda County. Dublin Area is responsible for the aforementioned functions and will be affected by the implementation of this project. 2.4.1

This project is expected to bring an additional 582 dwellings to the 2002 approved proposal of 2,526 dwellings bringing the total of dwellings to 3,108. With each home having an average of two vehicles, and each vehicle making numerous trips per day, this increase could potentially add approximately 60-80,000 vehicle trips monthly on I-580 and the supporting city and county roadways. This significant increase would impact Dublin Area's ability to proactively reduce collisions and encourage voluntary compliance with Vehicle Code provisions as we would have greater congestion and more service related calls to handle. Therefore, this project would more than likely increase the number of traffic collisions (fatal, injury and property-damage only) along with the potential driving under the influence incidents. 2.4.2

If you have any questions regarding these comments please contact Lieutenant S. Latimer at (925) 828-0466.

S. B. Bell, Captain
Commander

Cc: Golden Gate Division
Special Projects Section

Safety, Service, and Security

**DUBLIN
SAN RAMON
SERVICES
DISTRICT**



7051 Dublin Boulevard
Dublin, California 94568
Phone: 925 828 0515
FAX: 925 829 1180
www.dsrsd.com

September 22, 2005

Letter 3.1

Mr. Jeff Baker, Associate Planner
City of Dublin – Community Development Department
100 Civic Plaza
Dublin, CA 94568

Subject: Fallon Village Project – Comments for the Draft Supplemental
Environmental Impact Report

Dear Mr. Baker:

Thank you for the opportunity to comment on the above subject document. The Dublin San Ramon Services District (DSRSD) has reviewed the above subject document and have the following comments:

- The locations and sizes of all existing DSRSD collection system utilities and facilities serving the Fallon Village Project (Project) have been constructed in conformance with wastewater flows identified in the *DSRSD 2000 Wastewater Collection Master Plan Update*. Existing sewer collection system pipelines have adequate capacity to collect projected discharge for this project. Coordination with DSRSD should be conducted to ensure that the proposed activities do not interfere with existing DSRSD facilities, and the installation of new water and sewer lines are completed in conformance with all applicable *DSRSD Master Plans and DSRSD Standard Procedures, Specifications and Drawings*. 3.1.1
- According to the *DSRSD 2005 Urban Water Management Plan* and *2000 Water Master Plan* sufficient potable water capacity is available to serve the project. Coordination with DSRSD shall be conducted in regards to the installation of new potable water lines to ensure that adequate fire flow demand can be delivered to the property. 3.1.2

Thank you for consideration in this matter. If you have any questions regarding these comments please contact me at (925) 875-2255.

Sincerely,

RHODORA BIAGTAN
Associate Engineer

RECEIVED

SEP 23 2005

DUBLIN PLANNING
ATJ/RNB:jg

cc: Dave Requa
David Behrens

RECEIVED
SEP 28 2005

FALLON VILLAGE PLANNING

BOARD OF DIRECTORS

Beverly Lane
President
Ward 6

Carol Severin
Vice-President
Ward 3

John Sutter
Treasurer
Ward 2

Ayn Wieskamp
Secretary
Ward 5

Ted Radke
Ward 7

Doug Siden
Ward 4

Jean Siri
Ward 1

Pat O'Brien
General Manager

September 23, 2005

Letter 3.2

Mr. Eddy Peabody, Jr.
City of Dublin
Development Services Department
100 Civic Plaza
Dublin, CA 94568

Subject: Comments on Fallon Village Development Project DSEIR

Dear Mr. Peabody:

Thank you for providing the East Bay Regional Park District ("District") with a copy of the Draft Supplemental Environmental Impact Report ("DSEIR") for the proposed Fallon Village Development Project, in eastern Dublin. The following are the District's comments.

On June 21, 2005, the District submitted scoping comments for the DSEIR which encouraged the City to develop a project alternative that would reduce the overall footprint of the proposed development and consolidated development in the southwestern portion of the project area. We noted that such an alternative would mitigate a number of potentially significant effects of the proposed development, including impacts to scenic ridgelines and open space, impacts to biological resources and impacts to regional parks. Unfortunately, the proposed project description and proposed project alternatives do not appear to incorporate these suggestions into the DSEIR.

3.2.1

The proposed 171-acre project open space (as shown in the DSEIR as Exhibit 3.7) consists of a narrow band of grassland and riparian habitats, running through the proposed development, creating about five miles of urban-wild land interface. The urban interface will consist primarily of commercial and residential development. The open space will be segmented into four separate areas by major arterial roadways. In addition, a number of utility corridors and flood control improvements will likely be located within or cross through the proposed open space areas. It's also unclear if portions of the open space area would be graded in order to allow for development of adjacent urban areas. All of these disturbances will greatly compromise the scenic qualities and habitat values within the proposed open space. In effect, the open space would serve only as a visual separator between urban uses, and not as an undisturbed habitat for plants and wildlife.

3.2.2

Urban development in the Fallon Village area, especially residential development, which has a 24/7 occupancy, will create a number of additional disturbances within the

3.2.3



proposed open space. These include introduction of domestic pets and feral animals, introduction of invasive non-native plants, illegal dumping of debris, vandalism, trespass by off-highway vehicles, polluted urban runoff, noise, and night time lighting. The ability of special-status and sensitive wildlife species to withstand such disturbances will be greatly compromised, and eventually, these open space areas will only be inhabited by common wildlife and plants that are adapted to living in close proximity to humans. Therefore, the proposed open space areas should be considered as impacted by the proposed project and would not be suitable as mitigation areas to offset impacts to open space, special-status species and sensitive wildlife.

Page 262 of the DSEIR identifies an “Alternative 3 – Reduced Project Development”; however, we could find no exhibit for this alternative in the DSEIR. Alternative 3 provides for a 25% reduction in development and a “somewhat greater” open space area, but no reduction in the proposed roadway infrastructure is proposed. It’s not clear what “somewhat greater” means. How many acres of open space would be set aside in this alternative? Would it be in relatively the same areas at the proposed project? Given that the roadway system would remain unchanged, how would this proposed alternative provide for any greater connectivity between the proposed open space areas?

3.2.4

As we noted in our scoping letter, we suggest that the EIR consider a reduced project alternative that consolidates development in the southwestern portions of the planning area, near Interstate 580 and existing City services. The northern and eastern areas, along with a large buffer along the creeks, should be set aside as public open space. This will greatly reduce the impacts on scenic ridgelines and open space. It will also provide significant opportunities to avoid or mitigate impacts to biological resources, including California tiger salamander, California red-legged frog, western burrowing owl and golden eagle.

3.2.5

It’s unclear if impacts to Congdon’s tarplant are mitigatable. Have mitigation measures, such as seeding, been successfully implemented for this plant at other locations? If not, then unavoidable impacts to this plant may not be mitigatable by this project.

3.2.6

As described in the DSEIR, each property owner has been tasked with their own specific mitigation requirements for impacts to special-status species, wetlands and other sensitive resources. Historically, such an approach to mitigation leaves each developer with its own separate mitigation plans, at scattered locations. Frequently, these mitigation sites are distant from the impact area and don’t benefit the impacted resources or the recreating public. We strongly encourage the City to consider a consolidated approach to impact mitigation. The proposed East Contra Costa County Habitat Conservation Plan (HCP) is such an example of an effective mitigation strategy. The HCP calls for the collection of impact fees and creation of a preserve design that consolidates mitigation into preserve areas and it provides for the preservation of wildlife migration corridors between nodes of protected habitat. This approach is ultimately more effective than piecemeal mitigation projects. HCP mitigation projects are more cost effective and protected habitats are more sustainable in the long-term because land management funds and management entities are used or created for these specific purposes.

3.2.7

3.2.8

Currently, there are no regional parks in the east Dublin area that can provide for the increased demands for regional recreation and open space that will result from the proposed development of up to 3,108 homes and 2,503,175 sq. ft. of non-residential development. This project will bring in about 10,000 new residents, many of whom will be seeking opportunities for active and passive recreation that cannot be satisfied by the 46-acres of local parks proposed as part of this development. A large dedication of open space as mitigation for this development could create the foundation for a new public open space area in east Dublin.

3.2.9

As you know, there is community interest in protecting open space in the Doolan Canyon area. If the City were to coordinate its development mitigation and open space dedication efforts in this area through an HCP, an aggregation of these lands could create a new open space area. Similar to our cooperative effort in the West Dublin hills, where our two agencies are developing a 1,000 acre public open space, we believe a similar open space could be created in the East Dublin area.

Thank you for the opportunity to comment on this project. If you have any questions regarding our letter, please call me at (510) 544-2622. Please provide us with a CD of the Final SEIR when available for public review.

Sincerely,



Brad Olson
Environmental Programs Manager

cc. Robert E. Doyle, Asst. General Manager

THE CITY OF



PLEASANTON

RECEIVED
OCT 05 2005
DUBLIN PLANNING

October 4, 2005

Letter 3.3

Mr. Jeff Baker, Associate Planner
Dublin City Hall
100 Civic Plaza
Dublin, CA 94568

Re: Fallon Village Project EIR SCH# 2005062010, Draft Supplemental EIR

Dear Mr. Baker:

Thank you for the opportunity to review the above referenced Draft Supplemental EIR (DSEIR). The City's Traffic Engineering staff has reviewed this document and has a number of comments related to the Traffic and Transportation sections of the DSEIR. Based on that review, we believe that there are serious deficiencies with the traffic model that was used to determine the traffic and related impacts that this Project will cause. These deficiencies result in the DSEIR being inadequate in terms of describing the impacts of the Project on traffic generally and the impacts in and on the City of Pleasanton.

3.3.1

There appears to be a number of erroneous assumptions in the DSEIR's traffic study, assumptions that have contributed to not addressing impacts on and within Pleasanton. For example, assuming too much capacity on roadways outside of Pleasanton (which the study in several places does) causes the forecasting model to overestimate the capacity of the roadway to handle traffic and underestimates the resulting traffic that will occur in Pleasanton. Another flawed assumption is that certain improvements that are identified to mitigate impacts are not funded and there is no funding for such improvements on the horizon near or long term.

3.3.2

Accordingly, we believe the traffic model should be rerun, the traffic study revised to include, for example, only funded improvements, and the Traffic and Transportation section of the DSEIR redrafted and recirculated for comment.

3.3.3

1. Pages 46 and 47 state that the Project will have significant cumulative unavoidable adverse impacts along I-580 and at the I-580 / I-680 interchange, but the DSEIR does not address the Project's impacts within Pleasanton. Traffic volumes and congestion within Pleasanton are directly effected by traffic congestion along I-580 and at the I-580 / I-680 interchange. If the Project has

3.3.4

P. O. Box 520, Pleasanton, CA 94566-0802

200 Old Bernal Avenue

Planning & Community Development
(925) 931-5600
Fax: 931-5483

Building Inspection
(925) 931-5300
Fax: 931-5478

Utility Billing
(925) 931-5425
Fax: 931-5485

Business license
(925) 931-5440
Fax: 931-5485

significant adverse impacts on the freeway then it also has significant adverse impacts that need to be identified and mitigated within Pleasanton. The DSEIR does not identify these impacts and does not analyze necessary mitigations within Pleasanton.

2. On page 67 of the DSEIR it states that the Project's traffic study assumes a freeway flow rate of 2,300 vehicles per hour per lane. However, due to heavy truck volumes and other factors, traffic counts show that eastbound I-580 can only carry about 1,750 vehicles per lane per hour. Combining the four eastbound lanes, this is about 2,000 eastbound vehicles per hour that the traffic study assumed would be on the freeway, when in fact they will have to use surrounding roadways. Correcting the traffic model to reflect real-life freeway lane capacities with heavy truck volumes and other limiting factors would result in higher traffic volumes along the study roadways and at study intersections compared to the volumes shown in the DSEIR and related traffic study. This correction to the traffic model will also help to identify project impacts within Pleasanton. 3.3.5

3. In addition to overestimating the amount of traffic that can use the existing four lanes in each direction along I-580, in a number of places, the DSEIR states that the traffic impact study assumed that I-580 would be widened to provide four through lanes, one HOV lane and one auxiliary lane in each direction between Santa Rita Road and Vasco Road (page 56, for example). However, there is no funding programmed for constructing all of these improvements in the time periods analyzed in the Project's EIR (2015 and 2030). Only the funded freeway widenings should be assumed for the purpose of traffic forecasting for this project. Without the full widening of I-580 as described in the traffic study and DSEIR, traffic model forecasts along the study roadways and at study intersections would increase significantly compared to the volumes shown in the DSEIR and related traffic study. This correction to the traffic model will also help to identify project impacts within Pleasanton. 3.3.6

4. In a number of places, the DSEIR states that the traffic impact study assumed that the Vallecitos Road section of Route 84 would be widened to 4 lanes (page 56 for example). However, there is no funding programmed for this project in the County's 25 or 30-year plans. The widening of this section of Route 84 would significantly reduce traffic along Dublin Boulevard, I-580 and through Pleasanton. However, this roadway widening should not be assumed as part of this DSEIR, as no funding has been programmed to construct this project by the 2015 or 2030 traffic forecast years used in the traffic impact study. Without the widening of Route 84, traffic model forecasts along the study roadways and at study intersections would increase significantly compared to the volumes shown in the DSEIR and related traffic study. This correction to the traffic model will also help to identify project impacts within Pleasanton. 3.3.7

5. In a number of places, the DSEIR states that the study assumed that Dublin Boulevard would be extended to North Canyons Parkway as a six-lane arterial 3.3.8

(page 70, for example). However, Dublin staff has stated that Dublin Boulevard will only be 4 lanes wide through the unincorporated area between Dublin and Livermore. If the traffic model were coded to show the future roadway as 6-lanes where it will only be 4-lanes, then the amount of traffic forecast to use this roadway will be too high. This error has a ripple effect throughout the study, as constraining this roadway to only 4 lanes would shift hundreds of vehicles per hour from this east/west roadway to I-580, which would in turn shift hundreds of vehicles from I-580 onto parallel roadways in Pleasanton.

6. Page 70 of the DSEIR refers to the activation of the ramp metering system along I-580 in Pleasanton and Dublin. However the LOS calculations used throughout the traffic impact study do not reflect the traffic volume limitations on the freeway on-ramps that result from metering. In addition, programming the traffic forecast model to limit on-ramp volumes to existing or future metering rates would significantly change traffic volumes and congestion levels throughout the traffic study area compared to the volumes shown in the DSEIR and related traffic study. This correction to the traffic model will also help to identify project impacts within Pleasanton.

3.3.9

7. Table 12 on page 79 of the DSEIR shows 2,077 vehicles per hour northbound on Santa Rita Road south of I-580 in the year 2025 without the Project, and 2,248 with the Project. However, the LOS calculation sheets show 2,660 vehicles without the Project and 2,800 with the pProject. We have not checked the entire table against the volumes in the LOS calculation sheets in the DSEIR Appendix 8.6, but there appear to be significant inconsistencies. In addition, Table 12 shows a roadway capacity of 3,000 vehicles per hour on this roadway, while the Pleasanton General Plan in Table III-1 has established a desirable per lane volume of only 750 vehicles per hour on a 6-lane roadway, or about 2,250 in the northbound direction. Using the significantly higher traffic volume shown in the intersection LOS calculations, and the Pleasanton roadway volume design standard, the roadway LOS is much worse than is shown in Table 12 of the DSEIR.

3.3.10

8. Page 63 of the DSEIR states that the project generates 5,233 new AM and 10,008 new PM peak hour trips. Figure 6 in the DSEIR Traffic Impact Study shows that the Project Site is bounded by study intersections 14, 15, 20, 21, 23 and 29. Based on the traffic volumes in the LOS calculations for these intersections, in the year 2030 (Buildout) about 5,500 vehicles enter the Project site and 8,000 leave the site using the roadway network around the site during the morning peak hour without the Project being build (base 2030 study conditions). However, with the Project, 7,250 enter and 8,050 leave the site during the AM. Study Table 4.2.6 shows that with the Project AM peak hour trips into the site should increase by 2,810 vehicles per hour, but comparing the LOS calculations, inbound trips only increased by 1,769. Where did the other new project trips go? The same LOS calculation sheets show that trips exiting the Project site in the morning only increased by 97 vehicles, while Table 4.2.6 shows that the Project will generate

3.3.11

2,423 new outbound trips in the morning. Where did the additional 2,326 outbound Project trips go? In total, the study intersections show an increase in morning peak hour traffic that is 3,367 vehicles per hour lower than the Project trip generation shown in table 4.2.6. During the PM peak hour, the study intersections volumes increase by 8,933 vehicles less per hour than they should based on Table 4.2.6.

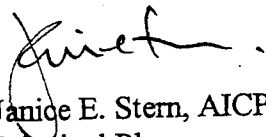
The demand on the transportation system still exists for the 3,367 missing morning and 8,933 missing evening peak hour trips not discussed in the Project traffic study and DSEIR. The new Project trips shown in DSEIR Table 4.2.6 are either not properly coded in the traffic forecast model, or these new trips are displacing traffic that would otherwise be using the roadways in and around the Project site. The DSEIR and traffic impact study does not discuss this significant impact or identify mitigations for these impacts. This impact is causing the spreading of peak hour volumes in the area and thus increasing overall travel times throughout the corridor. This impact needs to be discussed. Some portion of the volumes shown in Table 4.2.6 will remain within the Project Site. However, the majority will travel outside of the Project Site and impacts roadways and intersections throughout Pleasanton and Dublin, and impact I-580, I-680 and Route 84, and these impacts have not been properly quantified, and mitigations have not been properly identified within the DSEIR and traffic study.

3.3.12

Correcting the roadway network and other parameters in the traffic forecasting model to address these study deficiencies will significantly change traffic volumes and congestion levels throughout the traffic study area compared to the volumes shown in the DSEIR and related traffic study. This correction to the traffic model will also help to identify project impacts within Pleasanton.

Please contact Jeff Knowles, Deputy Direction of Public Works/Transportation, if you have questions regarding the above comments (925-931-5677 or jknowles@ci.pleasanton.ca.us).

Sincerely,



Janice E. Stern, AICP
Principal Planner
(925) 931-5606
jestern@ci.pleasanton.ca.us

c. Jeff Knowles, Public Works



Alan C. Lloyd, Ph.D.
Agency Secretary

California Regional Water Quality Control Board

San Francisco Bay Region

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay>



Arnold Schwarzenegger
Governor

October 5, 2005
File No. 2198.09 (BKW)

Letter 3.4

Jeff Baker
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Re: Draft Supplemental Environmental Impact Report for the Fallon Village Project
SCH Number: 2005062010

Dear Mr. Baker:

Regional Water Quality Control Board (Water Board) staff have reviewed the August 2005, *Draft Supplemental Environmental Impact Report (DSEIR) for the Fallon Village Project*. Water Board staff have the following comment on proposed mitigation for impacts to waters of the State.

Comment 1

Water Board staff would like to expand upon a comment on page 162 of the DSEIR.

3.4.1

The mitigation measures established in the Eastern Dublin EIR, the 2002 SEIR and this document fulfill the City's obligations under CEQA with respect to biological resources. However, the City recognizes that development activity within the Project area may require one or more permits from a variety of state and federal resources agencies. Development project proponents within the Project area will be responsible for obtaining all such necessary permits. Those permits may impose mitigation requirements which are different from and / or greater than the mitigation measures established in the Eastern Dublin EIR, the 2002 SEIR, and this document.

Water Board staff would like to encourage project proponents to discuss impacts and mitigation measures as early in the planning process as possible, so that additional mitigation requirements for impacts to wetlands and other waters of the State can be identified as early in the design process as possible.

Mitigation Measure SM-BIO-1 proposes to mitigate for impacts to riparian habitat on an acreage basis by providing restoration and enhancement of riparian habitat at a 3:1 ratio of mitigation to impacts. This mitigation proposal may not be acceptable to the resource agencies. In general, mitigation ratios on the order of 2:1 to 3:1 are acceptable to the agencies, if the primary means of mitigation is creation or restoration. If enhancement provides a significant percentage of the mitigation proposal, it is very likely that a 3:1 ratio will not be acceptable, since enhancement of existing wetlands as mitigation for wetland fill is not consistent with the goal of achieving no net loss of wetlands. In addition,

3.4.2

Preserving, enhancing, and restoring the San Francisco Bay Area's waters for over 50 years



Mr. Baker

- 2 -

DSEIR, Fallon Village, Dublin

mitigation requirements increase with the distance between the site of the impact and the location of the mitigation. For example, an onsite mitigation program that is acceptable at a 3:1 ratio may require mitigation on the order of 5:1 if the mitigation site is located in a different watershed, or different subwatershed, than the impacted site.


Also, for impacts to linear features, such as riparian habitats, the mitigation should be based on the linear feet of impacted habitat. Focusing on acre for acre impacts and mitigation is not likely to provide appropriate replacement for the functions and values of a highly linear ecosystem. 3.4.3

The discussion of mitigation ratios also applies to Mitigation Measures SM-BIO-2, SSM-BIO-2, and SSM-BIO-3, although acre for acre mitigation is more appropriate for impacts to breeding ponds. 3.4.4

Finally, any fill of waters of the State must be subjected to an alternatives analysis, as required in Chapter 4 of the *Water Quality Control Plan for the San Francisco Bay Basin* (Basin Plan). Fill of waters of the State is only permissible when avoidance has been demonstrated to be infeasible, and the impacts have been reduced to the greatest extent possible. This analysis may impact the proposal to preserve one conservation corridor, instead of two narrower conservation corridors, which is described on page 162 of the DSEIR. 3.4.5

If you have any questions, please contact me at (510) 622-5680 or by e-mail at bwines@waterboards.ca.gov.


Sincerely,



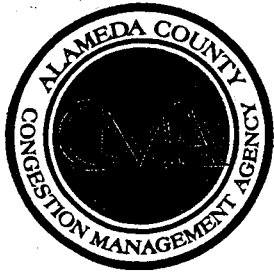
Brian Wines
Water Resources Control Engineer

cc State Clearinghouse, Attn: Katie Shulte Joung, P.O. Box 3044, Sacramento, CA 95812-3044
USACE, San Francisco District, Attn: Regulatory Branch, 333 Market Street, San Francisco, CA 94105 -2197
CDFG, Central Coast Region, Attn: Robert Floerke, Regional Manager, P.O. Box 47, Yountville CA 94599

Preserving, enhancing, and restoring the San Francisco Bay Area's waters for over 50 years

 Recycled Paper

** TOTAL PAGE.02 **



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

AC Transit
Director
Dolores Jaquez

Alameda County
Supervisors
Nate Milley
Scott Haggerty
Vice Chairperson

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Allan Meris

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Councilmember
Nora Davis

City of Fremont
Mayor
Robert Wasserman

City of Hayward
Mayor
Roberta Cooper

City of Livermore
Mayor
Marshall Kamera

City of Newark
Councilmember
Paul H. B. Tong

City of Oakland
Councilmember
Larry Field
Chairperson

City of Piedmont
Councilmember
Jeff Weler

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Mayor
Sheila Young

City of Union City
Mayor
Mark Green

Executive Director
Dennis R. Fay

October 5, 2005

Letter 3.5

Mr. Jeff Baker
Associate Planner
Planning Department
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report for the Fallon Village Development Project in the City of Dublin (EIR SCH # 2005062010)

Dear Mr. Baker:

Thank you for the opportunity to comment on the City of Dublin's Draft Supplemental Environmental Impact Report (SEIR) for the Fallon Village Development Project in the City of Dublin. The project area contains approximately 1,132 acres of land located on the east side of the City of Dublin in an area bounded by Interstate 580 to the south and Fallon Road to the west. The Project includes: (a) amendments to the Eastern Dublin Specific Plan and General Plan land uses and development policies to include the entire 1,132-acre Fallon Village project area into the Eastern Dublin Specific Plan; (b) a Stage 1 Planned Development for the entire Project area to modify land uses within the Project area that would allow construction of 3,108 dwelling units at various densities, up to 2,503,175 square feet of office, commercial and other non residential development; and (c) a Stage 2 Planned Development Plan for approximately 486 acres of the Project area to allow development of 1,078 dwelling units at various densities along with an elementary school, a neighborhood park, roadways, utility extension and open space.

The ACCMA respectfully submits the following comments. Wherever possible, the Draft SEIR page numbers are referenced:

- Land use details –Page 50, Introduction, indicates the overall net changes as 582 additional dwelling units and 1,081,725 square feet of general commercial, office and industrial uses. A table showing a comparison of land uses in all the three plans, Dublin General Plan, 1993 Eastern Dublin Specific Plan and 2002 Supplemental EIR for which EIRs were previously prepared, and the proposed project would be helpful. It would help to understand all of the changes that have evolved since the adoption of the 1993 Eastern Dublin Specific Plan. We believe that this request has been made previously.

RECEIVED

OCT 07 2005

DUBLIN PLANNING

RCVD VIA FAX 10/6

3.5.1

3.5.2

- Page 25, Phasing of Stage 2 Development – This development is proposed under a project level application. Phasing of development only indicates which direction the development will occur first and how it would proceed towards completion. However, it does not include information on the timeline for the development. Since this is a project level development analysis, the report should include the timeline for this Stage 2 Development along with how staging of the supporting infrastructure is planned. It is requested that this information be included in the Final EIR. 3.5.3

- Page 44, Traffic and Transportation, Environmental Setting: The report states that Dublin Boulevard, Fallon Road and North Canyon Parkway will eventually be extended and or widened later on. When a future improvement is cited and included in the network as the baseline condition for the analysis of the traffic impact of the proposed project, the report should indicate the status of funding and timeline for implementation of those capital improvements. 3.5.4

- Page 53, CCTA Travel Model: Regarding CCTA travel model calibration, the report refers to a list of roadway improvements, except those outside of the City of Dublin, as funded by the Eastern Dublin Traffic Impact Fee, or will be constructed by developers as a condition of their respective development project. The list of improvements referred in the report is missing from the report. Also, it is not clear whether those improvements were incorporated into the model network baseline conditions. Please clarify. 3.5.5

- Page 55, Interim Year 2015 Conditions: Traffic impacts were analyzed for year 2015 (interim) and year 2025 (long term) conditions. Regarding year 2015 conditions, the report states that land uses for the TAZs within the City of Dublin in year 2015 were obtained by a straight line interpolation between existing year 2004 land uses and the buildout year 2025 land uses, in consultation with the city staff. Was there any check on the final 2015 numbers made, and if so, against what and what was the result? 3.5.6

- Page 55, Interim Year 2015 Conditions: The report shows a list of 20 roadways and interchange improvements on page 56 and states that the network included these arterial extensions and improvements contemplated in the Tri-Valley Area. As mentioned above, the report should indicate the status of funding and timeline for implementation of these capital improvements, when included in the baseline conditions. 3.5.7

- Page 65, Supplemental Mitigation SM-TRA1 - Project contribution to impact to Dublin/Dougherty intersection: As part of the mitigation measures and monitoring of the intersection proposed, the report states that such transportation measures to be considered at the Stage 2 Development Plan (a project level development) include requiring a comprehensive Transportation Demand Management (TDM) program and other trip reduction measures of the ACCMA CMP. However, details of such TDM and trip reduction measures have not been discussed in the report. Since Stage 2 Development of over 1,078 dwelling units is analyzed at a project level in this EIR, it is important that these measures are discussed in detail in the report. 3.5.8

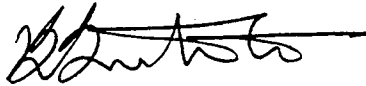
Mr. Jeff Baker
October 5, 2005
Page 3

- Page 71, Consistency with the CMP requirements: The DSEIR uses CCTA model for analyzing transportation impacts on the MTS roadways. Regarding the CMP requirements, as suggested in the CMA's response dated June 30, 2005 for the NOP of Draft SEIR of this project, a comparison of the CCTA model and the CMA's EMME2 model has been included in the report. The comparison for the future horizon year used was 2025 in both models. However, the interim model years were not consistent; the CCTA model used 2015 while the CMA model used 2010. For an appropriate comparison for the interim horizon year, it is suggested that the comparison be made for the same year, either 2010 or 2015, by appropriately interpolating or extrapolating the volumes in one of the models.

3.5.9

Thank you for the opportunity to comment on this Draft Supplemental Environmental Impact Report. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005



Parks and Community Services Department

MEMORANDUM

DATE: October 5, 2005
TO: Jeff Baker, Associate Baker
FROM: Diane Lowart, Parks & Community Services Director *DL*
SUBJECT: **Draft Supplemental Environmental Impact Report**
Fallon Village Project EIR SCH #2005062010

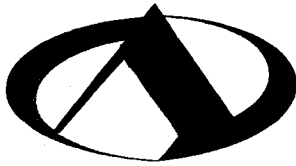
Letter 3.6

Thank you for the opportunity to review the aforementioned document. My review concentrated on those sections relating to Cultural Resources and Parks and Recreation.

I offer the following comments on Supplemental Mitigation Measure SM-CUL-2.

- c) Add Dublin Parks and Community Services Department to the second sentence which identifies the representatives who should be given the opportunity to examine the house and provide suggestions for salvaging and relocating elements. **3.6.1**
- d) Delete Amador/Livermore Valley Historical Museum as a potential location to place documentation on the house; this information should be placed in the Dublin Heritage Center Museum. **3.6.2**

I have no comments on the section on Parks and Recreation; all of my previous comments have been reflected.



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

James E. Sorensen
Agency Director

Chris Bazar
Planning Director

224
West Winton Ave.
Room 111

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

October 6, 2005

RECEIVED

OCT 11 2005

DUBLIN PLANNING

RECD VIA FAX 10/6/05

City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568
Attention: Jeff Baker, Associate Planner

Letter 3.7

Subject: Fallon Village Project, Draft Supplemental EIR

Dear Mr. Baker:

We have reviewed the Draft Supplemental EIR for the Fallon Village Project.

The project is entirely within the existing limits of the City of Dublin. However, we note that the planned extension of Dublin Boulevard to connect with North Canyons Parkway in the City of Livermore would cross property in unincorporated Alameda County. We concur that this roadway is a route of regional significance essential to a successful transportation system for the area. The Alameda County General Plan (East County Area Plan, as amended in May, 2002) designates this route a 6-lane arterial.

3.7.1

The following General Plan policies pertain to the timely completion of this arterial:

- Policy 3: The County shall work with cities and other agencies in planning land use and infrastructure to achieve the goals of the East County Area Plan using a cooperative approach that recognizes those environmental, social, and economic characteristics of the subregion that extend beyond jurisdictional boundaries.
- Policy 176: The County shall allow development and expansion of transportation facilities in appropriate locations inside and outside the Urban Growth Boundary consistent with the policies and land use diagram of the East County Area Plan.
- Policy 178: The County shall cooperate with cities and regional agencies to design transportation facilities and programs to accommodate East County Area Plan land uses.

3.7.2

Fallon Village Project
October 6, 2005
Page 2

The Dublin Boulevard extension within unincorporated Alameda County to Livermore should occur in as direct a manner as feasible to minimize expense and accommodate the anticipated traffic flow. We would also note that a creek crosses this area; the arterial alignment should cross perpendicular to the creek to minimize environmental disturbance and expense.

3.7.3

We are available to work with the City of Dublin and the City of Livermore on both planning efforts and any extraterritorial actions which may be necessary for the successful construction of this important facility.

3.7.4

Thank you for the opportunity to comment on the project.

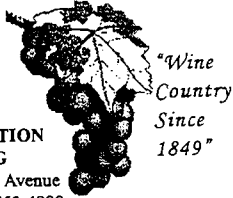
Sincerely,



Chris Bazar
Planning Director

cc: Alex Amoroso, Assistant Planning Director
Cindy Horvath, Senior Planner

CITY OF LIVERMORE



ADMINISTRATION BUILDING

1052 S. Livermore Avenue
Livermore, CA 94550-4899
Ph: (925) 960-4000
Fax: (925) 960-4058
TDD (925) 960-4104
www.ci.livermore.ca.us

MAYOR / COUNCIL

Ph: 960-4010 • Fax: 960-4025

CITY MANAGER

Ph: 960-4040 • Fax: 960-4045

CITY ATTORNEY

Ph: 960-4150 • Fax: 960-4180

RISK MANAGEMENT

Ph: 960-4170 • Fax: 960-4180

CITY CLERK

Ph: 960-4200 • Fax: 960-4205

COMMUNITY DEVELOPMENT

Ph: 960-4400 • Fax: 960-4459

Building Division

Ph: 960-4410 • Fax: 960-4419

Engineering Division

Ph: 960-4500 • Fax: 960-4505

Housing & Human Services Division

Ph: 960-4580 • Fax: 960-4149

Planning Division

Ph: 960-4450 • Fax: 960-4459

ECONOMIC DEVELOPMENT

Ph: 960-4140 • Fax: 960-4149

FINANCE DEPARTMENT

Ph: 960-4300 • Fax: 960-4309

FIRE DEPARTMENT

4550 East Avenue
Ph: 454-2361 • Fax: 454-2367

LIBRARY

1000 S. Livermore Avenue
Ph: 373-5500 • Fax: 373-5503

HUMAN RESOURCES

Ph: 960-4100 • Fax: 960-4105

POLICE DEPARTMENT

1110 S. Livermore Avenue
Ph: 371-4900 • Fax: 371-4950
TDD 371-4982

PUBLIC SERVICES

3500 Robertson Park Rd.
Ph: 960-8000 • Fax: 960-8005

Airport Division

636 Terminal Circle
Ph: 373-5280 • Fax: 373-5042

Golf Course Division

909 Clubhouse Drive
Ph: 373-5239 • Fax: 373-5203

Maintenance Division

3500 Robertson Park Rd.
Ph: 960-8020 • Fax: 960-8025

Water Resources Division

101 W. Jack London Blvd.
Ph: 960-8100 • Fax: 960-8105

Letter 3.8

October 6, 2005

Jeff Baker, Associate Planner
City of Dublin – Community Development Department
Dublin City Hall
100 Civic Plaza
Dublin, CA 94568

RECEIVED

OCT 11 2005

DUBLIN PLANNING

REUB VIA FAX 10/6/05

RE: City of Livermore's Comments on Draft SEIR for Fallon Village Project
(SCH #2005062010)

Dear Mr. Baker:

On behalf of the City of Livermore, we hereby submit the following comments on the August 2005 Draft SEIR for the Fallon Village Project. In addition, detailed comments are attached hereto. These comments are based on review of the Draft SEIR by City of Livermore staff. We have identified several areas of concern regarding the adequacy of the SEIR under CEQA for purposes of approving the proposed project and we request clarification and additional information as appropriate. 3.8.1

In summary, and as explained in more detail in the attached comments, here are the areas of primary concern:

- Traffic analysis should address eventual connection of the Dublin Boulevard extension to North Canyons Parkway in Livermore. 3.8.2
- Traffic analysis should include additional project alternatives and projections. 3.8.3
- Biological and habitat analysis should provide for offsite mitigation to be located within the Livermore and Amador Valleys, and specifically in the Doolan Canyon area. 3.8.4
- Visual resources analysis should address potential impacts of proposed new land use designations along the proposed Dublin Boulevard extension, which were not included in previous environmental determinations. 3.8.5

City of Dublin – Community Development Department
Fallon Village Project Draft SEIR
October 6, 2005
Page 2 of 2

Thank you for providing this opportunity for the City of Livermore to comment. City of Livermore staff is available and encourages discussion of these concerns with City of Dublin staff and the applicant as the most effective approach to resolving the issues for all parties. If you have any questions, please do not hesitate to contact myself or Matt Weintraub, Associate Planner, at (925) 960-4450.

Sincerely,



Susan Frost
Principal Planner

Attachment

cc: Mayor Kamena and City Council members
Linda Barton, City Manager
John Pomidor, City Attorney
Marc Roberts, Community Development Director
Eric Brown, Planning Manager
Cheri Sheets, City Engineer
Robert Vinn, Assistant City Engineer Development
Matt Weintraub, Associate Planner

City of Livermore
Fallon Village Draft SEIR
Comments
October 6, 2005

Chapter 4.2: Traffic and Transportation

- Dublin Boulevard, Page 44: 3.8.6

The alignment of Dublin Blvd should be coordinated with the City Livermore as it will connect to North Canyons Parkway. The City of Livermore would like to explore alternative alignments for Dublin Boulevard that would be closer to I-580 and further from the base of the hills than would be possible if the alignment shown for Dublin Boulevard within the project area is adopted. The alignment of Dublin Boulevard should be shown as preliminary/conceptual and subject to change pending adoption of a precise alignment connection to North Canyons Parkway.
- Analysis Scenarios, Pages 51-52:
 - Page 1-3 states that several alternatives will be evaluated. These include: 1) no project/no development, 2) no project/development under existing land use regulations, 3) reduced project alternative, 4) an alternative that considers a relocated Central Parkway, 5) replacement of "General Commercial/Office" with "Industrial" designation, and 6) a changed development pattern on the Jordan property. However, the traffic study only evaluates the full project at different time intervals. The traffic study should evaluate a reduced project alternative and a project development under existing land use regulations. 3.8.7
 - Currently, the report only provides freeway analysis for Year 2015 and Year 2025. The report should provide information on existing freeway conditions and additional interim scenario conditions. 3.8.8
 - An alternate scenario should be evaluated that determines which roadway improvements are most critical and should be completed by 2015. This analysis should include a freeway analysis for the Interim Year 2015 scenario. See comment below regarding Interim Year 2015 Conditions (Scenario 2). 3.8.9
 - The traffic report should also provide an analysis on the differential impact due to the proposed project changes (additional 1,081,725 square feet of office/industrial and 582 additional residential units). The SDEIR should provide information regarding the increase in traffic impacts when compared with the previously approved project. 3.8.10
- Interim Year 2015 Conditions (Scenario 2), Page 54: 3.8.11

For the Interim Year 2015 analysis, many roadway improvements are assumed to be completed. However, many of these improvements are programmed but not yet funded. The timing of roadway improvements is critical given the current congestion levels on I-580 and it is likely that not all of these roadway improvements will be completed by 2015 due to

limited resources. Some examples of assumed roadway improvements that are not likely to be completed by 2015 include:

- Stoneridge Extension to El Charro
- El Charro Extension to Stanley
- I-580/Isabel Interchange Phase 2
- I-580/First Street Interchange
- I-580/Greenville Interchange.

Also, please note that:

- The I-580/Livermore Interchange project is unfunded and is not part of the Livermore General Plan or Traffic Impact Fee Program. This project should not be assumed in any scenario. 3.8.12

- Auxiliary lanes are currently not planned or funded for the segment of I-580 located between Isabel Avenue and First Street, although they are likely to be planned in the future. They are not currently identified in MTC's RTP. Therefore, they should not be included in any scenario. 3.8.13

- Table 4.2.1, Page 54:
The existing LOS for the three intersections within the City of Livermore (Airway/N. Canyons, Airway/EB580 ramps, Airway/WB580 ramps) shown in the report indicates a better LOS when compared to recent LOS analysis conducted by the City of Livermore. The most significant difference is the Airway/EB 580 ramps where the report indicates LOS B and the City analysis reports LOS D during the AM peak hour. The City of Livermore LOS analysis is on file with the Engineering Division. 3.8.14

- Table 4.2.8, Page 68:
Table 4.2.8 Year 2030 Freeway Analysis indicates that in the AM peak hour on I-580 in the westbound direction, the traffic volume decreases between the Year 2030 No project scenario to the Year 2030 With Project scenario. This is counterintuitive since the proposed project generates 1673 outbound trips in the AM Peak Hour. Please provide additional information regarding the Freeway analysis for clarification. 3.8.15

Chapter 4.4: Sewer, Water & Storm Drainage

- Local Flooding, Page 116-117:
The project area is not currently located in a FEMA A zone (100-year). However, FEMA has not completed a detailed study of the channels on the project site. Please provide additional information indicating the possibility of floodwaters crossing I-580 into the City of Livermore. Also, please indicate if the project will provide 100-year flood protection, and provide details. 3.8.16

Chapter 4.7: Biological Resources

- Supplemental Program Impact BIO-1, Supplemental Mitigation Measure SSM-BIO-1, Pages 167-168:
 - The mitigation measure includes restoration/enhancement of onsite and offsite riparian habitat areas. Please ensure that mitigation areas are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration. 3.8.17
 - The mitigation measure includes a five-year monitoring program and preparation of annual reports. Please specify types of habitat restoration/enhancement activities that are expected to occur, performance standards for evaluating the effectiveness of activities, and options for improving effectiveness if performance is found lacking. For instance, the mitigation measure could specify certain percentages of plant species coverage expected to occur in different years that would indicate successful habitat restoration/enhancement. 3.8.18
 - The mitigation measure requires special-status plant replacement at 1:1 on individual plant basis, and 0.5:1 on occupied habitat basis. Typically, species and habitat replacement are required to occur at higher ratios than species and habitat loss, and to be preserved in perpetuity. Please consider revising the mitigation measure to require individual plant replacement ratio at 3:1 and occupied habitat replacement at 2:1. Please consider revising the mitigation measure to require preservation of all habitat areas in perpetuity whether or not the monitoring performance standard is achieved. 3.8.19
 - The mitigation measure does not require offsite mitigation to be located within the Livermore and Amador Valleys. The City of Livermore recommends that mitigation areas be located within the Livermore and Amador Valleys, specifically in the Doolan Canyon area. Please note that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area. The City of Livermore offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area. 3.8.20
- Supplemental Program Impact BIO-2, Supplemental Mitigation Measure SSM-BIO-2, Pages 174-177:
 - The mitigation measure includes restoration/enhancement of CRLF habitat offsite. Please ensure that offsite mitigation areas are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration. 3.8.21
 - The mitigation measure prefers, but does not require, offsite mitigation to be located within the Livermore and Amador Valleys. The City of Livermore recommends that mitigation areas be located within the Livermore and Amador Valleys, specifically in the Doolan Canyon area. Please note that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area. The City of 3.8.22

Livermore offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area.

- Supplemental Program Impact BIO-3, Supplemental Mitigation Measures SSM-BIO-3 and SSM-BIO-4, Pages 177-180:

- The mitigation measure includes restoration/enhancement of CTS habitat offsite. Please ensure that offsite mitigation areas are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration. 3.8.23

- The mitigation measure prefers, but does not require, offsite mitigation to be located within the Livermore and Amador Valleys. The City of Livermore recommends that mitigation areas be located within the Livermore and Amador Valleys, specifically in the Doolan Canyon area. Please note that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area. The City of Livermore offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area. 3.8.24

Chapter 4.8: Visual Resources

- Supplemental Impacts and Mitigation Measures, Pages 200-203: 3.8.25

Previous environmental determinations regarding impacts to visual resources were made based on designations of industrial and rural residential/agricultural land uses along Dublin Boulevard. The Fallon Village Project proposes to change these land use designations to general commercial/office/industrial. The new land use designations have the potential to significantly change the visual character of the area from that which was previously analyzed and approved, since the new land designations are more intense and will require different architectures, massing, and design than the current land use designations. Please provide more information regarding potential impacts of the Fallon Village Project's new land use designations on visual resources, in order to determine if any additional significant and unavoidable alterations to rural and open space character, or to visual character of the flatlands, will occur, which were not noted in previous environmental determinations.

- Exhibit 4.8.4, Page 208: 3.8.26

The Fallon Village Project proposes to change land use designations along Dublin Boulevard from primarily industrial (south side) and rural residential/agricultural (north side) to general commercial/office/industrial on both sides (as described in Chapter 3: Project Description). Exhibit 4.8.4 (Page 208), which includes a simulated view of future development, does not show the new general commercial/office/industrial development that is proposed. The exhibit shows only the residential development proposed to the north. Please revise the exhibit to accurately simulate all proposed development that could occur in the area under the Fallon Village Project. Please also provide a map indicating location and direction from which all photographs were taken.

Chapter 4.9: Cultural Resources

- Supplemental Program Impact CUL-2, Supplemental Mitigation Measure SM-CUL-2, Pages 218-219: 3.8.27
The mitigation measure includes options for salvage and documentation in case of demolition of an historic resource. Please note that demolition of an historic resource cannot be considered a less-than-significant impact and cannot be mitigated. Please remove reference to demolition, salvage, and documentation from the mitigation measure, since demolition causes significant, immitigable impact that salvage and documentation cannot address.
- Supplemental Program Impact CUL-3, Supplemental Mitigation Measure SM-CUL-3, Pages 219-220: 3.8.28
Please note that demolition of an historic resource cannot be considered a less-than-significant impact and cannot be mitigated. Therefore, if the cultural resources assessment determines the existence of an historic resource, then preservation, rehabilitation, and/or relocation of the historic resource may be required in order to mitigate impacts to a level that is less than significant.
- Supplemental Program Impact CUL-4, Supplemental Mitigation Measure SM-CUL-4, Page 220: 3.8.29
Please note that demolition of an historic resource cannot be considered a less-than-significant impact and cannot be mitigated. Therefore, if the cultural resources assessment determines the existence of an historic resource, then preservation, rehabilitation, and/or relocation of the historic resource may be required in order to mitigate impacts to a level that is less than significant.



CITY OF SAN RAMON

2222 CAMINO RAMON
 SAN RAMON, CALIFORNIA 94583
 PHONE: (925) 973-2500
 WEB SITE: www.sanramon.ca.gov

October 7, 2005

Letter 3.9

Mr. Jeff Baker, Associate Planner
 Community Development Department
 City of Dublin
 100 Civic Plaza
 Dublin, CA 94568

RE: Comments on Fallon Village Draft Supplemental EIR

Dear Mr. Baker:

Thank you for the opportunity to review and comment on the Fallon Village Draft Supplemental EIR. The City of San Ramon comments pertaining to the Traffic and Transportation portion of the draft study include:

Page 46 – BART System

It is the City's understanding that construction of the West Dublin BART station is anticipated to begin in late 2006. Therefore, the new station may open sooner than five years. The City request clarification from City of Dublin and/or BART regarding the preliminary opening date of the West Dublin BART station.

3.9.1

Page 52 – CCTA Travel Demand Model

The Tri-Valley Travel Demand Model has been retired. The revised Contra Costa Transportation Authority Model has been adopted by the Tri-Valley Transportation Council (TVTC) as the Tri-Valley model. Consequently, the TVTC jurisdictions have agreed to forward all refinements made to the Contra Costa Transportation Authority (CCTA) model to the CCTA.

3.9.2

Therefore, the City requests that the City of Dublin, TJKM, and any other transportation-consulting firm used for the project, forward all refinements made to the travel demand model to the CCTA. By doing so, it will ensure refinements are incorporated into the travel demand model for future reference by all TVTC jurisdictions.

Page 62 – Supplemental Project Impact (Dublin Boulevard – Dougherty Road intersection)

3.9.3

In year 2025, traffic generated by full build-out of the project causes the Dougherty Road/Dublin Boulevard intersection to operate at unacceptable levels of service during the p.m. peak hour. Even with the planned improvements it will not reduce the less than significant level of service standards.

CITY COUNCIL: 973-2530
 CITY MANAGER: 973-2530
 CITY ATTORNEY: 973-2549
 CITY CLERK: 973-2539

HUMAN RESOURCES: 973-2503
 FINANCE: 973-2609
 PUBLIC WORKS OPERATIONS DIV: 973-2600
 PUBLIC WORKS ENGINEERING DIV: 973-2670

PARKS & COMMUNITY SERVICES: 973-3200
 AQUATIC CENTER: 973-3240
 COMMUNITY CENTER: 973-3200
 FOREST HOME FARM: 973-3280
 SENIOR CENTER: 973-3250

ECONOMIC DEVELOPMENT: 973-2554
 PLANNING DEPARTMENT: 973-2560
 BUILDING & SAFETY DIVISION: 973-2580
 TRANSPORTATION DIVISION: 973-2650

Given the limitations and restrictions within the intersection, the City recommends the following:

- 1. Implementation of a comprehensive Transportation Demand Management (TDM) program, similar to the Cities of Pleasanton and San Ramon to strive to achieve a significant reduction in the single vehicle occupant trips during the p.m. peak hour. Dublin should work in concert with neighboring jurisdictions to offer commute alternative incentive programs to residents, commuters, and students. 3.9.4
- 2. Contra Costa County, as a Condition of Approval for the Dougherty Valley, required the Developers to implement a comprehensive TDM program; including providing commute alternative information to homeowners and merchants and property management companies. Therefore, the City respectfully request that Dublin insist that the Fallon Village Developers finance "seed" money to implement TDM programs to residents, commuters, and merchants located within the Fallon Village Project vicinity. 3.9.5
- 3. The City of Dublin should aggressively continue to monitor, obtain data and volume for future year forecasting at the intersection and respond accordingly. 3.9.6

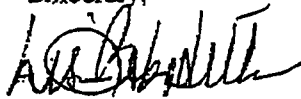
Page 70 – Advancing HOV Lanes

Clarification is needed as to the support from ALL TVTC jurisdictions with regard to advancing funding for the I-580 HOV lane project included in the TVTC Project list. 3.9.7

Clarification is needed on the availability of TVTC funds to "fully fund" express bus service from Livermore to the East Dublin/Pleasanton BART station. 3.9.8

In closing, thank you for the opportunity to provide comments on the Fallon Village Draft Supplemental EIR. As you proceed with the project, please feel free to contact me if there is any information or assistance we can provide. I can be reached at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov.

Sincerely,



Lisa Bobadilla
Transportation Division Manager
Planning/Community Development Department



ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551

PHONE (925) 454-5000

October 18, 2005

Mr. Jeff Baker, Associate Planner
City of Dublin - Community Development Department
Dublin City Hall
100 Civic Plaza
Dublin, CA 94568

Letter 3.10

Re: Draft Supplemental Environmental Impact Report (DSEIR) for the Fallon Village Project

Dear Mr. Baker:

Zone 7 has reviewed the referenced CEQA document in the context of Zone 7's mission to provide drinking water, non-potable water for agriculture and irrigated turf, flood protection, and groundwater and stream management within the Livermore-Amador Valley. Our comments are as follows and are organized to follow the order of the DSEIR:

- 1. On Table 4.4.6 Zone 7 Supplies and Available Dry Year Storage, page 113, replace the word "Entitlements" to "Table A Amounts". ... 3.10.1
2. On page 117, first paragraph under "Existing runoff methodology and calculations", it's mentioned that the hydrologic model is based on Zone 7's Hydrology and Hydraulics Criteria. ... 3.10.2
3. On page 117, last sentence on the page states that "The Project area is located within the Main Basin." ... 3.10.3
4. On page 118, please make the following revisions: ... 3.10.4
a. First paragraph, last sentence, recommend revising text as follows: "This standard is not health-based, but primarily for aesthetic issues such as hardness issues (e.g., scale) and taste and odor."
b. Second paragraph, first sentence, revise "Mocho Well #4" to "Mocho Groundwater Demineralization Plant."
c. Second paragraph, third sentence, revise "...pump it to the Zone 7 water system." to "pump it into the Zone 7 water system."
d. Second paragraph, last sentence, revise "...completed by September 2007 (source: Jarnail Chahal, Zone 7, 6/24/05)." to "...completed by June 2008 (source: Jarnail Chahal, Zone 7, October 2005)."
5. On page 121, second paragraph, please make the following revisions: ... 3.10.5
a. First sentence and in the 3rd sentence, change "Section C.3" to "Provision C.3.F", as this is the provision within the permit that specifically addresses hydrograph modification management.

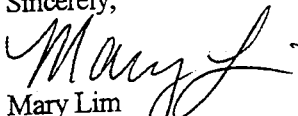
RECEIVED
OCT 19 2005
DUBLIN PLANNING

- b. Recommend including the following sentence after the first sentence: “The Alameda Countywide Clean Water Program (ACCWP) submitted the Final Draft Hydromodification Management Plan to the Regional Water Quality Control Board (RWQCB) on May 15, 2005.”
 - c. The sentence starting with “The County continues to work...by the end of 2005” should be revised as follows: “ACCWP continues to work...”
6. On page 123, first paragraph, please make the following revisions: 3.10.6
- a. The sentence starting with “Zone 7 is currently working...the Storm Management Master Plan (SMMP), more commonly referred to as the Chain of Lakes project” should be revised as follows: replace “Storm” to “Stream” and delete “more commonly referred to as the Chain of Lakes project.” as this is an incorrect statement.
 - b. The next sentence, “The SMMP currently in design by Zone 7...” should be revised to “The SMMP, currently in development by Zone 7...”
 - c. The sentence starting with “Funding for the SMMP project is already being provided for...” and the following sentence starting with “Individual development projects...” should be deleted and replaced with the following statement: “Funding for the SMMP has not been identified; however, a funding plan is being developed as part of the SMMP.”
7. On page 126, second paragraph under “Salt loading”, please make the following revisions: 3.10.7
- a. In the third sentence, delete the word “shallow”. In addition, replace “reinjecting it into the groundwater basin;” with “delivering the demineralized water to the treated water customers.”
 - b. The sentence starting with “Based on this study Zone 7...” replace “brine processing” with “groundwater demineralization”. In addition, replace “...funded by Zone 7 fees.” with “...funded by Zone 7 water rates and municipal & industrial (M&I) water connection fees.”
 - c. The sentence starting with “The funding for mitigations...”, revise the section that states “...paid for with increased water and sewer rates of Zone 7 and DSRSD.” to “...paid for through Zone 7 water rates and M&I water connection fees and DSRSD sewer rates.”
8. A general comment throughout the Section 4.4 Sewer, Water & Storm Drainage, any reference to the Alameda County NPDES permit, the Alameda County Clean Water Program, and Alameda County permit/program, should be revised from “Alameda County” to “Alameda Countywide Clean Water Program (ACCWP)”. 3.10.8

Zone 7 hereby requests that we be able to review all plans and specifications or any additional information and/or studies pertaining to proposed project. Please submit such additional information to me at the address shown above.

We appreciate the opportunity to comment on this document. If you have any questions or comments, please feel free to contact me at (925) 454-5036 at your earliest convenience.

Sincerely,



Mary Lim
Environmental Services Program Manager

cc: Karla Nemeth, Environmental & Public Affairs Manager, Zone 7
Jim Horen, Principal Engineer, Zone 7
Joe Seto, Senior Engineer, Zone 7

RECEIVED

OCT 05 2005

DUBLIN PLANNING

VARNI, FRASER, HARTWELL & RODGERS

ATTORNEYS AT LAW

650 A STREET

P.O. BOX 570

HAYWARD, CALIFORNIA 94543-0570

PHONE: (510) 886-5000 FAX (510) 538-8797

WEBSITE: VARNIFRASER.COM

OF COUNSEL:

MAURICE E. HUGUET, JR.
JONATHAN DANIEL ADAMS
P. CECILIA STORR

October 4, 2005

Letter 4.1

VIA FAX AND FEDEX

Jeff Baker, Associate Planner
City of Dublin – Community Development Dept.
Dublin City Hall
100 Civic Plaza
P.O. Box 2340
Dublin, California 94568

**Re: Fallon Village Project /
Draft Supplemental Environmental Impact Report**

Dear Mr. Baker:

This firm represents the two Trusts which own the Jordan property. We, at this time, on behalf of our clients, would provide the following comments to the Fallon Village Project – Draft Supplemental Environmental Impact Report:

1. We would request that the City Staff continue their efforts to analyze alternate locations for Central Parkway as it crosses the Jordan property. We, in particular, would urge an analysis of a possible slight deviation in the location of Central Parkway so as to move it away from the cattle watering ponds which are the primary breeding grounds for the red-legged frogs and the salamanders that are present on the Jordan property. By moving Central Parkway slightly to the north, it may be possible to significantly decrease the cost of traversing this wetlands area with Central Parkway. 4.1.1

2. We continue to urge the City Staff to analyze the allocation of costs and/or benefits from the habitat area designated to be set aside on the Jordan property for the benefit of other properties which either have endangered species and/or have property which is traversed by endangered species. At the present time, it is our belief that there is a disproportionate allocation of the cost of this habitat to the 4.1.2

Jordan property by reason of the fact that the Jordan property is requested to set aside such a significant portion of a very level and developable property to address the environmental needs of adjacent property with no corresponding credit or financial compensation to the Jordan property for such set aside.

3. We would encourage the City Staff and their consultants to continue their efforts to analyze the width and location of the habitat area which has been suggested to cross the Jordan property. In particular, we would ask that consideration be given to off-tract mitigation, and/or reconfiguring or narrowing the width of the proposed habitat highway for salamanders and red-legged frogs, and that alternate sites and locations of such habitat be considered on other areas in the East Dublin Annexation Area. 4.1.3

4. We would request that the economic impacts of Central Parkway be further analyzed with the thought of compensating the owners of the Jordan property, either through TIF fees and/or through some sort of a spreading of the assessment for other off-tract improvements which serve and benefit the entire East Dublin Annexation Area. As mentioned in Paragraph 1, above, the expense of this construction could be significantly alleviated if Central Parkway could be moved slightly to the north where it crosses the habitat or if the width of the habitat in this area could be narrowed so as to avoid the need to span the areas where there are concentrations of water and breeding grounds of the endangered species. 4.1.4

We will continue to work closely with the City Staff with regard to these items and would be available with any information we might have to offer.

Very truly yours,

VARNI, FRASER, HARTWELL & RODGERS

ANTHONY B. VARNI

ABV/1
Baker-DublinPlanning.Ltr

cc: Jordan Trustees
Eddie Peabody

Allen Matkins

www.allenmatkins.com

Allen Matkins Leck Gamble & Mallory LLP
Attorneys at Law
Three Embarcadero Center, 12th Floor | San Francisco, CA 94111-4074
Telephone: 415.837.1515 | Facsimile: 415.837.1516

Michael Patrick Durkee
E-mail: mdurkee@allenmatkins.com
Direct Dial: 415.273.7455 File Number: B1002-006/SF655947.02

October 6, 2005

VIA ELECTRONIC MAIL (jeff.baker@ci.dublin.ca.us)

Letter 4.2

Jeff Baker
Associate Planner
City of Dublin
P.O. Box 2340
100 Civic Plaza
Dublin, CA 94568

Re: *Comments Regarding Fallon Village Project Draft SEIR*

Dear Mr. Baker:

On behalf of our client, Braddock & Logan Services, Inc., the "sponsor" of the Fallon Village Project, thank you for this opportunity to comment on the Project's Draft Supplemental EIR ("DSEIR"). We appreciate the excellent job City Staff and the EIR Consultant have done on the DSEIR, and we believe the DSEIR, in conjunction with the original 1993 EIR and the 2002 Supplemental EIR it supplements, does an excellent job evaluating and mitigating the potential direct and indirect impacts of the Project.

4.2.1

1. **Visual.** In the third paragraph on page 201 of the DSEIR, the text, in seeking to describe the details of some of the approvals sought, provides as follows: "*Specifically, the amendment would delete portions of the lower ridgелands as "Visually Sensitive Ridgелands."* If this sentence is intended to mean that Braddock & Logan, as the applicant, is requesting that the lower ridgелands, called "Visually Sensitive Ridgелands – Limited Development," be removed from Figure 6.3 of the Eastern Dublin Specific Plan, it is inaccurate. To clarify, we do not believe it is necessary to remove these ridgелands from Figure 6.3. Instead, our request is simply that this Project be addressed in the same manner as the City's recent treatment of other development projects within the Specific Plan area, such as Dublin Ranch.

4.2.2

2. **Project-Level Impacts.** We have reviewed the Project/Development-level impact and mitigation discussions set forth in each of the impact topic chapters in the DSEIR and agree with the discussions and conclusions set forth therein. In further support of this analysis, we submit the attached memorandum which underscores the determinations reached in the DSEIR's development-level impact discussions.

Jeff Baker

October 6, 2005

Page 2

3. **Benefits of Project.** The following underscores the positive benefits of the Project, any one of which we believe will support the City's adoption of a Statement of Overriding Considerations.

a. The Project will help to complete the City's long-standing policy and planning efforts regarding the development of Eastern Dublin. Those efforts began in the late 1980's, were solidified by the City's adoption of the Eastern Dublin General Plan Amendment, Specific Plan Amendment and Eastern Dublin EIR in 1993, were perpetuated by the City's actions in 2002 and 2003 to further plan and annex the remaining portions of the Eastern Dublin planning area to the City, and will be helped toward completion by the City's certification of this DSEIR, its adoption of the General Plan and Specific Plan amendments that refine that policy and planning effort, and its approval of the development-level entitlements that will implement those planning and policy efforts. In particular, the Project promotes the City's goals and policies in the following manner:

i. The primary Land Use Goal of the Eastern Dublin Specific Plan is to "establish an attractive and vital community that provides a balanced and fully integrated range of residential, commercial, employment, recreational, and social opportunities." The Project helps the City achieve these goals by increasing opportunities for a wide range of housing types and densities, including affordable housing, by creating schools and parks to serve the new residents of this area, by providing public/semi-public sites for uses by such activities as day care centers or churches, and by providing industrial and commercial development sites for new and potentially relocated office, retail and service businesses.

ii. The Project will further the General Plan objective for the Eastern Dublin Planning Area of providing a broad range of residential and non-residential uses. The General Plan's Guiding Policy for the Eastern Dublin Planning Area is to "encourage development of a full range of commercial and employment generating uses that will meet the needs of the City and the surrounding Tri-Valley areas." This Project provides housing and commercial/retail opportunities for developments to serve existing and planned future residents.

iii. The Project will further the General Plan objective of establishing an eastern urban boundary for the City, and will provide open space lands, protected by permanent open space easements, which will create this transition to the rural agricultural lands to the east and northeast.

b. The Project will provide significant financial benefits -- above its costs -- to the City. As the fiscal study prepared for the City reveals (incorporated herein by this reference as if set forth in full), the project will generate a substantial increase in property taxes and sales taxes, resulting in a net fiscal gain for the City.



Allen Matkins Leck Gamble & Mallory LLP
Attorneys at Law

Jeff Baker
October 6, 2005
Page 3

Again, we appreciate the excellent job City Staff and the EIR Consultant have done on the DSEIR, and thank you for this opportunity to comment.

Respectfully submitted,



Michael Patrick Durkee

MPD:kab
Attachment

cc: Jeff Lawrence, Braddock & Logan

STORM DRAINAGE, FLOODING AND WATER QUALITY

A system of underground pipes will convey developed-area runoff and the Open Space Corridor will convey runoff collected from adjacent undeveloped Open Space and Rural Residential /Agriculture areas. Both the piped conveyance system and the Open Space Corridor will discharge to the recently completed, Zone 7 - G3 box culvert north of I-580. The strategy for maintaining the quality of post-development stormwater runoff from the project is in accordance with the ENGEO guidelines document as included in the DSEIR Program-level mitigation measures. A number of Best Management Practice (BMP) methods will be employed (i.e., bioretention filters, bio-treatment swales, inlet stenciling, etc.). All runoff treatment will occur prior to flows entering the Zone 7 drainage facility at Fallon Road.

4.6 SOILS, GEOLOGY AND SEISMICITY

Slopes within developed areas are to be graded at a 2:1 ratio with most slopes within Open Space, and Rural Residential/Agricultural areas proposed at 3:1. New slope contours will tie smoothly to existing contours, and disturbed areas will be hydroseeded so as to retain a natural look across the graded hills. A preliminary geotechnical exploration and report of recommendations has been prepared for the Stage 2 Development Plan area, and an addendum to this report has been issued for the geotechnical review and recommendations specifically in response to the preliminary grading plan submitted with the tentative map. A corrective grading plan depicting the locations and depths of necessary landslide repairs, keyways and subsurface drains will be a conditioned requirement of the rough grading plan submittal. All proposed development, except that grading which is needed for slide repair, remedial grading and slope stability, will be below the City's 770' elevation development cap.

4.9 CULTURAL RESOURCES

There is a possibility that prehistoric resources may be buried on the Fallon Enterprises (Bankhead) property. Braddock & Logan will implement Supplemental Mitigation Measure SM-CUL-1 requiring training of personnel and looking for such prehistoric materials when site excavations are underway. In addition, the Fallon Ranch house appears to be a surviving example of an early vernacular house in the Dublin/Pleasanton style and therefore eligible for listing on the California Register of Historic Places. Braddock & Logan plans to take the actions specified under Supplemental Mitigation Measure SM-CUL-2d. This will include documenting the house prior to its demolition and placing this documentation in a historical archive or history collection.

4.12 HAZARDS AND HAZARDOUS MATERIALS

A site reconnaissance and records search for the Braddock and Logan property found that the property had been used primarily for ranching purposes, with some limited commercial use. An abandoned underground gasoline storage tank was found adjacent to a barn on the site. Soil sampling was conducted for the underground storage tank site and the soils were found to be free of any contaminants associated with the former tank. A hazards assessment (ENGEO, April 2005) identified a buried household waste dump on the Bankhead property, and recommended that a Phase II ESA be conducted for the dump and underlying soils.

Braddock & Logan will conduct a comprehensive asbestos-containing-materials and lead-based paint survey of the Fallon Ranch house prior to any demolition activities. Similarly, a Phase II

environmental site assessment will be conducted for the portion of the site where buried household garbage is located. If potentially hazardous materials are identified, a remediation plan will be developed and implemented that will address and resolve any potential impacts.

The southern boundary of the Stage 2 Development Plan area is some 3,100 feet north of the Livermore Airport Protection Area boundary, which is 5,000 feet north of the airport runway. The entire Stage 2 Development Plan area also lies completely outside the Livermore Airport Land Use Referral Area.

4.13 PARKS AND RECREATION

The Braddock & Logan Stage 2 PD plan and vesting tentative map shows a 6.3-acre neighborhood park centrally located in the Project adjacent to the elementary school, and a 5.4-acre neighborhood square located at the terminus of the main north/south residential collector street. The total park acreage proposed is 11.7 acres. With 1,078 Low Density homes proposed and utilizing a factor of 3.2 residents per home, 17.2 acres would be required. Braddock & Logan will pay park in-lieu fees to account for the 5.5 additional acres of park land.

4.7 BIOLOGICAL RESOURCES

In accordance with several of the mitigation measures of the 2002 SEIR, Braddock & Logan has submitted a report to the City describing how they propose to comply with certain of these mitigation measures. That report is set forth as follows:

Braddock & Logan-Fallon Village Biological Resources Mitigation Measures Summary

Background

The 2002 SEIR states that prior to submitting a Stage 2 development plan, the developer should submit a report to the City describing how it will comply with certain biological resources mitigation measures. Braddock & Logan, the applicant for the Stage 2 PD approval under consideration in the 2005 DSEIR, previously submitted a written report describing how they would comply with the mitigation measures. This report updates the previous report by reflecting new and/or revised mitigation measures from the 2005 Fallon Village Draft SEIR. A list of the summarized specific biological resources mitigation measures for the Braddock & Logan-Fallon Village project can be summarized as follows:

Summary of Relevant Biological Resources Mitigation Measures

The following 2002 SEIR and 2005 SEIR biological resources mitigation measures would apply to species and habitats found on the Braddock & Logan properties:

Special-Status Plant Species: If present as determined by surveys, avoid to the extent feasible. Mitigate unavoidable impacts at 1:1 ratio on an individual basis (and no less than 0.5:1 acreage ratio on the basis of occupied habitat) by either permanently preserving land containing the species in question, or by permanently preserving land suitable for the species and seeding such land with seeds collected on site or within the Tri-Valley area. (SM-BIO-2 through SM-BIO-4 of 2002 SEIR, SSM-BIO-1 of 2005 DSEIR)

San Joaquin Kit Foxes: Although the San Joaquin kit fox is not expected to occur in the Project area, preconstruction surveys and precautionary construction measures to avoid impacts to individuals will be implemented. (SM-BIO-9 and SM-BIO-10 of 2002 SEIR)

Nesting Raptors: If work cannot be performed outside the breeding season, conduct preconstruction surveys and, if a nest is detected, maintain a disturbance-free buffer of at least 200 feet around the nest while it is active. (SM-BIO-20 through SM-BIO-26 of 2002 SEIR)

Golden Eagles: Within the territory of the pair of Golden Eagles nesting northwest of the site, homesites shall be located in valley bottoms adjacent to existing or planned residential development, agricultural uses shall be limited to grazing, and rodent control shall be prohibited. (SM-BIO-27 of 2002 SEIR)

Burrowing Owls: Conduct a breeding-season survey prior to construction to determine whether (and how many) owls breed on the site. Conduct preconstruction surveys for owls in and within 500 feet of impact areas. If owls are present during the non-breeding season, relocate the owls to avoid impacts. If owls are present during the breeding season, maintain a disturbance-free buffer of at least 250 feet around active nests. Mitigate for the loss of burrows found to be occupied during the breeding-season surveys, or the preconstruction surveys, by preserving and managing at least 6.5 acres/pair or unpaired owl, and enhancing or creating burrows at a 2:1 ratio, either on-site or on suitable off-site lands. (SM-BIO-28 through SM-BIO-37 of 2002 SEIR, SSM-BIO-2 through SSM-BIO-5 of 2005 DSEIR)

Special-Status Passerines: If work cannot be performed outside the breeding season, conduct preconstruction surveys for nests of special-status passerines and, if a nest is detected, maintain a disturbance-free buffer (the radius to be determined by a qualified biologist) around the nest while it is active. (SM-BIO-38 through SM-BIO-42 of 2002 SEIR)

Special-Status Bats: Pre-demolition surveys will be conducted prior to removal of trees or structures that provide potential bat roosting habitat. If a bat roost is found, the roosting season of the colony shall be determined, and removal of the roost site shall be conducted when the colony is using an alternate roost. (SM-BIO-43 through SM-BIO-45 of 2002 SEIR)

Botanically Sensitive Habitats: Avoid and minimize impacts to waters of the United States to the extent feasible. Mitigate the fill of wetlands, intermittent streams and other waters at a 2:1 acreage ratio, and mitigate loss of riparian habitat at a 3:1 acreage ratio, through creation, restoration or enhancement within the Project area if feasible. Otherwise, mitigate at these ratios at an offsite location. (SM-BIO-5 through SM-BIO-7 of 2002 SEIR, SSM-BIO-1 of 2005 DSEIR)

California Red-legged Frog: To the extent feasible, avoid development of areas identified as suitable red-legged frog aquatic and dispersal habitat. Implement construction-related avoidance and protection measures. Mitigate unavoidable impacts to red-legged frog essential aquatic habitat and associated upland habitat within 100 m of essential aquatic habitat at a 3:1 acreage ratio. Mitigate unavoidable impacts to red-legged frog dispersal habitat by preservation at a 1.5:1 ratio; this latter mitigation requirement may be reduced up to 50% if additional essential aquatic habitat is provided. (SM-BIO-11 through SM-BIO-15 of 2002 SEIR, SM-BIO-2 of 2005 DSEIR)

Special-Status Invertebrates: If vernal pool habitats are occupied by special status invertebrates as determined by surveys, mitigate any loss of such habitat through preservation (at a 2:1 acreage ratio if buying credits from an approved mitigation bank, or at a 3:1 acreage ratio on-site or off-site) and creation (at a 1:1 acreage ratio if buying credits from an approved mitigation bank, or at a 2:1 acreage ratio on-site or off-site). (SM-BIO-16 and SM-BIO-17 of 2002 SEIR).

California Tiger Salamander: If avoidance is not feasible, mitigate loss of aquatic habitat by creating or enlarging suitable breeding ponds at a 2:1 acreage ratio, and mitigate loss of upland habitat by preserving occupied upland habitat at a 1:1 acreage ratio, either on-site or off-site. The latter mitigation requirement may be reduced up to 50% if additional aquatic breeding habitat is provided. (SM-BIO-18 and SM-BIO-19 of 2002 SEIR, SSM-BIO-3 and SSM-BIO-4 of 2005 DSEIR)

Western Pond Turtles: Conduct preconstruction surveys for work performed within suitable western pond turtle habitat, and relocate individuals detected within impact areas. (SM-BIO-15 of 2002 SEIR, applied to western pond turtles as well as California red-legged frogs)

Impact Summary and Mitigation Requirements for Braddock & Logan properties

As required by the 2002 SEIR, the City of Dublin developed a Resource Management Plan (RMP) for the entire East Dublin Properties area. In the process of developing the RMP, the City considered the biological suitability, and the development feasibility, of a variety of on-site avoidance alternatives. The RMP then set forth a recommended approach to biological resource avoidance and mitigation. Braddock & Logan's land plan for its two parcels is consistent with the RMP. The resulting unavoidable impacts, and the consequent mitigation obligations pursuant to the mitigation measures described above, are as follows:

Biological Resource	Impact	Mitigation Requirement
Special-status plant species	Three populations of San Joaquin spearscale comprising approximately 785 individuals	To the extent feasible, seed shall be collected and subsequently distributed in suitable soils within the Conservation Area on-site, or at an off-site location.
Burrowing Owl	Breeding-season and pre-construction surveys will be conducted prior to construction to determine the number of pairs/individuals impacted by development	Impacted owl burrows will be mitigated through enhancement or creation of burrows at a 2:1 ratio, and impacted owl habitat will be preserved at a ratio of 6.5 ac per pair (or unpaired individual) impacted, either in on-site preservation areas or suitable off-site lands.

Botanically sensitive habitats	Approximately 4,600 linear feet of unvegetated waters (i.e., intermittent streams) and 0.56 acres of waters of the U.S.	Mitigation for impacts will be provided at an off-site location.
California red-legged frog	Approximately 0.69 acres of "associated upland habitat" and 187 ac dispersal habitat	Mitigation will be provided at an off-site location in the form of breeding pond creation/enhancement and preservation/management of such pond(s), associated upland habitat, and foraging/dispersal habitat. Unimpacted and temporarily impacted potential breeding, foraging, and dispersal habitat on-site will be preserved and managed for use by CRLF and CTS.
Special status invertebrates	None detected during focused surveys	None required
California tiger salamander	Approximately 231 ac aestivation habitat	Mitigation will be provided at an off-site location in the form of breeding pond creation/enhancement and preservation/management of such pond(s) and adjacent aestivation habitat. The main breeding pond on-site, and unimpacted and temporarily impacted aestivation habitat on-site, will be preserved and managed for use by CRLF and CTS.

In addition to the impacts and mitigation measures outlined in the table above, several other potential impacts may or may not occur, depending on whether certain special-status species are present in or near impact areas during construction. Preconstruction or pre-demolition surveys and other impact avoidance measures will be implemented, as necessary, for the San Joaquin kit fox, Burrowing Owl, other nesting raptors, nesting special-status passerines, special-status bats, and western pond turtles, as outlined above under "Summary of Relevant Mitigation Measures". Activities within the open space/rural residential-agriculture areas in the northern portions of the Bankhead and Mandeville parcels will conform to the restrictions imposed for the protection of habitat for the nesting pair of Golden Eagles located off-site to the northwest.

Mitigations TRA-2, and -3. Conditions reflecting the basic requirements that the project either pay impact fees or construct the improvements will be included in the conditions for the Developer's project on the Braddock and Logan controlled properties which seeks vesting tentative map and other project-level approvals.

All developers requesting project-level approvals are required to submit individual traffic studies. The City uses these studies to determine when the impacts from individual projects will trigger the need for particular improvements. This process is reflected in the DSEIR discussion of Supplemental Impacts TRA-2, -3 on pp. 65 and 66.

The following is a list of the network improvements assumed in the calibrated Model with *italicized* annotations to identify related funding and timelines. This list corresponds to the listed improvements on pp. 56, 58-59 of the DSEIR.

1. Dublin Boulevard between Tassajara Road and North Canyons Parkway at Doolan Road. *Please see response 3.5.4.*
2. Fallon Road between existing terminus at the Dublin Ranch Golf Course and Tassajara Road. *Please see response 3.5.4.*
3. Central Parkway between Arnold Road and east of Fallon Road. *The Central Parkway extension to Fallon Road has been constructed and will be opened to traffic in 2006.*
4. All local and collector roadways in Eastern Dublin within Dublin Ranch and areas to the west as required to support development.
5. Planned improvements to the Dougherty Road/Dublin Boulevard intersection and adjacent roadway segments. *This project is funded through the EDTIF and the City of Dublin's Downtown Traffic Impact Fee program. It will be constructed in fiscal year 2006-2007.*
6. All improvements identified for the Dublin Transit Center and the IKEA retail center, which are included in the Eastern Dublin Traffic Impact Fee Program. *These roadways are fully funded and are under construction. Completion is expected in 2006.*
7. Windemere Parkway connection with Camino Tassajara in Contra Costa County. *This project is fully funded by developers of the Dougherty Valley. It is expected to be completed by 2010.*
8. El Charro Road between I-580 and Stanley Boulevard. *This roadway is included in the existing Pleasanton General Plan, which is currently being updated. No construction schedule has been established.*
9. Busch Road connection with El Charro Road. *This roadway is included in the existing Pleasanton General Plan, which is currently being updated. No construction schedule has been established.*
10. Stoneridge Drive connection with El Charro Road. *This roadway is included in the existing Pleasanton General Plan, which is currently being updated. No construction schedule has been established.*
11. Jack London Boulevard extension between the Livermore Airport area and El Charro Road. *The City of Livermore is considering various legislative actions that may result in the roadway being constructed by 2010. The roadway is included in the recently updated Livermore General Plan and the Livermore*

Traffic Impact Fee. Assessment district funding of the extension is being considered.

12. Widening of Route 84 (Isabel Avenue and Vallecitos Road) to six lanes north of Stanley Boulevard and four lanes south of Stanley Boulevard and on Vallecitos Road. *The Alameda County Transportation Improvement Authority (ACTIA) is currently conducting environmental review and preliminary design of a six-lane/four-lane project on Isabel Avenue. Construction should occur before 2015. There is no scheduled project for the widening of Vallecitos Road to four lanes.*

In addition, the following freeway and interchange improvements were also included:

1. The Phase I Fallon Road/I-580 interchange improvements currently planned by the Cities of Dublin and Pleasanton, and Caltrans. *This project is fully funded by Eastern Dublin developers and is scheduled for construction in fiscal year 2006-2007.*
2. I-580 interchange improvements proposed at Hacienda Drive and Dougherty Road, which are included in the Eastern Dublin Traffic Impact Fee Program. *These improvements are needed for identified future deficiencies; they will be constructed with EDTIF funds when needed to maintain acceptable levels of service.*
3. The I-680/West Las Positas interchange in Pleasanton is not included.
4. The Isabel (Rt. 84)/I-580 interchange Stage I and II improvements. This includes the removal of ramps at Portola Avenue. *The Phase I improvements are largely funded. The project is undergoing environmental review with design and construction to follow. The Phase I interchange is expected to be open to traffic between 2010 and 2015. The Phase II improvements will be constructed when required by traffic demands and as funding is available.*
5. Improvement of I-580 between Santa Rita Road/Tassajara Road and Vasco Road to include four mixed flow lanes and one HOV lane in each direction, and construction of one auxiliary lane in each direction between Santa Rita Road/Tassajara Road and Isabel Avenue. *Eastbound HOV lanes are expected to be constructed by 2010 and will extend to Greenville Road. Various funding sources are available for this improvement, including RM2, TCRP, TVTDF and STIP funds. Auxiliary lanes on eastbound I-580 between El Charro Road and Isabel Avenue are to be funded by Measure B and will likely be constructed at the same time as the eastbound HOV lanes. No funding currently exists for the westbound HOV lanes or auxiliary lanes. The current Triangle Study will determine priorities for improving various sections of I-580, I-680 and State Route 84 and may modify the schedule described in this response.*
6. Construction of the West Dublin/Pleasanton BART station. *This project is funded by a combination of public and private funds. According to BART, the station should be completed and operational by 2010 based on BART's current financial plan for this project.*
7. No extension of BART facilities east of the existing Dublin/Pleasanton station.

Excerpt from 2002 DSEIR

Planned improvements in the Project area included as a part of the Traffic Impact Fees program are listed below:

- Santa Rita/Tassajara Roads: The northbound overcrossing over I-580 will be widened to three lanes and lane additions will be made to the eastbound off-ramp approach to Santa Rita Road.
- El Charro/Fallon Roads: the existing two-lane overcrossing over I-580 will be widened to four lanes, the intersections involving the eastbound and the westbound ramps will be signalized, and the ramps will be improved near the new signals. Included in this project are new auxiliary freeway lanes on I-580 between El Charro/Fallon Roads and Santa Rita/Tassajara Roads.
- Street improvements to:
 1. Dublin Boulevard between Dougherty Road and North Canyons Parkway at Airway Boulevard
 2. Central Parkway between Arnold Drive and Fallon Road
 3. Gleason Drive between Arnold Drive and Fallon Road
 4. Arnold Drive between Dublin Boulevard and Gleason Drive
 5. Hacienda Drive between I-580 and Gleason Drive
 6. Tassajara Road between I-580 and the Contra Costa County line
 7. Fallon Road between I-580 and Tassajara Road

All of these roadways ultimately will be either four or six lanes in width, except those segments of Hacienda Drive, Tassajara Road, and Fallon Road between Dublin Boulevard and I-580 which will be eight lanes in width.

- Intersection improvements at virtually all intersections involving the arterial and collector roadways listed above.

All of these improvements are assumed to be constructed in the Dublin Model Baseline and TVTM Model Baseline.

Funding of Planned Improvements

As explained on pages 3.6-6 and 3.6-12 of this DSEIR, the City has adopted several traffic impact fees that are imposed on developers within the GPA/SP area to fund improvements that were assumed in the Eastern Dublin EIR, improvements necessary for Eastern Dublin to develop and improvements which were required as mitigation measures of the Eastern Dublin EIR. Page 3.6-12 includes a general description of the type of improvements to be funded with the impact fee revenues and lists improvements in the Project area that are part of the City's Traffic Impact Fee programs (Eastern Dublin Traffic Impact Fee; Freeway Interchange Fee and Tri-Valley Transportation Fee). The City conducts a project-specific traffic study for each project and requires construction of those improvements that are needed for the project, both on-site and off-site, to maintain the City's level of service standards. Some improvements have been or will be constructed by developers as a condition of project approval or as part of a development agreement; some improvements have been or will be constructed by the City through its Capital Improvement Program; and some improvements are within the jurisdiction of another entity and will be constructed by that entity (e.g. Caltrans) or on behalf of that entity by the City. If a project will be constructed by a developer as a condition of project approval or as part of a development agreement, the City enters into an improvement agreement with the developer for such

Excerpt from 2002 DSEIR (continued)

construction and requires bonds to secure the timely construction. If a project will be constructed by the City, the City assures that it has the funds available prior to awarding a contract for construction. Funding for City-constructed projects may come from several sources, including Traffic Impact Fees and state or federal grants. The City assures that improvements will be constructed and in place when needed to maintain level of service standards through "triggering" studies that analyze when required improvements must be in place.

Some of the improvements listed on page 3.6-12 have already been constructed either to the ultimate width or to the width required by current development (e.g., Dublin Boulevard to approximately 3,450 feet east of Tassajara Road; Central Parkway from Arnold Road to Tassajara Road; Gleason Drive between Arnold Road and Tassajara Road; Arnold Road between Dublin Boulevard and Gleason Drive; Hacienda Drive between I-580 and Gleason Drive; and Tassajara Road north of I-580 to North Dublin Ranch Drive). Improvements to the overcrossings at Santa Rita/Tassajara Road and I-580 and El Charro/Fallon Road and I-580 will be constructed by the City; funding for these improvements will be through advances of Traffic Impact Fees from developers in Eastern Dublin who are parties to agreements with the City to advance funds as needed for such construction.

Through the above funding, construction (to satisfy project conditions or a development agreement) and triggering mechanisms, the City ensures that necessary roadway improvements are in place to accommodate traffic from individual projects. These mitigation measures and processes will also apply to future development projects in the Project area.

Future Baseline Level of Service Analysis

Table 3.6-3 (existing plus approved plus pending projects [Dublin Model], without a Dublin Boulevard connection east to North Canyons Parkway) indicates the levels of service at the 17 analyzed intersections in the Dublin Baseline Model, and Figure 3.6-B indicates the turning movement volumes at these same intersections. The levels of service with the above improvements are presented under the "unmitigated" column. The levels of service with any further mitigation are presented under the "mitigated" column. All intersections operate at acceptable levels except: 1) Hacienda Drive/I-580 eastbound ramps (LOS E in AM peak hour); 2) Hacienda Drive/I-580 westbound ramps (LOS F in AM peak hour); and 3) Santa Rita/I-580 eastbound ramps (LOS E in AM and PM peak hours). However, these three intersections will operate at acceptable levels of service when mitigated, as described above.

Table 3.6-4 (Cumulative Year 2025 No Project) indicates the levels of service at the 17 analyzed intersections based on the TVTM Baseline Model. Figure 3.6-C (Tri-Valley Model, Cumulative Year 2025) indicates the turning movement volumes at these same intersections. All intersections operate at acceptable levels in this year 2025 model except: 1) Dougherty Road/Dublin Boulevard (LOS E in both AM and PM peak hours); 2) Hacienda Drive/I-580 Westbound ramps (LOS E in PM peak hour); and 3) Hacienda Drive/Dublin Boulevard (LOS E in PM peak hour). Only the Hacienda Drive/I-580 westbound ramps can be mitigated to an acceptable level. Mitigation for the other two intersections would require additional lanes and road-widening that is not feasible given the physical constraints at these intersections, as described below.

Thus, even without the Project, traffic impacts at two of these intersections (Dougherty Road/Dublin Boulevard and Hacienda Drive/Dublin Boulevard) are cumulatively significant. Given that these two intersections function at acceptable levels of service

Comment 1.1: U.S. Department of Interior, Fish and Wildlife Service

- Comment 1.1.1: The commenter summarizes the proposed Project as described in the DSEIR. It describes the Project as consisting of a first stage consisting of a certain amount of development, followed by a second stage consisting of a certain amount of additional development.

Response: The commenter's description of the Project is incorrect, and reflects a misunderstanding of the terms "Stage 1" and "Stage 2" as used in this context. The proposed action does not consist of the approval of two detailed development proposals, to be constructed in two sequential stages. Instead, the proposed action includes (a) approval of planning-level general land use designations and zoning changes for a 1,132 acre planning area (referred to as a Stage 1 development plan) which will then enable detailed development planning to occur in the future, and (b) approval of a very specific, detailed development proposal for a 486-acre subset of that overall planning area (referred to as a Stage 2 development plan). When the proposed action is approved, development will only be authorized on the 486 acres (consisting of two parcels owned by a single entity.) In order to develop, owners of other parcels within the 1,132-acre planning area will have to prepare detailed Stage 2 proposals for review and approval by the City, which proposals will be subject to additional, detailed, project-level environmental review, as appropriate.

- Comment 1.1.2: The commenter believes the construction of the proposed project may result in take of the endangered San Joaquin kit fox (*Vulpes macrotis mutica*) (kit fox), the threatened California tiger salamander (*Ambystoma californiense*) (tiger salamander), the threatened California red-legged frog (*Rana aurora draytonii*) (red-legged frog), the threatened vernal pool fairy shrimp (*Branchinecta lynchi*), the endangered longhorn fairy shrimp (*Branchinecta longiantenna*), and/or the endangered palmate-bracted bird's-beak (*Cordylanthus palmatus*). The commenter then summarizes activities that result in a "take" and outlines procedures for formal consultations and for an incidental take.

Response: The City acknowledges the possibility of take of federally listed wildlife species, as discussed in the DSEIR and previous EIRs covering the project area. Individual landowners within the Project area will be responsible for obtaining any necessary take authorization from the U.S. Fish and Wildlife Service.

- Comment 1.1.3: The commenter asserts that the Fallon Village Project likely will result in the loss of known habitat for the red-legged frog, tiger salamander, kit fox, vernal pool fairy shrimp, longhorn fairy shrimp, and palmate-bracted bird's-beak and that the Project is located within proposed critical habitat for the red-legged frog.

Response: Potential impacts to these species were documented in the 1993 Eastern Dublin EIR for the entire Eastern Dublin area, and/or for the Project site in both the 2002 Supplemental EIR and this Supplemental EIR. As described in these documents, and in a Resource Management Plan prepared by the City in 2004, extensive surveys for these species and their associated habitats have been conducted. Based on these surveys, the City does not agree that the Project would result in the loss of every habitat type identified in the comment for every one of these species mentioned in the comment. However, impacts to some of these habitat types for some of these species is likely to occur. Such impacts are addressed and mitigated through this SEIR and the prior related EIRs. The City notes that all previously adopted mitigation measures applicable to the Project continue to apply to the Project except as specifically modified by this Project approval.

- Comment 1.1.4: The commenter states that information available to the Service indicates that at least two San Joaquin kit foxes have been observed within ten miles of the project and states that kit foxes can travel 6 to 10 miles in one night and will utilize agricultural lands for foraging. The commenter is further concerned that the proposed project will eliminate connectivity for the kit fox into Contra Costa County and notes that the Draft East Contra Costa Habitat Conservation Plan and Natural Community Conservation Plan emphasizes the importance of maintaining and preserving kit fox habitat through Alameda County and on either side of the Los Vaqueros Watershed lands.

Response: As explained in the DSEIR (p. 152), the City has concluded based on extensive studies of both the Project area and surrounding area that the Project area is outside of the current geographical range of this species. Given this, and the fact that the Project area is bordered on the west by development and on the south by Interstate-580, and the existence of undeveloped land immediately north and east of the Project area, the City does not believe that the Project would eliminate connectivity for the species into Contra Costa County.

- Comment 1.1.5: The commenter states that the DSEIR proposes that off-site habitat for tiger salamanders would be preserved at a ratio of 1:1 for upland habitat and 2:1 for aquatic habitat and for red-legged frogs at a ratio of 1.5:1 for upland habitat and 3:1 for aquatic habitat. The comment goes on to note that preservation for the permanent loss of habitat is at a ratio of 3:1 and a ratio of 1.1:1 is commonly provided for temporary effects. The commenter believes that a 3:1 preservation ratio (for uplands and seasonal wetlands) is appropriate because breeding and aestivation habitat are present on site and because the commenter states that the site is located in proposed critical habitat for red-legged frogs.

Response: The City believes that the collective set of mitigation measures for these two species imposed by the DSEIR, including the mitigation ratios, mitigates potential impacts to a less-than-significant level (see page pp. 149-150 and 174-177 of the DSEIR). As the DSEIR acknowledges, to the extent

permits or approvals from the USFWS or other resources agencies are required, individual landowners within the Project area are responsible for obtaining such permits, and those permitting agencies may require different types or amounts of mitigation.

- Comment 1.1.6: The commenter feels that the proposed open space corridor likely will isolate listed species into an island of habitat surrounded by development. Also that roads and trails connecting the open space to development further reduce the benefits of open space for listed species. The commenter recommends reducing development to the north and east and adding these areas to the open space corridor.

Response: The location and configuration of the open space corridor was recommended by the Resource Management Plan (RMP) prepared pursuant to a mitigation measure (SM-BIO-1) in the 2002 SEIR. As the DSEIR explains (see page 161), the purpose of the RMP was to assess biological resources and recommend impact minimization and resource management approaches across the entire 1,132-acre planning area, rather than addressing these issues piecemeal through the parcel-by-parcel development approval process. The City retained a highly qualified biological consulting firm to prepare the RMP. The consultant reviewed extensive surveys and other studies from across the Project area, and performed some additional surveys and studies itself. In developing the RMP, the City specifically solicited input and recommendations from a large number of state and federal resource agencies, including the U.S. Fish and Wildlife Service. It provided such agencies with a draft version of the plan, held a workshop for the agencies, and received both oral and written comments from the agencies. The result of this extensive effort was a comprehensive set of recommendations, including the recommendation for the open space corridor which is now reflected in the Project. Based on the totality of the design features and precautionary measures in the RMP, the City does not agree that the corridor will isolate species, or that the benefits to species will be compromised by roads and trails, or that development should be reduced to the north and east. A major feature of the open space corridor is its termination at Open Space and Rural Residential / Agricultural lands that connect to off-site lands in the unincorporated portion of Alameda County that are not planned for development. These measures would ensure connectivity to adjacent open space lands and avoid the potential for an open space island.

- Comment 1.1.7: The commenter recommends the City of Dublin adopt Alternative 1- No Development because the project and other alternatives have not discussed any other alternatives to a large scale development in a rural and environmental sensitive area. The commenter is intending to provide input to the project proponent with regard to the project design and methods to minimize impacts to listed species.

Response: The above comment is noted and no further action is required. However, the City notes that the Project area has been planned for urban uses since 1993 and has been the subject to two previous EIRs and many

related biological studies to ensure that future development considers and mitigates biological resources.

Comment 1.2: Department of the Army

- Comment 1.2.1: The commenter provides a summary of the DSEIR and the location and function of Parks Reserve Forces Training Area.

Response: Comment acknowledged and no further response is required.

- Comment 1.2.2: Wording on pages 221 and 22 of the DSEIR is confusing in that it is not clear that the Environmental Noise Management Plan cited in the DSEIR was prepared for Parks RFTA. An updated Environmental Noise Management Plan should be available this fall.

Response: The document cited on pages 221 and 222 of the DSEIR is entitled "Environmental Noise Management Plan, Parks Reserve Forces Training Area, California, December 2000." It was prepared by the Environmental Noise Program, Directorate of Environmental Health Engineering at the Aberdeen Proving Ground, Aberdeen, Maryland and was provided to the environmental consultant by the environmental planning staff of Parks RFTA as part of the Dublin Transit Center EIR prepared in 2001.

- Comment 1.2.3: The commenter desires clarification why the original EIR identified that helicopter flyover noise from Parks RFTA would significantly impact noise in the Project area, but that the Parks Environmental Noise Management Plan deems the Project area outside the area of concern. Please clarify the difference between the Project site versus the Project area. It is confusing how helicopter flyover noise may reach 70 to 80 dBA on the Project site but not impact the Project area.

Response: To clarify the relationship of the term "Project area," the "Project area" as used in the original 1993 Eastern Dublin EIR includes a large number of properties extending from just west of Tassajara Road, and adjacent to Parks RFTA, to approximately Doolan Canyon, approximately 2 miles to the east, and from the Alameda-Contra Costa County boundary line to the north to the I-580 freeway to the south. This 1993 Project area encompassed approximately 6,920 acres of land.

For the 2002 Supplemental EIR and this 2005 Supplement, the term "Project area" means the 1,132-acre Fallon Village area, which is a smaller portion of the original EIR. Refer to Exhibit 3.2 which indicates that the Fallon Village Project area is located some distance east from the boundary of Parks RFTA.

Since a portion of the original 1993 Project area lies adjacent to Parks RFTA, the Eastern Dublin EIR identified helicopter overflights as a potentially significant noise impact.

For this 2005 Supplemental EIR, the EIR did not find that helicopter noise from Parks RFTA would be significant. This is based on Figure 4-2 of the Parks Environmental Noise Management Plan, which indicates that the area of significant helicopter flights terminate just east of Tassajara Road, approximately one to two miles from the Fallon Village Project area. Therefore helicopter noise impacts were not deemed significant.

- Comment 1.2.4: Resolution 50-93 contained in Appendix 8.4 implies that there would be significant noise from gunshots and helicopter overflights from Parks RFTA. The commenter notes the distance from the Project area and Parks RFTA will help to reduce this noise level and that there would be minimal noise impact to a distance of approximately 6,000 feet from the installation. The ENMP also provides measures to minimize adverse noise, such as noise education and a community awareness program.

Response: Resolution No 50-93 was the certification resolution for the 1993 EIR. Since the 2005 EIR for Fallon Village supplements this original EIR, it has been included in the DSEIR. The DSEIR identifies the distance of the Fallon Village Project area from Parks RFTA as shown in Exhibit 3.2. Further, the Fallon Village DSEIR did not identify impacts from either gunshots or helicopter overflights generated from Parks RFTA as significant supplemental impacts.

- Comment 1.2.5: The term "Camp Parks Reserve Forces Training Area is incorrect." The correct name is "Parks Reserve Forces Training Area."

Response: This comment is noted and the name of the facility is corrected by reference throughout the DSEIR document.

Comment 2.1: State of California Department of Toxic Substances Control

- Comment 2.1.1: The commenter summarizes the purpose of the DSEIR and the functions and responsibilities of the Department of Toxic Substances Control (DTSC).

Response: This comment is acknowledged and no further response is necessary.

- Comment 2.1.2: The commenter notes that the DSEIR discloses that previous uses of Project area properties included agriculture and Phase I Environmental Site Assessments (ESAs) have been prepared. The ESAs identify the potential for lead based paint and asbestos within the Project area as well as a former gas station on one of the Project properties

Response: Comment acknowledged and no further response is necessary.

- Comment 2.1.3: Mitigation measures included in the DSEIR indicate that Phase II ESAs will be conducted to evaluate the potential for soil and/or groundwater contamination. The commenter states that Phase II ESAs should be complete prior to finalization of the Final EIR and that findings of the results should be discussed in the Final EIR, to include screening levels used to determine if contamination exists. If hazardous materials have been released, remediation activities and their potential impacts should be addressed as part of the CEQA evaluation.

Response: As noted by the commenter, Supplemental Mitigation Measures HAZ-3a through 3e require Phase I ESA for the properties identified in the DSEIR. These supplemental mitigation measures also require that, if required, remediation plans shall be prepared and approved by appropriate oversight agencies. According to the applicant for the Developer's Project, Phase II ESAs are being prepared and it is unknown if they will be completed in time to be considered as part of the Final Supplemental EIR. In any event, appropriate regulatory agencies, which could include DTSC, must approve any remediation plans that are required. The proposed mitigations would require compliance prior to any site development permits, thus ensuring that any hazardous materials are identified and remediated prior to any development.

Comment 2.2: Department of Transportation (Caltrans)

- Comment 2.2.1: Caltrans has several concerns that are detailed in subsequent comments. The concerns include fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring. These must be resolved before Caltrans will issue any required encroachment permits.

Response: Comment noted. Detailed comments are responded to below.

- Comment 2.2.2: Traffic volumes are not balanced. The traffic volumes entering Intersection 10 are less than those leaving Intersection 9.

Response: Intersection 10 is Tassajara Road and Central Parkway while intersection 9 is Tassajara Road and Dublin Boulevard. There is an existing signalized intersection between the two study intersections that serves an existing mixed use development on the west side of Tassajara Road and a future mixed use development on the east side of Tassajara Road. The intervening intersection is not a study intersection. The model output produces balanced volumes but in this case the volumes leaving Intersection 9 are not the same as the volumes arriving at Intersection 10 as there are considerable turning movements onto and off of Tassajara Road between the two study intersections. Therefore, no adjustments are necessary.

- Comment 2.2.3: Since the Isabel Avenue interchange project will replace the Airway Boulevard/I-580 ramps, why was the Airway interchange studied and not the Isabel interchange?

Response: The commenter is mistaken. The Isabel interchange project will remove the Portola Avenue ramps, not the Airway Boulevard ramps. (p. 56.) Intersections within the Airway Boulevard interchange were selected because it is, and will continue to be, the closest interchange to the east of the main project interchange, Fallon Road/El Charro Road at I-580. The Isabel interchange is included in the CCTA Model network and the traffic forecasts at the various roadways studied in the DSEIR reflect its presence. No changes are therefore required.

- Comment 2.2.4: Highway Capacity Manual (HCM) results become unstable at LOS F and are not sufficiently accurate for impact assessment and mitigation assignment. Instead, applying simulation software is recommended.

Response: Use of the HCM methodology in the DSEIR is consistent with Caltrans' response to the Notice of Preparation. (DSEIR Appendix 8.2, letter dated July 29, 2005.) Page 2 of the response letter says the DSEIR should use HCM "for analyzing impacts to state facilities..." No limitations as suggested in the above comment, nor any recommendations for applying simulation software are mentioned in the letter, even though numerous previous CEQA documents have identified LOS F for future freeway operations. The DSEIR used HCM methodology to assess volumes and levels of service to compare the results of the two main scenarios – one with, and one without the Project. (pp. 67-71.) Supplemental impacts to freeway operations were identified and analyzed. The analysis was appropriate and consistent with Caltrans earlier request. No further or different analysis is required.

The City notes that Caltrans, ACCMA, ACTIA and the local cities and counties preliminarily have already identified the future improvements on I-580 and are using sophisticated forecasting and simulation procedures to refine and prioritize future projects as a part of the current Triangle Study of I-580, I-680 and State Route 84.

The City also notes that it has used simulation on the local street system to further analyze the geometric recommendations. Although not mentioned in the DSEIR, the City of Dublin conducted a micro-simulation analysis of Fallon Road along the Project limits, including the Fallon Road interchange. The purpose of the simulation was to ensure that the Fallon Road arterial would function well in the future after it is widened, several intersections are signalized and the Phase I Fallon Road interchange improvements are constructed. The simulation showed that the Fallon corridor, including the interchange, will operate satisfactorily in both 2015 and 2025.

- Comment 2.2.5: A modified scale to more accurately analyze LOS F conditions would enhance mitigation evaluation. The Los Angeles metropolitan area applies a modified LOS F scale.

Response: Comment noted. The comment does not request any action or response. There is no such modified LOS F scale that has been identified in the Highway Capacity Manual or other national standard. It has not been identified by Caltrans District 4, who has jurisdiction in this area, or in Caltrans' response to the Project Notice of Preparation. Impacts are appropriately assessed and mitigations discussed in the DSEIR. No further analysis is required.

- Comment 2.2.6: Intersection LOS should be analyzed for Year 2030 and Year 2030 Plus Project scenarios.

Response: The CCTA Traffic Model uses 2025 as its most distant analysis year. There is no 2030 model to develop 2030 forecasts, especially at the intersection level. To produce 2030 forecasts, the entire Bay Area traffic zonal land use would need to be revised. The CCTA model has recently been adopted by the TVTC for traffic analysis in the Tri-Valley area (p. 52) and is appropriate to identify future long-term traffic impacts.

The DSEIR did analyze mainline freeway volumes for the year 2030 by applying a 10 percent growth rate to the volumes developed by the 2025 forecast model. However, since the local intersections are already examined for a period stretching 20 years into the future, it was not considered necessary or practical to develop a 2030 model for this purpose.

- Comment 2.2.7: Since the Project is very large, its specific fair-share mitigation fees should be identified in the DSEIR. Specifically, the Tri-Valley Transportation Development Fee as related to improvements to I-580 and I-680, as well as public transportation improvements, should be identified.

Response: In accordance with the established fee programs, the exact amounts of the applicable traffic impact fees or pro-rata share contributions will be determined as part of the approval process of individual Stage 2 developments within the Project area, and will be assessed as indicated on page 48 of the DSEIR. This includes the Tri-Valley Transportation Development Fee as it relates to the proportionate share of I-580 and I-680 improvements, as well as public transportation improvements in the Tri-Valley area.

Comment 2.2.8: This comment requests that the FSEIR provide the precise location of Project site intermittent drainages and the location of the culvert extension that will connect to an existing double box culvert under Fallon Road (pages 116 and 125). The comment further notes that the DSEIR states that certain intermittent drainages are not within US Army Corps of Engineers jurisdiction but that no documentation of this delineation is provided (pages 135 and 136).

Response: The City of Dublin notes that the location of the intermittent drainages, and all other biotic habitats, are shown on Exhibit 4.7.1. This information is drawn from the Resource Management Plan for the East Dublin Properties (RMP), a document referenced on page 290 of the DSEIR. The RMP (Table 2.1) indicates that jurisdictional determinations were completed and verified by the USACE between November 2000 and June 2004 for all properties within the Project area. All determinations are currently valid and copies are on file at the City of Dublin offices.

The precise alignment of the culvert extension described by the commenter will be established at such time as a development-level application is submitted for the properties which will utilize this extension. The properties currently seeking development-level approval as covered in this SEIR will not utilize this culvert extension and therefore no design level information is available or needed at this time.

- Comment 2.2.9: Work that encroaches onto the State ROW requires an encroachment permit from Caltrans. Traffic-related mitigation measures will be incorporated into the construction plans during the permit process.

Response: Comment regarding the need for encroachment permits for work in the State ROW is acknowledged. If and when an encroachment permit is needed, the Project applicant will submit an application for this permit.

Comment 2.3: Office of Planning and Research, State Clearinghouse

- Comment 2.3: The Clearinghouse notes the public comment period on the DSEIR closed on October 6, 2005 and comments have been forwarded to the City.

Response: Comments from state agencies have been received and no further response is needed.

Comment 2.4: California Highway Patrol

- Comment 2.4.1: The commenter notes they are the agency that provides traffic law enforcement, safety and traffic management on I-580 within Alameda County. The Dublin Area is responsible for these functions and will be affected by implementation of the Fallon Village Project.

Response: This comment is noted and no further discussion is required.

- Comment 2.4.2: The commenter notes that buildout of the Project could potentially add 60-80,000 vehicle trips monthly on the I-580 freeway and ancillary roadways. This significant increase would impact Dublin Area's ability to reduce collisions and encourage voluntary compliance with the Vehicle Code provisions. The Project would also likely increase the number

of traffic collisions (fatal, injury and property damage) along with the potential for driving under the influence incidents.

Response: This 1993 Eastern Dublin EIR, the 2002 Supplemental EIR and this Supplemental EIR all state that the Eastern Dublin and the proposed Project would add vehicles to local freeways, including the I-580 and I-680 freeways, that already operate at congested levels. In order to approve the proposed Project, the Dublin City Council is required to adopt a Statement of Overriding Consideration. Some of the potential impacts identified by the commenter, including increases in traffic impacts and increases in driving under the influence incidents, are not considered as impacts under the California Environmental Quality Act, since they are not impacts to the physical environment.

Comment 3.1: Dublin San Ramon Services District (DSRSD)

- Comment 3.1.1: The comment notes that existing collection utility and facilities serving the proposed Fallon Village project have been constructed in conformance with wastewater flows identified in DSRSDs Wastewater Collection Master Plan Update. Further that existing sewer collection pipelines have adequate capacity to serve the proposed Project. The commenter goes on to request coordination with DSRSD to ensure that proposed activities do not interfere with DSRSD facilities and that installation of new water and sewer facilities are consistent with District master plans and construction standards.

Response: Comment acknowledged and no further response is needed.

- Comment 3.1.2: The commenter notes that adequate potable water supplies exist to serve the proposed Project based on the 2005 Urban Water Management Plan and 2000 Water Master Plan. The comment suggests that coordination with DSRSD be conducted to ensure that adequate fire flow can be delivered to the property.

Response: Comment acknowledged and no further response is needed.

Comment 3.2: East Bay Regional Park District

- Comment 3.2.1: The District submitted scoping comments to the City encouraging the development of an alternative to reduce the overall footprint of the proposed property and that would consolidate development in the southwestern portion of the Project area. This alternative would mitigate impacts to a number of resources. This alternative was not included in the DSEIR.

Response: Although the precise alternative requested by the commenter was not specifically included in the DSEIR, the commenter is directed to review

Alternative 3, which would reduce development in the Project area by 25%. The City of Dublin, as the Lead Agency, believes that the CEQA requirement to provide a reasonable range of alternatives to the proposed Project has been satisfied. As required by CEQA, the alternatives were identified to avoid or lessen Project significant impacts. CEQA does not require, however, that every possible alternative be studied.

- Comment 3.2.2: The proposed 171-acre open space would consist of a narrow band of grassland and riparian habitats creating about 5 miles of urban-wildland interface, which would be segmented by road crossings. Other utility crossings and flood control improvements would be installed in the open space area. It is unclear if this open space would be graded to allow for adjacent urban development. All of these disturbances will greatly compromise the scenic qualities and values of the open space and the open space would serve as a separator for urban uses.

Response: A large portion of the Project open space would be devoted to the central open space corridor, which has been designed as recommended in the City of Dublin Resource Management Plan (RMP). Please refer to the Response to Comment 1.1.6 for additional information about the RMP and open space corridors. Based on the extensive analyses performed during the RMP process (see DSEIR pp 14-15, 22, 161-162 and the RMP document itself), the City of Dublin believes that adequate protection would be provided for biological and scenic resources in this corridor.

- Comment 3.2.3: The commenter notes that urban development in the Fallon Village area, especially residential development, which has a 24/7 occupancy, will create a number of additional disturbances within the proposed open space. These include introduction of domestic pets and feral animals, introduction of invasive non-native plants, illegal dumping of debris, vandalism, trespass by off-highway vehicles, polluted urban runoff, noise, and night time lighting. The ability of special-status and sensitive wildlife species to withstand such disturbances will be greatly compromised, and eventually, these open space areas will only be inhabited by common wildlife and plants that are adapted to living in close proximity to humans. Therefore, the proposed open space areas should be considered as impacted by the proposed project and would not be suitable as mitigation areas to offset impacts to open space, special-status species and sensitive wildlife.

Response: The open space areas are consistent with the recommendations of the Resource Management Plan (RMP) which analyzed biological resources and potential impacts to such resources, and recommended specific resource management measures across the entire 1,132-acre planning area. The RMP took into account the concerns addressed by the comment. Please refer to Response to Comments 1.1.6 and 3.2.2 for further information on the RMP. Also refer to Supplemental mitigation measures contained in both this DSEIR and the 2002 SEIR, which provide for off-site mitigation where on-site mitigation is not feasible.

- Comment 3.2.4: The commenter could not find an exhibit for Alternative 3, which proposed a 25% reduction of Project development. However, no reduction in the amount of roadways infrastructure is included and it is unclear as to how many acres of open space would be provided and where this would be provided. Given the roadway system would remain unchanged, how would this alternative provide for more connectivity between the proposed open space uses.

Response: No exhibit was prepared for Alternative 3 and no exhibit is required to be prepared under CEQA or the CEQA Guidelines. The intent of this Alternative was to reduce the development envelope on the upper hillsides to minimize visual impacts from adjacent roadways and other public places and also to determine if a reduction of Project density would reduce traffic impacts. The intent of Alternative 3 was not to reduce impacts to open space areas, since the DSEIR did not identify significant impacts to open space areas.

- Comment 3.2.5: The comments suggests the DSEIR consider a reduced Project alternative that consolidates development in the southwestern portion of the Project area near I-580 and City services. The northern and eastern areas should be set aside for open space and will reduce impacts on scenic ridges and open space and will avoid impacts or mitigate impacts to California tiger salamander and other species.

Response: Comment acknowledged. See response to Comments 1.1.6, 3.2.1, 3.2.2 and 3.2.3. Although the proposed Project proposes to adjust some of the boundaries between open space and development areas in the northeastern portion of the Project area, the proposed open space and development patterns in these areas are generally consistent with the 1993 and 2002 land use approvals. The proposed Project is also consistent with Dublin General Plan and Eastern Dublin Specific Plan limiting development in steep areas, such as in the northern and eastern areas.

- Comment 3.2.6: It is unclear if impacts to Congdon's tarplant are mitigatable, have mitigation measures been successfully implemented for this plant at other locations? If not, then this impact may be unavoidable.

Response: Mitigation which has included seeding has been proposed and accepted for other EIRs in the City of Dublin, including the Dublin Transit Station EIR and Dublin Ranch West EIR. In addition, successful mitigation has been demonstrated at a site in the Los Osos Valley of San Luis Obispo County (V.L. Holland and Brian Start, personal communication). At this location, shallow depressions were created in areas with suitable clay soils to pond water during the rainy season. Self sustaining Congdon's tarplant populations have become established in the depressions on this site for six years at this point, and competition from non-native grasses is very limited. Other examples of successful expansion of this annual plant species include the Pacific Commons site in Fremont where weed control through mowing has allowed the existing Congdon's tarplant population to expand, and sites in Dublin and Livermore where mowing or light grading activities have

allowed unintentional expansion of this species into newly cleared suitable habitat areas.

- Comment 3.2.7: The commenter encourages the City of Dublin to consider a consolidated approach to mitigation for biological resource impacts, such as the East Contra Costa Habitat Conservation Plan, rather than relying in individual property owners to implement their own specific mitigations.

Response: As explained in the DSEIR, the City has in fact taken a consolidated approach to biological resources, through the Resource Management Plan process. Please refer to Responses to Comments 1.1.6, 3.2.2 and 3.2.3 for additional information. With respect to the location of off-site mitigation, the DSEIR and prior related EIRs state that preference shall be given to preserving large blocks of habitat rather than many small parcels, and linking preserved areas to existing open space and other high-quality habitat. (See, e.g., 2002 SEIR, mitigation measures SM-BIO-14, SM-BIO-19). The proposed East Contra Costa Habitat Conservation Plan covers a specific geographic area, which area does not include the Project area. There are no regional Habitat Conservation Plans either in place, or being developed, that cover the Project area.

- Comment 3.2.8: The commenter notes there are no current regional parks in Eastern Dublin that can provide for increased demands for regional recreation and open space of up to 3,108 homes and approximately 2.5 million square feet of non-residential development. This will bring in approximately 10,000 new residents who will be seeking recreation opportunities. A large dedication of open space as mitigation for this development could create the foundation for a new public open space area in East Dublin.

Response: This commenter incorrectly states the Fallon Village Project would have a significant impact on the East bay Regional Park District by adding approximately 3,108 dwellings and approximately 2.5 million square feet of non-residential floor space. The existing Eastern Dublin Specific Plan, in place since 1993, already allows development of up to 2,526 dwellings and approximately 1.4 million square feet of non-residential floor space. The DEIR under considerations would allow an additional 582 dwellings and approximately 1.0 million square feet of non-residential floor area. The DSEIR does not identify any significant impacts to East Bay Regional Park District facilities, so no mitigation is required.

- Comment 3.2.9: The commenter notes community interest in protecting open space in the Doolan Canyon area. If the City were to create an open space dedication, a new open space could be created similar to what is being done in the West Dublin Hill area.

Response: This comment is noted however, the commenter's suggestion is not a CEQA issue and no response is necessary. The City of Dublin may wish to explore such an open space area outside of the confines of the DSEIR.

Comment 3.3: City of Pleasanton

- Comment 3.3.1: The commenter notes there are serious deficiencies with the traffic model used in the analysis and as a result the DSEIR does not adequately describe the Project's impacts in and on the City of Pleasanton.

Response: Traffic conditions for the DSEIR analysis were forecast based on the Contra Costa Transportation Authority (CCTA) Traffic Model. (See DSEIR pp. 52-53, 55, 58, 63.)¹ As noted in the DSEIR, the Tri-Valley Transportation Council, which includes the City of Pleasanton among its members, has adopted the CCTA Model as the new official travel demand model. (p. 52.) The CCTA Model was reviewed by each agency for accuracy of its land use and street network as well as preliminary traffic forecasts. The CCTA Model reflects the General Plan network in Pleasanton and other communities. For the Project traffic analysis, the Model was calibrated for local Project conditions including updated turn counts. (pp. 53, 58.) Furthermore, traffic projected from the Project was distributed based on the calibrated CCTA Model to regional and local roadways, including those in Pleasanton. (p. 55, 56.) Having been adopted by the TVTC and reflecting local land uses and street networks, the CCTA Model is an appropriate model for forecasting and analyzing Project traffic impacts and mitigations. As noted in subsequent responses to the Pleasanton comments, the Project's impacts in and on Pleasanton are well documented in the DSEIR.

- Comment 3.3.2: There are a number of erroneous assumptions including too much capacity on roadways outside of Pleasanton, causing an underestimation of impacts within Pleasanton, and including unfunded improvements that mitigate impacts.

Response: See Master Response for Traffic Issues. The comment appears to be a general introductory comment to the later comments listed in the letter. Responses to those specific comments follow below. Responding to the general comments, the traffic analysis assumed the buildout street network identified by each agency in its own planning. This is reflected in the CCTA Model which is based on local general plans, including Pleasanton's. Assumptions used in the traffic analysis are fully set forth in the DSEIR and further explained in these responses to comments, and are reasonable for analysis of the Project traffic impacts and mitigations.

- Comment 3.3.3: The traffic study should be revised to include only funded improvements and the DSEIR should be redrafted and recirculated.

Response: See response 3.3.2. There is no need to revise the traffic analysis and recirculate the DSEIR. Once development projects are proposed, any approval will require construction of the improvements needed both on-site

¹ All references are to the Draft Supplemental EIR unless otherwise noted.

and off-site, to maintain City level of service standards. For example, appropriate improvements for the Project are reflected in Supplemental Mitigation Measures TRA-2, -3 which provide that Projects will contribute their pro-rata share of the cost of improvements and the City will implement them when necessary based on traffic studies for individual development projects. Improvements for the Developer's Project, in turn, are reflected in conditions of approval on the related tentative maps. (See Master Response regarding funding and implementation.)

- Comment 3.3.4: The freeway impacts within Pleasanton are not addressed. If the Project has significant adverse impacts on the freeway, then it also has significant adverse impacts within Pleasanton.

Response: The traffic analysis does address traffic impacts within Pleasanton. Six of the 29 study intersections are located within or operated by the City of Pleasanton including intersections along four I-580 interchanges that Dublin and Pleasanton share (i.e., Hacienda Drive, Santa Rita Road/Tassajara Road, Hopyard Road/Dougherty Road). Where appropriate, the DSEIR identifies mitigation measures at these intersections. While it may be true that "traffic volumes and congestion within Pleasanton are directly effected [sic] by traffic congestion along I-580..." the commenter's statement that significant adverse impacts on the freeway system automatically result in significant adverse impacts within Pleasanton is unsupported.

For example, the CCTA Model includes buildout land use within Pleasanton and includes all the trips that will be produced or attracted by the buildout of housing, employment, shopping, recreational and all other land uses in Pleasanton. All of the trips resulting from these land uses are already considered in the CCTA Model. New development in Dublin does not change the number of trips produced or attracted by Pleasanton; it merely adds more convenient origins and destination for the Pleasanton trips than would exist if the planned Pleasanton trips had to travel to more distant locations.

It is also noted that the freeways experience "significant cumulative unavoidable adverse impacts" with or without the proposed Fallon Village Project. (pp. 69, 72.)

- Comment 3.3.5: The DSEIR uses a freeway flow rate of 2,300 vehicles per hour per lane (vphpl); traffic counts show the freeway can only carry 1,750 vphpl due to heavy trucks and other factors. This results in a capacity on the four lanes that is overstated by 2,000 vehicles per hour. If corrected, the traffic study would result in more congestion on local streets and intersections. This would help to identify Project impacts within Pleasanton.

Response: Reference to the 2,300 vphpl figure on page 67 relates to the post-modeling analysis of Year 2025 and 2030 freeway volumes, not capacity values used in the model. The CCTA Model actually uses free-flow freeway lane capacities of 2,000 to 2,100 vphpl along I-580 in the Project area, which is the same range used in the MTC model of the entire Bay Area and, in the

traffic consultant's experience, probably most models in California. As is standard in these types of applications, the model starts with free flow speeds then adds traffic volumes incrementally. Subsequent trip assignments are automatically adjusted to account for congestion-induced lower speeds. The model also compares the travel speeds on the freeway with the travel speeds on available local arterials and collectors and makes appropriate assignments based on comparative travel times.

Also, it should be noted that the purpose of the traffic analysis is to determine the comparative traffic impacts with and without the Project. The procedures used in this analysis, and the results portrayed in Table 4.2.8 on page 68 of the DSEIR, accurately compare the impacts of the no- Project and Project conditions. Therefore, no correction to the traffic model or analysis is required.

- Comment 3.3.6: The study should not have assumed unfunded improvements along I-580 such as the addition of one HOV lane and one auxiliary lane in each direction. Only the funded improvements should be included; this would result in significant increases in traffic volumes at local streets and intersections. Correcting the model would help to identify Project impacts in Pleasanton.

Response: See response 3.3.2. Also see the Master Response for Traffic Issues clarifying that the auxiliary lanes were not assumed in the model east of Isabel Avenue. In the case of I-580, there are several funding sources available that could be utilized to fund the identified improvements. These include Alameda County's Measure B, Regional Measure 2, the Tri-Valley Transportation Development Fee, and potentially other State and Federal sources over the next 20+ years. The CMA's current Triangle Study is intended to identify improvement and funding priorities along I-580 and other Tri-Valley regional roadways. Such priorities may include new or unfunded transportation improvements on I-580 in response to capacity improvement needs along this corridor. The Tri-Valley Transportation Council (TVTC) is also in the process of preparing a new fee nexus study to update the Tri-Valley Transportation Development (TVTD) Fee. The study will consider a list of proposed Project additions for the updated TVTD Fee program, including mainline and interchange improvements along I-580 that are currently unfunded. Therefore, no correction to the traffic model or analysis is required. See Master Response for Traffic Issues for general funding information.

- Comment 3.3.7: The study should not have assumed unfunded four lane improvements along the Vallecitos Road section of Route 84. Widening of Route 84 would significantly reduce traffic volumes on Dublin Boulevard, on I-580 and through Pleasanton. Not widening Route 84 would result in significant increases in traffic volumes at local streets and intersections. Correcting the model would help to identify Project impacts in Pleasanton.

Response: See responses to related comments 3.3.2 and 3.3.6. In the case of Route 84, this widening Project is emerging as a high priority improvement in the Tri-Valley; it is not unreasonable to assume funding will be available within the 20+ year study period. For example, the widening of the Vallecitos Road section of Route 84 to four lanes has been included in two of the six improvement alternatives currently under analysis as part of the Tri-Valley Triangle Study due to the emerging status of this improvement as a high priority regional improvement. Therefore, no correction to the traffic model or analysis is required. Note that even with the planned widening of Highway 84, cumulative impacts on the freeways will be significant and unavoidable. (p. 71.)

- Comment 3.3.8: The DSEIR states that the Dublin Boulevard extension will be six lanes through the unincorporated area between Dublin and Livermore while the Dublin staff says it will only be four lanes. This error would shift hundreds of vehicles per hour to I-580, which would shift more traffic to Pleasanton.

Response: There is no error in the DSEIR. Dublin Boulevard is planned for six lanes in the future in the Dublin General Plan (Figure 5-1b) and the Eastern Dublin Specific Plan (Figure 5.1, pp. 69, 71.) Consistent with the DSEIR analysis, "the Dublin Boulevard extension would ultimately connect with North Canyons Parkway in Livermore to provide a reliever route paralleling the freeway." (Eastern Dublin Specific Plan p. 69.) The model results show that only four lanes through the unincorporated area are needed to accommodate the Project because there are no intersections in this area. The roadway will operate like a high-capacity expressway. As future specific development is proposed and related traffic studies completed as further described in the master response, additional lanes up to the six lane configuration may be required. Thus, the Dublin Boulevard extension will operate as planned to relieve freeway traffic and there will be no shifting of traffic to Pleasanton. Please note that Livermore staff has expressed an interest in constructing only four lanes of travel for the extension of Dublin Boulevard through the unincorporated area of Alameda County. Discussions on preliminary configurations of this extension are currently underway involving staffs from Dublin, Livermore and Alameda County.

- Comment 3.3.9: Traffic volumes in the DSEIR do not reflect traffic volume limitations that will result from the ramp metering that is planned. Programming the model to limit the ramp volumes would significantly change traffic volumes and congestion levels throughout the study area and would help to identify Project impacts in Pleasanton

Response: Based on field observations and a "Before" and "After" evaluation prepared by the consulting firm of Kimley-Horn and Associates, Inc. on February 8, 2005, the current ramp metering on eastbound I-580 at Hopyard Road, Hacienda Drive and Santa Rita Road has generally improved operations of local roadways and freeways, not worsened them as implied by the comment. The secondary impacts of ramp metering are usually evaluated

through traffic simulation and analyses of traffic model outputs, not as adjustments to inputs. Such evaluations of the ramp metering installations themselves will be made prior to the initiation of their operations. As a general rule, ramp metering is expected to have the effect of slightly improving freeway operations by reducing stop and go traffic and increasing throughput on the freeway lanes. Metering produces some queuing on and near on-ramps, which can be adjusted to acceptable levels by varying the flow rates of the ramp meter signals. The overall expected effect is to reduce the use of parallel roadways for traffic trying to bypass freeway congestion because the smoother-flowing freeway can carry more traffic per lane per hour. In the DSEIR traffic consultant's opinion, no significant deterioration of traffic conditions would be expected in either Dublin or Pleasanton; should this condition arise, ramp meters can be adjusted or turned off. Therefore, no correction to the traffic model or analysis is required.

- Comment 3.3.10: Table 12 has different volumes for Santa Rita Road than those shown in LOS calculation sheet. Also, the Pleasanton General Plan uses 750 vehicles per hour per lane as desirable volumes, which yields 2,250 directional vehicles capacity on a six lane roadway, whereas the DSEIR uses 3,000 vehicles per hour as the capacity on the same roadway. Therefore, the roadway LOS is much worse than shown in Table 12 of the DSEIR.

Response: The commenter is correct that the volumes in Table 12 for Santa Rita Road are different than those in the LOS calculation sheets. In this particular instance, the CCTA Model forecast volumes did not correspond to the actual assignment of observed current volumes at the Santa Rita Road/I-580 eastbound ramps/Pimlico Drive intersection. Table 12 shows the link volumes (i.e., mid-block volumes between intersections) taken directly from model output. For the LOS calculations for the Santa Rita Road/I-580 eastbound ramps/Pimlico Drive intersection, the model forecast volumes were compared with current count volumes to ensure that the model properly distributed and assigned trips through this intersection. Based on this review, the traffic consultant found that the model was over assigning volumes to Pimlico Drive and under assigning volumes to Santa Rita Road. As a result, the traffic consultant manually reassigned the forecast volumes at this intersection as appropriate to better reflect field conditions.

Table III-1 in the Pleasanton General Plan identifies 750 vehicles per hour as "desirable" lane volumes; however, the General Plan's Streets and Highways Program 2.2 adopts an intersection standard of LOS D to determine locations where mitigation may be required. Based on the traffic consultant's experience, it is appropriate to use a capacity of 3,000 vehicles per hour as a typical capacity in each direction of travel on a six-lane arterial street where signalized intersections exist. The intersection LOS calculations are conservative in that they utilize the higher volumes on Santa Rita Road as noted earlier in this response.

- Comment 3.3.11: When comparing the traffic generation from DSEIR table 4.2.6 with the change in peak hour traffic volumes at the study intersections

at the boundary of the Project, some trips are missing. Where did the missing Project trips go?

Response: The commenter has miscalculated Project traffic generation in three ways: 1) the new trips generated by the proposed Project are the difference between Tables 4.2.6 and 4.2.4, not the total from Table 4.2.6. 2) The trip rates in Tables 4.2.6 and 4.2.4 are ITE Trip Rates used for comparison purposes only; the CCTA model as calibrated uses slightly different trip rates based on trip purposes. 3) Trip patterns and characteristics change when land uses change so that a direct comparison of intersection volumes does not solely account for land use changes within the Project area. Each of these points is expanded below.

New trips. Table 4.2.4 presents buildout trips without the Project. Note that buildout includes trips related to the 2002 approved Project. New trips for this analysis are represented by the difference between the 2002 Project and the 2005 Project. In order to determine the “new” trips created by the Project, the totals in Table 4.2.4 should be subtracted from the totals in Table 4.2.6. Thus, e.g., while the entire Fallon Village Project site would create 5,233 total a.m. trips, the number of new trips due to the 2005 Project is 2202 (5233 trips – 3031 trips). Using the totals from Table 4.2.6 as the increment of growth addressed by the DSEIR is incorrect and substantially overstates the impacts of the current Project.

ITE rates v. model volumes. The DSEIR uses ITE trip generation as a means of comparing the Project and no- Project scenarios, primarily because most readers have a familiarity with the ITE rates. Most traffic forecasting models, however, do not use ITE trip rates because such rates are based on driveway counts of free standing land uses and are not intended for direct modeling applications. Model trip rates typically are based on trip purposes such as work and shopping, etc. For this reason it is inappropriate to directly compare volumes produced from summaries of ITE rates with those produced by a model. Instead, ITE rates should be compared to other ITE rates across the analysis scenarios, while model volumes should be compared to model volumes. Again, ITE trip generation was presented in the DSEIR for informational purposes only so as to give the reader an approximate idea of possible trip generation from the proposed Project.

Boundary counts. The comment derived some of its conclusions by examining traffic volumes at the intersections described as forming the boundaries of the Project. In reality, these intersections also serve through-traffic (non- Project) volumes. Due to differences between the two projects analyzed (Project is with additional residential and commercial uses, and no-Project is based on the 2002 approval) through-traffic patterns within the Tri-Valley are altered in the two model runs. Therefore, the comment inappropriately relies on boundary counts to calculate new Project trips. It is impossible to compare changes in Project trip generation through this technique.

- Comment 3.3.12: The DSEIR does not address the significant omission of trips described in the previous comment. Correcting the network and other traffic forecasting parameters will significantly change traffic volumes and congestion levels throughout the study area. The correction will help identify Project impacts within Pleasanton.

Response: See Response 3.3.11 regarding the trips the commenter incorrectly describes as missing. Responses 3.3.1 through 3.3.11 demonstrate that there is no incorrect or missing information that might “significantly change traffic volumes and congestion levels.” The assumptions used in the analysis are disclosed and substantiated. The results of the model runs are presented in quantitative and qualitative form as appropriate. The results are reflected in the supplemental impacts and mitigation analysis. The 1993 and 2002 EIRs plus the 2005 DSEIR and these responses to comments are a complete, thorough and reasonable analysis of the potential traffic impacts of the Project. Therefore, no correction to the traffic model or analysis is required.

Comment 3.4: San Francisco Bay Regional Water Quality Control Board

- Comment 3.4.1: The commenter expands on text contained on page 162 of the DSEIR, which, in summary, states that state and federal permits must also be obtained by the applicant with regard to biological resources. The Water Board staff encourages the Project proponents to discuss mitigation measures as early in the process as possible so that additional mitigation measures for wetlands and other waters can be identified as early as possible.

Response: Comments acknowledged and no further action is required.

- Comment 3.4.2: The commenter notes that supplemental mitigation measure SM-BIO-1 may not be acceptable to resource agencies.

Response: Please refer to Response to Comment 1.1.5 about additional mitigation which may be required by other permitting agencies.

- Comment 3.4.3: The commenter indicates that mitigation for impacts to linear features, such as riparian habitats should be based on the linear feet of impacted habitat, not on an acreage basis. Focusing on acreage replacement is not likely to provide appropriate replacement for functions and values of a linear ecosystem.

Response: This comment is acknowledged. The City of Dublin believes that adequate mitigation has been provided to substantially lessen the identified impacts. The mitigation measures employ the various actions included in the CEQA Guidelines Section 15370 definition of “mitigation” as appropriate for different species, resources and circumstances. These mitigation measures are typical of other biological mitigations accepted by the City of Dublin, such as the recently certified Dublin Ranch West Supplemental EIR. However, other regulatory agencies may require additional or different mitigation to biological resources, as described in Response to Comment 1.1.5.

- Comment 3.4.4: The discussion of mitigation ratios also applies to supplemental mitigations SM-BIO-2 and SM-BIO-3, although acre-for-acre mitigation is more appropriate for breeding ponds.

Response: This comment is acknowledged. Refer to response to Comment 3.4.3.

- Comment 3.4.5: Any fill of waters of the State must be subject to an alternatives analysis as required by the Regional Water Board. Fill of waters of the State is only allowed when avoidance has been demonstrated infeasible and the impacts reduced to the greatest extent feasible. This analysis may impact the proposal to preserve one conservation corridor instead of two narrower corridors as described on page 162 of the DSEIR.

Response: As discussed in the DSEIR and further in the RMP, the central open space corridor is an alternative way of addressing open space from the narrow corridors. It allows more open space in a larger contiguous area, maintains the most sensitive biological area in open space and provides a broad connection to open space lands in the northeast portion of the Project area that would continue to be designated as open space. Through the proposed General Plan and Eastern Dublin Specific Plan, and requested amendments to these documents, the RMP, and this DSEIR, the City has considered options for maintaining open space in the Project area. The DSEIR adequately considers open space planning for the Project, however, the City also recognizes that individual landowners within the Project area are responsible for obtaining any necessary permits or approvals from other state and federal resource agencies, and for complying with any requirements associated with such permits or approvals.

Comment 3.5: Alameda County Congestion Management Agency

- Comment 3.5.1: The commenter provides an overview of the proposed Project as set forth in the DSEIR.

Response: This comment is noted and no further discussion is required.

- Comment 3.5.2: The commenter requests a comparison table of land uses proposed in the 1993 EIR, the 2002 Supplement and the 2005 Supplement.

Response: Per the request of the commenter, this comparison table is shown below.

Table A. Comparison of Land Use Analyzed in 1993, 2002 and 2005 Environmental Documents

Land Use	1993 EIR	2002 Supplement	2005 Supplement
Low Density Residential	1,885	1,734	1,739
Medium Density Residential	459	94	601
Medium High Density Residential	882	696	672
Rural Residential / Agriculture	3	2	0
Village Commercial, Residential			96
Totals Residential -- dwelling units	3,229	2,526	3,108
Village Commercial, Commercial			83,635
General Commercial	446,490	446,490	785,169
Neighborhood Commercial	148,975	134,600	
Gen. Comml / Campus Office / Ind. Park			1,634,371
Industrial Park	883,048	840,360	
Total Commercial / Industrial -- sf	1,478,513	1,421,450	2,503,175
Junior High School	14.5	14.6	0.0
Elementary School	17.9	17.3	20.0
Community Park	14.1	14.1	18.3
Neighborhood Park	23.7	24.0	25.8
Neighborhood Square	3.0	2.7	2.7
Open Space	77.2	76.9	205.3
Total Schools, Parks, Open Space -- acres	150.4	149.6	272.1

Source: Braddock & Logan, 2005

- Comment 3.5.3: The commenter notes that the Stage 2 portion of the DSEIR only indicates which direction the development will occur first and how it would proceed toward completion. No information is provided on the timeline for development. The Final EIR should include a timeline for development for the Stage 2 portion of the Project along with how the staging of the infrastructure is planned.

Response: The City of Dublin does not require submittal of timeline for Stage 2 application. According to the applicant, build-out of the Stage 2 portion of the Project would take an estimated 5 to 7 years, depending on the strength of the market and the need to obtain biological regulatory permits. The City of Dublin, through the subdivision review process, will ensure that adequate infrastructure is provided commensurate with each sub-phase of Project development.

- Comment 3.5.4: The DSEIR should indicate the timeline and funding status of Dublin Boulevard, Fallon Road and North Canyons Parkway improvements, extensions.

Response: Dublin Boulevard will be extended from Keegan Road to Fallon Road in 2006 and 2007. The developers of Dublin Ranch will construct this extension and receive EDTIF credits as applicable.

Dublin Boulevard is expected to be extended from Fallon Road to North Canyons Parkway /Doolan Road in Livermore. The Project developers will construct the portion of the roadway within the Fallon Village development and receive EDTIF credits as applicable. It will be constructed as required by the City of Dublin to support development. (See master response.) The portion between Fallon Village and Doolan Road lies in unincorporated Alameda County. Funding for this roadway is expected to come in part from the EDTIF and the City of Livermore Traffic Impact Fee programs. Local developers may advance construction funds. Construction of this improvement is expected to occur by 2015 in view of traffic conditions on I-580 and the need for a parallel reliever route. (See Response 3.3.8 and master response.)

Fallon Road will be extended from Signal Hill Drive to Tassajara Road in 2006 and 2007. Local developers will construct this improvement and receive EDTIF credits as applicable

North Canyons Parkway already exists in the City of Livermore where it would align with the Dublin Boulevard extension at Doolan Road.

- Comment 3.5.5: The referenced list of roadway improvements to be funded by the EDTIF or local developers is missing. It is not clear whether these improvements were incorporated into the model network baseline conditions.

Response: The collector and arterial improvements that were assumed to be in place in Dublin for the 2015 and 2025 models are those listed on p. 56 and pp. 58-59 of the DSEIR and as follows:

Portions of Dublin Boulevard and Fallon Road improvements are described above in Response 3.5.4. Gleason Drive from Tassajara Road to Fallon Road was opened to traffic in 2004. Other roadways to be extended include Central Parkway from Keegan Drive to Fallon Road, Scarlett Drive from Houston Place to Dublin Boulevard, and roadways near the East Dublin Transit Center including portions of Arnold Drive and Martinelli Way as required to support development. (See Master Response for Traffic Issues regarding implementation of identified improvements.) Other local streets such as portions of Brannigan Street, Grafton Street, Keegan Street, Lockhart Street and Kohnen Way are currently in various stages of construction. All of these roadways have been or will be constructed by local developers as part of

frontage improvements and were included in the 2015 and 2025 models with and without the proposed Project.

- Comment 3.5.6: Was there any check on the 2015 land use numbers that resulted from straight line interpolation between 2004 and 2025? If so, what was the check against and what was the result?

Response: City of Dublin Planning staff reviewed past development in Eastern Dublin since the 1993 approvals and possible scenarios of future development in Eastern Dublin within the next 20 years and determined that it would be appropriate to assume a uniform rate of development between now and year 2025 as a reasonable approximation of land uses in Dublin in 2015. Therefore, the land use numbers used in the DSEIR for year 2015 were derived based on the professional judgment of the City's Planning staff.

- Comment 3.5.7: The report should list the funding and timeline for construction of the 20 roadways and interchanges included for interim 2015 conditions.

Response: See Master Response for Traffic Issues for the requested information on funding and timeline.

- Comment 3.5.8: A Stage 2 Development Plan for over 1,078 dwelling units is analyzed at a Project level in the DSEIR. The TDM program and other trip reduction measures included in Supplemental Mitigation SM-TRA-1 should be discussed in the report.

Response: Consistent with Eastern Dublin Specific Plan policies and the DSEIR text, the Stage 2 Development Plan and vesting tentative map would be conditioned generally as follows.

“The developer shall develop, participate in, or partially fund a Transportation Demand Management Program and other trip reduction measures of the Alameda County Congestion Management Agency Congestion Management Program. The measures shall be determined prior to filing the first final map and shall be subject to the approval of the Directors of Public Works and Community Development. “

This condition ensures that the program is tailored to the development Project so as to target the best ways to reduce transportation demand.

- Comment 3.5.9: The 2025 CMA and CCTA models were compared as requested by the CMA in its response to the Notice of Preparation. However, the interim year models are not consistent in that the CCTA model used Year 2015 while the CMA model used Year 2010. CMA suggests interpolating or extrapolating to evaluate the same year for both models.

Response: The suggested comparison is not feasible for practical or technical reasons. As noted in the DSEIR, the majority of the Project is not expected to

be developed by 2010, so 2015 is a more appropriate analysis. (p. 71.) As further noted, the CCTA model volumes are almost always higher than the CMA volumes, and thus yield a more conservative analysis. Finally, the CMA model is more regional and less detailed in focus. (p. 72.) Although not mentioned in the comment, the CMA model is currently being updated by the CMA and will probably be replaced in 2006 at the completion of the current update. The traffic consultant has determined that the current CMA model is old, and uses out of date networks, traffic analysis zones and land use information. The CCTA model was recently updated and was extensively calibrated to replicate Dublin traffic conditions and volumes. In nearly all instances the CCTA model forecasts higher volumes than the CMA model; interpolating the results of either model with a 5-year adjustment would not be a technically supportable approach. The main reason for the comparison in the DSEIR was to demonstrate that the CCTA model is more conservative and thus preferable to the CMA model; regardless of the traffic forecast results of the interpolation requested, the CCTA model in this instance is the preferred model.

Comment 3.6: City of Dublin Parks and Community Services Department

- Comment 3.6.1: The commenter asks that the Dublin Parks and Community Services Department be added to Supplemental Mitigation Measure SM-CUL-2, so that representatives of this department may be given the opportunity to examine the historic house and providing suggestions for salvage and relocation.

Response: This comment is acknowledged and, based on the request of the commenter, the text of the second sentence of SM-CUL-2 (c) is amended to read as follows: "Representatives of the Dublin Planning Department, the Dublin Historical Preservation Association, the Dublin Parks and Community Services Department and other interested parties should be given the opportunity to examine the house and provide suggestions for salvaging and relocating elements."

- Comment 3.6.2: The commenter requests that the wording of SM-CUL-2 (d) be amended to eliminate the wording "Amador Valley/Livermore Valley Historical Museum" as a potential location to place documentation of this house. Instead, the information should be placed with the Dublin Heritage Center Museum.

Response: This comment is acknowledged and, based on the request of the commenter, the text of the last sentence of SM-CUL-3 (d) is amended to read as follows: "The documentation, with original photo prints and negatives, should be placed in an historic archive or history collection accessible to the general public, such as the ~~Amador/Livermore Valley Historical Museum~~ or the Dublin Heritage Center Museum."

Comment 3.7: Alameda County Community Development Agency

- Comment 3.7.1: The Project is entirely within the City of Dublin; however, the planned extension of North Canyon Parkway in the City of Livermore would cross property in unincorporated Alameda County. The commenter concurs that this roadway is a route of regional significance. The East County Area Plan designates this road as a six-lane arterial.

Response: This comment is acknowledged and no action is required by the City of Dublin.

- Comment 3.7.2: The commenter cites Policy 3, Policy 176 and Policy 178 contained in the East County Area Plan as pertaining to the timely completion of this arterial.

Response: This comment is acknowledged and no action is required by the City of Dublin.

- Comment 3.7.3: The extension of Dublin Boulevard within unincorporated Alameda County should occur in a direct manner as feasible to minimize expense and accommodate expected traffic flow. A creek crosses this area and the arterial alignment should cross the creek in a perpendicular direction to minimize environmental disturbance and expense.

Response: This comment is acknowledged and no action is required by the City of Dublin since the location and design of this roadway does not lie within the City of Dublin.

- Comment 3.7.4: The commenter is available to work with both the City of Dublin and City of Livermore for planning efforts for the extension of Dublin Boulevard to the east.

Response: The City of Dublin will cooperate with both the County of Alameda and the City of Livermore in defining the most environmentally and cost effective route to connect Dublin Boulevard across the County land to connect to North Canyons Parkway in Livermore. Also see Response 3.8.6.

Comment 3.8: City of Livermore

- Comment 3.8.1: The commenter submits the following comments on the DSEIR. More detailed comments are also included.

Response: Comments acknowledged; the requested clarifications are provided in Responses 3.8.6 through 3.8.19 below.

- Comment 3.8.2 The commenter raises a concern about the Project traffic analysis addressing the eventual connection of Dublin Boulevard to North Canyons Parkway in north Livermore.

Response: Refer to the response to Comment 3.8.6.

- Comment 3.8.3: The commenter requests additional Project alternatives and projections.

Response: Refer to the response to Comment 3.8.7.

- Comment 3.8.4: The commenter requests that the biological and habitat analysis should provide for off-site mitigation in the Livermore and Amador Valleys, specifically the Doolan Canyon area.

Response: Refer to the responses to Comments 3.8.25 and 3.8.26.

- Comment 3.8.5: The commenter notes that the visual resource analysis should address the potential impacts of proposed land use designations along the proposed Dublin Boulevard extension, which were not included in previous environmental determinations.

Response: Refer to the responses to Comments 3.8.7 through 3.8.14

- Comment 3.8.6: The comment requests that the City of Dublin coordinate with the City of Livermore regarding the alignment of Dublin Boulevard as it is designed to connect to North Canyons Parkway in Livermore. The City of Livermore would like to explore an alignment for this road close to I-580 and comments that the alignment of Dublin Boulevard be shown as “preliminary/conceptual” pending adoption of a precise alignment.

Response: The City of Dublin appreciates the City of Livermore’s interest and commitment to the extension of Dublin Boulevard and connection to existing North Canyons Parkway within the City of Livermore. Both the alignment of Dublin Boulevard and its distance north of I-580 (approximately 1,000+ feet) shown in the Project plans and evaluated in the DSEIR are consistent with the alignment shown in the City of Dublin General Plan since 1993 as well as in the County of Alameda East County Area Plan (ECAP). Furthermore, the specific alignment of Dublin Boulevard through the Fallon Village Project area has been designed using good planning practices that position the roadway following existing property lines such that existing properties and corresponding land uses are not divided by a curving or diagonal alignment.

Considering the above information, as well as the desirable commercial development site sizes facilitated by the road location approximately 1,000+ feet north of the freeway, the City of Dublin will keep the alignment of Dublin Boulevard as it is currently shown across the Fallon Village Project area. The City of Dublin will work with the City of Livermore and Alameda County in establishing the final design alignment of Dublin Boulevard across the lands currently in the county. City of Dublin development projects are currently providing funds through the Eastern Dublin Traffic Impact Fee to construct two lanes of this roadway. The City of Dublin, while pursuing the most effective expenditure of these Traffic Impact Fee funds, will work with both the City of Livermore and Alameda County to develop a reasonable,

cost efficient alignment which will minimize environmental impacts in crossing the county lands and effectively connecting Dublin Boulevard to North Canyons Parkway.

- Comment 3.8.7: The DSEIR says it will evaluate six alternatives. The commenter states that the traffic study only evaluates the full project at different time intervals and requests an evaluation of a reduced project and a project development under existing land use regulations.

Response: The comment is correct in that the DSEIR identifies and evaluates six alternatives. A discussion of the potential Transportation and Traffic impacts is included in the discussion of each of these alternatives (See DSEIR pages 257, 259-60, 263, 266-67, 270 and 273). The information provided is sufficient for purposes of comparison to the project. Project alternatives are not required to be analyzed at the same level of detail as the project. Specifically regarding the request for evaluation of a reduced project alternative, this topic is discussed on page 263. TJKM Table IX and Figure 8 below show the result of a reduced project scenario.

The potential transportation and traffic impacts of a project development under existing land use regulations alternative is discussed on page 259. The City notes that buildout of the Project area under the existing land use regulations is the same as what the DSEIR describes as the Buildout Without Project analysis. Detailed information regarding the Buildout Without Project information is presented in the body of the Traffic and Transportation section of the DSEIR on pages 58 through 62.

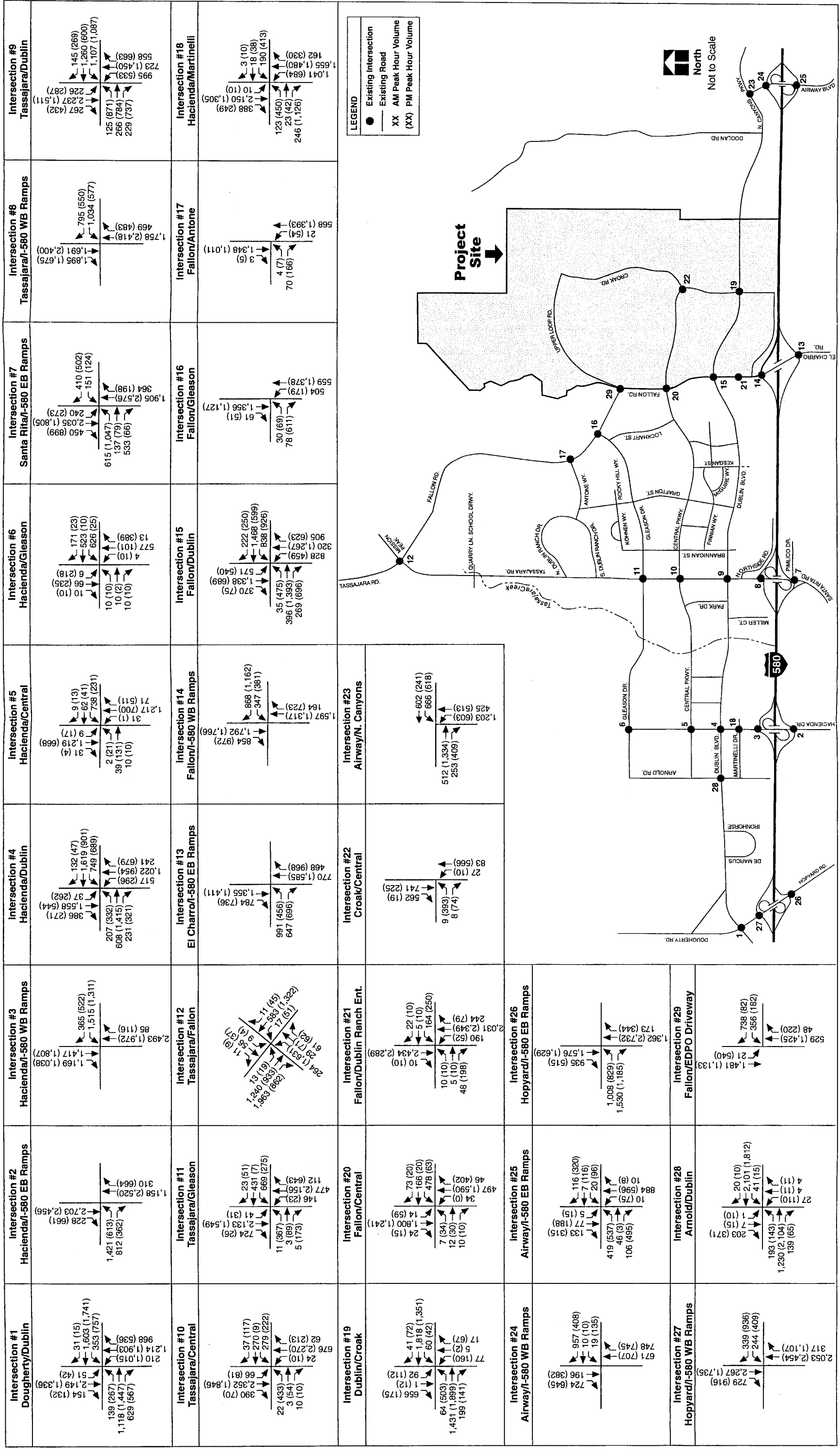
- Comment 3.8.8: The report should provide information on existing freeway conditions and interim scenarios in addition to the 2015 and 2025 scenarios.

Response: Existing freeway conditions. The following information is provided in addition to that in the DSEIR. Recurring congestion exists on I-580 in both the a.m. and p.m. commute periods. In the a.m. peak, congestion occurs in the westbound direction. Westbound congestion begins in the Altamont and extends westerly to the Airway Boulevard interchange and sometimes extends continuously to I-680. Travel speeds in this area are below 25 miles per hour and frequently amount to stop-and-go conditions. In the westbound direction in the a.m. the bottlenecks include the westbound on-ramps at the Vasco Road interchange, the Portola Avenue interchange and occasionally the truck movement at the El Charro Road/Fallon Road interchange.

Table 8. Intersection Levels of Service—Buildout Plus 75% Project Construction

ID	Signalized Intersections	A.M. Peak Hour		P.M. Peak Hour	
		v/c	LOS	v/c	LOS
1	Dougherty Road/Dublin Boulevard	0.77	C	0.93	E
2	Hacienda Drive/I-580 EB Ramps	0.80	C	0.60	A
3	Hacienda Drive/I-580 WB Ramps	0.78	C	0.64	B
4	Hacienda Drive/Dublin Boulevard	0.83	D	0.80	C
5	Hacienda Drive/Central Parkway	0.84	D	0.40	A
	Mitigated	0.64	B	0.36	A
6	Hacienda Drive/Gleason Drive	0.56	A	0.37	A
7	Santa Rita Road/I-580 EB Ramps	0.82	D	0.94	E
	Mitigated	0.76	C	0.83	D
8	Tassajara Road/I-580 WB Ramps	0.73	C	0.71	C
9	Tassajara Road/Dublin Boulevard	0.88	D	0.76	C
10	Tassajara Road/Central Parkway	0.58	A	0.79	C
11	Tassajara Road/Gleason Drive	0.71	C	0.64	B
12	Tassajara Road/Fallon Road	0.48	A	0.81	D
13	El-Charro Road/I-580 EB Ramps	0.55	A	0.51	A
14	Fallon Road/I-580 WB Ramps	0.60	A	0.68	B
15	Fallon Road/Dublin Boulevard	0.71	C	0.87	D
16	Fallon Road/Gleason Drive	0.70	B	0.57	A
17	Fallon Road/Antone Way	0.43	A	0.47	A
18	Hacienda/Martinelli Way/Hacienda Crossings	0.71	C	0.74	C
19	Croak Road/Dublin Boulevard	0.64	B	0.55	A
20	Fallon Road/Central Parkway	0.54	A	0.40	A
21	Fallon Road/Dublin Ranch Entrance	0.49	A	0.51	A
22	Croak Road/ Central Parkway	0.23	A	0.29	A
23	Airway Boulevard/North Canyons Parkway	0.70	B	0.65	B
24	Airway Boulevard/I-580 WB Ramps	0.42	A	0.26	A
25	Airway Boulevard/I-580 EB Ramps	0.45	A	0.55	A
26	Hopyard Road/I-580 EB Ramps	0.76	C	0.87	D
27	Dougherty Road/I-580 WB Ramps	0.52	A	0.74	C
28	Arnold Road/Dublin Boulevard	0.56	A	0.64	B
29	Fallon Road/EDPO Drive	0.52	A	0.51	A

Note: v/c = volume to capacity ratio; LOS = Level of Service



City of Dublin
Fallon Village
Buildout + 75% Project Turning Movement Volumes

In the p.m. period, near continuous congestion occurs on I-580 from I-680 easterly to at least Vasco Road. Again, traffic is frequently below 25 miles per hour and involves stop-and-go conditions. Eastbound bottlenecks are produced by the on-ramps at I-680, Hopyard Road, Hacienda Drive, and Santa Rita Road. These three interchanges are served by eastbound ramp metering during the p.m. peak hours. (In the p.m. period westbound traffic also backs up between El Charro Road/Fallon Road and I-680.) The eastbound p.m. congestion that begins in Pleasanton extends frequently through Livermore, and regularly backs up from or beyond the base of the Altamont Pass east of Greenville Road.

Several efforts are being made to improve conditions along I-580. The Tri-Valley cities and transportation agencies, in cooperation with Alameda County Congestion Management Agency and Caltrans, are currently conducting the Triangle Study, which will evaluate the major Tri-Valley roadways – I-580, I-680 and State Route 84 – to determine appropriate future projects and their priorities. Potential projects discussed in the I-580 corridor include HOV lanes, eastbound truck climbing lane at Altamont Pass, new flyovers at the I-680/I-580 interchange, and even an additional eastbound mixed flow lane. The results of that study are expected within the next four to six months.

The I-680 freeway currently operates acceptably in the vicinity of the Project (i.e., between Stoneridge Drive and Alcosta Boulevard) during the a.m. and p.m. commute periods. Traffic backups occasionally occur on this section of I-680 near the I-580 interchange connectors. Backups also occur intermittently in the p.m. peak period on northbound I-680 at the Alcosta Boulevard interchange. Potential projects to be evaluated in the Tri-Valley Triangle Study include installation of northbound and southbound HOV lanes on I-680 between Route 84 and Alcosta Boulevard. The study will also evaluate a project to add an HOV direct connector from northbound I-680 to eastbound I-580.

Additional interim scenarios. As noted in the DSEIR, the 2015 scenario is an appropriate interim scenario because it coincides with implementation of the initial phase of the project as well as approved and pending projects. (p. 51.) To provide additional information requested in this comment, additional model runs were conducted by the traffic consultant for interim conditions. The additional runs were of the Existing Plus Approved and Pending Projects Plus Project land use scenario, which represents a near-term interim scenario. All approved and pending projects in Dublin were included, which is essentially the entire Eastern Dublin Specific Plan area. This scenario was conducted with and without the Dublin Boulevard extension beyond the

Project area (i.e., to North Canyons Parkway) in order to test the near-term impacts of this extension on traffic conditions in the Project area along the I-580 corridor. The additional model run analysis focused on the I-580 corridor due to its immediate proximity to the Project and to the three Tri-Valley cities (Dublin, Livermore and Pleasanton).

Other than existing roadways and those that are planned and funded in Eastern Dublin, the only other regional improvements included were the I-580 eastbound HOV lanes between Santa Rita Road and Vasco Road, the eastbound auxiliary lanes between Fallon/El Charro Roads and Isabel Avenue, the Isabel/I-580 Stage 1 interchange, and Windemere Parkway between the Dougherty Valley and Camino Tassajara. No other freeway improvements were included nor were the roadway extensions contemplated for Stoneridge Drive, El Charro Road and Busch Road in Pleasanton and Jack London Boulevard in Livermore.

The results of this scenario showed that at buildout of all approved and pending projects in Eastern Dublin, the extension of Dublin Boulevard beyond the Project area is highly desirable as it would help bring congestion relief to I-580. (See Responses 3.3.8, 3.5.4 regarding the Dublin Boulevard extension.) When land use and network changes are made in the CCTA model to create the Existing Plus Approved and Pending Projects Plus Project scenario, the model tends to reroute traffic onto less congested roadways. If land use in the area is reduced, the total traffic demand may also be reduced, leaving room on a main traffic facility to carry additional traffic. As a result of this traffic rerouting, it is possible for the freeway corridor to continue to carry traffic volumes at or near its capacity. For example, in this interim scenario, I-580 volumes are similar to those in the 2025 scenario.

The additional model runs also compared the 2002 approved project with the proposed Fallon Village Project and found that freeway volumes are very similar with or without the Project, and the traffic impacts do not change at the study intersections. Therefore, the DSEIR findings regarding traffic impacts on adjacent freeways and study intersections remain unchanged.

- Comment 3.8.9: An alternate scenario should be conducted reflecting those roadways that are most critical and should be completed by 2015. The analysis should include a 2015 freeway scenario.

Response: See Master Response for Traffic Issues and Response 3.8.8. The results of the Year 2015 freeway analysis are presented in Table 4.2.12 of the DSEIR.

- Comment 3.8.10: The traffic report should analyze the difference in impacts between the approved project and the proposed project.

Response: As noted on p. 50 of the DSEIR, the traffic section discusses the project's proposed increase in density over the density assumed in the 2002 SEIR. The existing approved project is factored into the CCTA model, which

is then used to forecast impacts from the project. Thus, the “difference” in impacts is reflected in the model results. The City notes that most of the mitigation measures from the 2002 SEIR have either been incorporated into recent construction projects or are now considered as “planned improvements” that will be funded through the Eastern Dublin Traffic Impact Fee (EDTIF) program and by various developments in Eastern Dublin. As noted throughout the DSEIR, all mitigation measures adopted in the 1993 and 2002 approvals continue to apply to the current project. The mitigation measures identified in the 2005 DSEIR are new supplemental measures that reflect the changes between the approved 2002 project and the proposed 2005 project.

- Comment 3.8.11: Many roadway improvements assumed in the Interim Year 2015 analysis are not funded and may not be constructed by 2015. Several roadways listed are not likely to be available.

Response: See Responses 3.3.2, 3.3.6, 3.3.7, 3.5.4 and 3.5.7 regarding improvement funding and timing. As required by the General Plan and Eastern Dublin Specific Plan, future development must be supported by needed improvements. These improvements have been identified at a programmatic level through the 1993 and 2002 approvals. Supplemental impacts and mitigations in the 2005 DSEIR identify improvements necessary for the project. The project will be required to pay applicable traffic impact fees including those specified in the DSEIR. Specific development projects, such as the Developer’s project on the Braddock & Logan controlled properties, are required to either construct improvements identified in the related project-level traffic study or pay related traffic impact fees. These project-level requirements are reflected in the Developer’s project vesting tentative maps and other development applications and proposed conditions of approval for the applications.

- Comment 3.8.12: The I-580/Livermore interchange project is unfunded and should not be assumed in any scenario.

Response: See Master Response for Traffic Issues. This project was mistakenly included in the list of assumed improvements. It was not assumed in the CCTA Model.

- Comment 3.8.13: Auxiliary lanes between Isabel Avenue and First Street are not funded and should not be assumed in any scenario.

Response: See Master Response for Traffic Issues. The auxiliary lanes east of Isabel Avenue were mistakenly included in the list of assumed improvements. They were not assumed in the CCTA Model.

- Comment 3.8.14: The existing LOS for the three Airway Boulevard study intersections do not agree with those conducted by the City of Livermore.

Response: The counts reported in the DSEIR were collected in 2004 and the LOS analysis was conducted accurately based the counts and the level of service analysis methodology described on page 52 of the DSEIR. The LOS analysis sheets are included in Appendix B of the DSEIR. The CCTA Model is an appropriate way to forecast Project traffic impacts.

- Comment 3.8.15: The 2030 a.m. westbound volumes are counterintuitive in that the With Project scenario volumes are less than the No project scenario.

Response: In general, when including the entire corridor that includes Gleason Drive, Central Parkway, Dublin Boulevard and I-580, the future a.m. peak hour westbound volumes increase measurably in the With Project scenario as compared to the No Project scenario. According to the CCTA Model, the few sections where westbound volumes slightly decrease on I-580 during the a.m. peak hour are located between Fallon Road and Dougherty Road in the vicinity of the Project. This is because the Project is expected to attract more trips to travel on Dublin Boulevard and Central Parkway (which will be extended through the Project area as part of the Project) due to trip generation by the Project that could attract traffic away from the freeway. Many of these Project trips would utilize Dublin Boulevard and Central Parkway to access or leave the Project site without traveling on the freeway within the Dublin area.

- Comment 3.8.16: The Project area is not located in a FEMA Flood Zone A (100-year flood); however, FEMA has not completed detailed analyses of channels on the Project site. Please provide additional information indicating the possibility of floodwater crossing the I-580 freeway and into the City of Livermore. Also. Please indicate if the Project will provide 100-year flood protection and provide details.

Response: As pointed out by the commenter, the Project area is not currently located in a FEMA Zone A flood zone (100-year) and furthermore the Project area is also out of the FEMA Zone B 500-year flood zone per the Flood Insurance Rate Map dated September 1997). Flood protection and storm drain facilities for the entire Eastern Dublin Specific Plan area, of which the Project area is a part, have been closely coordinated with Alameda County Flood Control District - Zone 7 over the course of development in East Dublin. This has included Zone 7's review and input on the Dublin Ranch Drainage Master Plan (DRDMP), the design document analyzing post development storm runoff from the entire Eastern Dublin watershed. The DRDMP has been used to design the Zone 7 G3 storm drain culvert to accommodate and convey the 100-year storm runoff from the developed watershed to the existing Zone 7 system south of I-580. Development of the Project area watershed utilizing the land uses evaluated in this SEIR has been included in the most recent update of the DRDMP. This modeling confirms that the G3 Culvert capacity and downstream facilities are adequately sized to accommodate the 100-year storm runoff and that no flooding will occur in Livermore. The current DRDMP is on file at the City of Dublin Public Works Department and is available for public review during normal business hours.

- Comment 3.8.17: The comment notes that Mitigation Measure SSM-BIO-1 regarding riparian habitat includes restoration/enhancement of onsite and offsite riparian habitat areas and asks that the City ensure that mitigation areas are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration.

Response: This comment appears to relate to measure SM-BIO-1 on page 174 and not on page 167-168. The City of Dublin, as well as various other state and federal resource agencies through their respective permitting processes, will ensure that replacement biological mitigation areas will be suitable based on size, configuration and topology to ensure that replacement riparian habitat is viable.

- Comment 3.8.18: This comment concerns the monitoring program and annual report provisions of Mitigation Measure SSM-BIO-1. It asks that the FSEIR specify types of habitat restoration/enhancement activities that are expected to occur, performance standards for evaluating the effectiveness of activities, and options for improving effectiveness if performance is found lacking. years that would indicate successful habitat restoration/enhancement.

Response: This comment also appears to relate to Supplemental Mitigation Measure SM-BIO-1 on page 174 and not on page 167-168. Based on the comment, Supplemental Mitigation Measure SM-BIO-1 is amended to add the following text:

"A Riparian Mitigation and Monitoring Plan shall be prepared for City review and approval prior to issuance of the first grading permit on any property which contains riparian habitat as identified on Exhibit 4.7.1 of the DSEIR which will detail the steps to be taken to restore and/or enhance coastal riparian scrub habitat within the on-site conservation area or at off-site mitigation lands, pursuant to this mitigation measure This site-specific plan will be prepared once specific on-site conservation areas and/or off-site mitigation lands are identified, and shall also include the following components:

- f) Performance standards to ensure successful restoration or enhancement of riparian habitat that focus on plant survival rates, plant size, plant health, canopy cover, and presence of invasive weeds.
- g) Monitoring to evaluate whether the restoration or enhancement measures are satisfying the performance standards. Such monitoring shall occur for five years, or until the restored or enhanced areas meet the performance standards, whichever comes first. A monitoring report will be filed with the City annually.

- h) Photographic monitoring to visually assess the restoration or enhancement efforts and document changes to this habitat during the length of the monitoring period described above.
 - i) If monitoring demonstrates that the performance standards are not likely to be met, or are not met, at the end of five years, then specific adaptive management measures will be proposed in the annual monitoring report and implemented the following year, including physical alteration of the hydrological source, replanting or reseeding, removal of pest plants or animals, installation of additional fencing or protective measures, erosion control or repair, active enforcement of recreation area or homeowner policies, and / or other similar measures.
 - j) Recommended strategies and detailed methods to implement these adaptive management measures shall be proposed in the annual monitoring report and approved by the City prior to implementation.
- Comment 3.8.19: The commenter notes that Mitigation Measure SSM-BIO-1 requires special-status plant replacement at 1:1 on individual plant basis, and 0.5:1 on an occupied habitat basis. It also notes that species and habitat replacement are typically required to be preserved in perpetuity and to occur at a higher ratio than that required for species and habitat loss. The commenter asks that the FSEIR consider revising the mitigation measure to require individual plant replacement ratio at 3:1 and occupied habitat replacement at 2:1 and to require preservation of all habitat areas in perpetuity whether or not the monitoring performance standard is achieved.

Response: In most cases it is appropriate to mitigate for rare plant species on an acreage basis at ratios of 1:1 or higher. Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) is a fairly common California Native Plant Society List 1B plant species that is often found on disturbed lands throughout its range, and is currently recognized as being more common than originally thought when it was originally designated as a List 1B plant species. Many of the occurrences of this species on the Project area are of fairly low density suggesting a relative lack of suitable conditions for the species. By mapping some of these widely scattered plants as one large occupied habitat polygon, the suitable habitat for this species was exaggerated to a certain degree. In many instances, traditional farming activities such as plowing and disking can distribute small numbers of this species over a large area of land. In other areas where this species is found, densities can be five to ten (or more) times higher than found on this site. It is expected that the habitat in any area restored and preserved and planted with this species, will be much higher quality, resulting in far greater species density. Therefore the 0.5:1 habitat ratio is appropriate in this instance.

The 1:1 individual plant replacement ratio is based on the fact that this is an annual species whose population can be replaced in one year and there should be little or no temporal loss of this species' presence on the site if

restoration measures are properly implemented. Temporal loss of sensitive species and habitats is often cited as the primary reason for mitigation replacement ratios greater than 1:1.

The City believes that the collective set of mitigation measures for Congdon's tarplant imposed by the DSEIR, including the mitigation ratios, mitigates potential impacts to a less-than-significant level. As the DSEIR acknowledges, to the extent approvals from resources agencies are required, those agencies may require additional measures including establishment of permanent conservation easements that encompass areas occupied by this species.

- Comment 3.8.20: The comment observes that Mitigation Measure SSM-BIO-1 does not require offsite mitigation to be located within the Livermore and Amador Valleys and recommends that mitigation areas be located in the Doolan Canyon area. It notes that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area and offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area.

Response: . This comment is acknowledged. As the Commenter notes in Comment 3.8.21, SSM-BIO-2 prefers that any off-site mitigation be located in the Livermore or Amador valleys. It is unknown whether property in Doolan Canyon is available, or whether the acquisition of such property is feasible, for mitigation purposes. The location of any off-site mitigation areas will be reviewed by the City, and by other state and federal resource agencies through their respective permitting processes

- Comment 3.8.21: The commenter asks that the FSEIR ensure that offsite mitigation areas included in Mitigation Measure SSM-BIO-2 are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration.

Response: The mitigation already includes the requested elements to the extent it identifies preferences in selecting off-site mitigation lands. Identified preferences include larger areas of land, local lands with open space linkage and similar characteristics (DSEIR, page 177). The City of Dublin, as well as various other state and federal resource agencies through their respective permitting processes, will ensure that replacement biological mitigation areas will be suitable based on size, configuration and topology to ensure that replacement riparian habitat is viable.

- Comment 3.8.22: The comment notes that Mitigation Measure SSM-BIO-2 does not require offsite mitigation to be located within the Livermore and Amador Valleys. The commenter recommends that mitigation areas be located in the Doolan Canyon area. It notes that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area.

Response: See response to Comment 3.8.20, above.

- Comment 3.8.23: The commenter notes that Mitigation Measures SSM-BIO-3 and -4 includes offsite restoration/enhancement of CTS and asks that the FSEIR ensure that mitigation areas are selected based on best suitability of size, configuration, and topology for viable riparian habitat restoration.

Response: See Response to Comment 3.8.21 regarding preferences of off-site mitigation lands, which language is included in SSM-BIO-3 and -4.

- Comment 3.8.24: The comment notes that Mitigation Measure SSM-BIO-3 and -4 do not require offsite mitigation to be located within the Livermore and Amador Valleys. The commenter recommends that mitigation areas be located in the Doolan Canyon area. It notes that the East Bay Regional Park District also recommends that mitigation areas be located in the Doolan Canyon area and offers to assist in identifying, evaluating, and processing mitigation areas in the Doolan Canyon area.

Response: See Response to Comment 3.8.20.

- Comment 3.8.25: The comment notes that previous environmental determinations regarding visual impacts assumed industrial and rural residential/ agricultural uses along Dublin Boulevard. The commenter further notes that the proposed Project would change these land use designations to general commercial/ office/ industrial and asserts that these changed land use designations would significantly change the visual character from that previously analyzed and approved. The commenter asserts that the new land uses would be more intense and have different architecture than that previously analyzed and asks for more information regarding potential visual resources impact and a determination regarding any new significant and unavoidable impacts other than those noted in the previous environmental determinations.

Response: The commenter is incorrect in stating that all previous environmental documents for the Eastern Dublin area assumed industrial and rural residential uses for the land lying between the extension of Dublin Boulevard and the I-580 freeway east of Fallon Road. The Project Description for the 1993 Eastern Dublin EIR included and analyzed a combination of Industrial Park, General Commercial and Residential in this portion of Eastern Dublin (see Figures 2-E and F of the Eastern Dublin EIR). Therefore, these were the land uses analyzed in Section 3.8, Visual Resources, of the 1993 EIR. The 1993 EIR analyzed the effects of urbanizing Eastern Dublin regarding the visual quality of hillsides, flatlands and watercourses as well as scenic vistas and scenic routes. Upon approval of the 1993 project, the City adopted overriding considerations for alteration of the open space character and visual character of the flatlands (City Council Resolution No. 53-93). As required by CEQA, the 2005 DSEIR analyzes the Project's visual changes from the 1993 analysis and no supplemental visual impacts have been identified

beyond those identified in the 1993. No further analysis is therefore required under CEQA or the CEQA Guidelines.

- Comment 3.8.26: The Supplemental EIR proposes to change land uses along Dublin Boulevard from primarily industrial and rural residential/agricultural to general commercial/office/industrial land uses. Exhibit 4.8.4 on page 208 of the Supplemental EIR is a simulated view of future development but does not show proposed commercial/office/industrial development on the north side of the I-580 freeway. The commenter requests this exhibit be revised to simulate all proposed development that could occur under the proposed Project, including a map with the location and direction from which photographs were taken.

Response: The commenter is correct in that the Supplemental EIR contains simulations of proposed development only within the northerly portion of the 1,130-acre Project area. This is because, as explained on pages 21-26 of the Supplemental EIR, a Stage 2 Development Plan has been filed for the 486-acre portion of the property located on the approximately northern half of the Project area. For Stage 2 Development Plans, the applicant has submitted project details, such as architectural details, grading plans, landscaping plans and similar information with provide the sufficient detail to allow accurate photosimulations to be prepared. For the southerly portion of the Fallon Village area, only a preliminary Stage 1 Development Plan has been submitted to the City of Dublin. Pursuant to the Dublin Zoning Ordinance, Stage 1 applications are not required to include detailed architectural plans and similar information. The Supplemental EIR does therefore not include detailed photosimulations for the southerly portion of the Project since sufficient information does not yet exist to allow an accurate portrayal future development. The City notes that urban-level development along the I-580 freeway was assumed and analyzed in the 1993 EIR.

- Comment 3.8.27: The commenter notes that Supplemental Mitigation Measure SM-CUL-2 (Fallon Ranch House) includes options for salvage and documentation of an historic resource. The comment goes on to note that demolition of such a resource cannot be considered a less-than-significant impact and requests removal of references to demolition, salvage and documentation from the mitigation measure, since this would be a significant and unmitigatable impact.

Response: At the time the DSEIR was prepared, the project-level applicants had not determined whether the structure would be retained or not; because the City could not rule out demolition of the structure, consistent with CEQA, the DSEIR analyzed the potential worst case that the house could be damaged or removed. (p. 218.) Retention or relocation of the building were identified as measures to reduce this impact to less than significant. If these measures are not implemented, the analysis states the impact would not be reduced to less than significant. That is, the impact would be significant and unavoidable. Only under these circumstances would the salvage and documentation mitigations apply. As the analysis and the commenter note, the salvage and

documentation mitigations are not sufficient to reduce the impact to less than significant. Consistent with CEQA, the DSEIR appropriately determines that removal of the house is a significant unavoidable impact even with the salvage and documentation mitigations. Confusion regarding these conclusions could have resulted from the "Less-than-Significant" entry in the summary table which reflected only the retention mitigations. Through this response and consistent with the text analysis, the City clarifies the summary table to note that the impact is Less-than-Significant only if mitigation SM-CUL-2 a) or b) is implemented, otherwise the impact is significant and unavoidable.

Since release of the DSEIR, the applicant has determined that it is not feasible for the structure to be retained and the structure will be demolished. The structure is in an area proposed for residential uses and finding relocation sites for such structures has been difficult in other situations. Consistent with the DSEIR analysis, and as observed by the commenter, demolition of the house would be a significant and unavoidable impact. With this significant unavoidable impact, the City would be required to adopt a statement of overriding considerations for any project approval.

- Comment 3.8.28: The commenter notes that Supplemental Mitigation Measure SM-CUL-3 (cultural resources on Jordan and Chen properties) includes options for salvage and documentation of an historic resource. The comment asserts that demolition of such a resource cannot be considered a less-than-significant impact and requests removal of references to demolition, salvage and documentation from the mitigation measure, since this would be a significant and unmitigatable impact.

Response: : As required by Mitigation Measure SM-CUL-3, a site specific cultural resources assessment must accompany any development-level application for the Jordan and Chen properties. The development projects and related cultural resources assessments will be reviewed for compliance with all applicable statutory and other requirements for adequate identification and mitigation of cultural resources.

- Comment 3.8.29: The commenter notes that Supplemental Mitigation Measure SM-CUL-4 (Croak Ranch historic resources) includes options for salvage and documentation of an historic resource. The comment asserts that demolition of such a resource cannot be considered a less-than-significant impact and requests removal of references to demolition, salvage and documentation from the mitigation measure, since this would be a significant and unmitigatable impact.

Response: No development application has been submitted for the Croak property; the identified mitigation requires that a historic resources assessment accompany any development project application. See Response 3.8.28 above

Comment 3.9: City of San Ramon

- Comment 3.9.1: The commenter notes that construction of the West Dublin BART station should start in 2006 and may therefore be open sooner than five years.

Response: Should construction of the West Dublin BART station proceed in 2006, the station could be completed and operational in 2008. However, this preliminary schedule could be extended further due to financing circumstances. Hence, in view of the financial uncertainties and as a conservative assumption, page 46 of the DSEIR states that the station is expected to be operational within about five years.

- Comment 3.9.2: The commenter notes that TVTC jurisdictions have agreed to forward all refinements of the new CCTA model to the CCTA.

Response: Comment noted. The City will forward the refined CCTA model to CCTA so that applicable portions may be incorporated into the CCTA model.

- Comment 3.9.3: The commenter requests that Dublin and its consultants should forward all model refinements to CCTA.

Response: Please see response 3.9.2.

- Comment 3.9.4: The commenter notes that the Dublin Boulevard/Dougherty Road intersection will operate at unacceptable levels of service in the p.m. peak hour in 2025 even after planned improvements are constructed.

Response: Comment noted. See discussion in the DSEIR at p. 64.

- Comment 3.9.5: The commenter states that Dublin should implement a comprehensive TDM program to reduce single occupant p.m. vehicle trips, in concert with neighboring jurisdictions.

Response: Comment noted. See Response 3.5.8. As described on page 65 of the DSEIR, the City intends to monitor the Dougherty Road/Dublin Boulevard intersection continuously and, when appropriate, require the preparation of a TDM plan and other measures to achieve trip reduction.

- Comment 3.9.6: The commenter notes that Contra Costa County requires developers to implement a comprehensive TDM program. Dublin should require the Project applicants to finance TDM programs.

Response: Comment noted. See response 3.9.5.

- Comment 3.9.7: The commenter request that Dublin monitor the intersection, update forecasting, and respond accordingly.

Response: Comment noted. See response 3.9.5.

- Comment 3.9.8: The commenter states that clarification is needed regarding the support from all TVTC jurisdictions to advance the funding of the I-580 HOV lane project.

Response: The TVTC has allocated \$8.0 million for the I-580 HOV Lanes project as specified in the current TVTC Strategic Expenditure Plan (SEP). The TVTC is currently in the process of preparing a new fee nexus study to update the Tri-Valley Transportation Development (TVTD) Fee program. The TVTC members have expressed their support for continuing to allocate TVTD Fee funds for the I-580 HOV Lanes project as well as other projects in the SEP under the updated fee program, due to the regional significance of these projects in terms of their potentials to bring traffic congestion relief to the Tri-Valley area.

- Comment: 3.9.9: The commenter notes that clarification is needed on the availability of TVTC funds to fully fund express bus service from Livermore to BART.

Response: The new fee nexus study for the TVTD Fee program will analyze the need for public transportation improvements along the I-580 corridor including, but not limited to, express bus service between Livermore and the East Dublin/Pleasanton BART station.

Comment 3.10: Alameda County Flood Control and Water Conservation District- Zone 7

- Comment 3.10.1: The commenter requests that on Table 4.4.6, page 113, the word "Entitlements" be replaced with the word "Table A Amounts." The term Table A Amounts is used by the California Department of Water Resources. Also, revise the Minimum Reserved Emergency Storage Available in the Main Basin from 127,000 afa to 130,000 afa.

Response: Per the request of the commenter, these changes are made by reference in the Supplemental EIR.

- Comment 3.10.2: The commenter notes that the District does not have established hydrologic criteria, the text of the SDEIR likely refers to the Western Alameda County Hydrology and Hydraulics Criteria Summary. Use of the 6-hour storm event may be insufficient and a 24-hour storm event is recommended for hydrologic models.

Response: The methodology used in the Dublin Ranch Drainage Master Plan (DRDMP) was per the "Western Alameda County Hydrology and Hydraulics Criteria Summary" and per the City of Dublin. As described in the DRDMP, the 6-hour storm was used per the County specifications for areas less than 20 square miles when using the Snyder unit hydrograph method. The

DRDMP has subsequently been reviewed by both the City of Dublin and Alameda County Flood Control District and approved by the City of Dublin.

- Comment 3.10.3: The commenter notes that on page 117, the last sentence on the page indicates the Project is located in the Main Basin. The Project area is actually located in the Camp Sub-Basin and the text should be revised accordingly.

Response: The text of the DSEIR on page 117 is hereby amended to note that the Project area is located above the Camp Sub-Basin, not the Main Basin. The revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.4: The commenter notes several corrections of the DSEIR text on page 118, including: a) "This standard is not health-based, but primarily for aesthetic issues, such as hardness issues (i.e. scale), and taste and odor," b) "Mocho Well #4" to "Mocho Groundwater Demineralization Plant," c) "pump it into the Zone 7 water system," and d) "completed by June 2008 (source: Jarnail Chahal, Zone 7, October 2005)."

Response: The text of the DSEIR on page 117 is hereby amended to note that the Project area is located above the Camp Sub-Basin, not the Main Basin. This and other revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.5: The commenter requests several corrections of the DSEIR text on page 121, second paragraph, including: a) "change C.3 to "C.3.f, since this is the provision that addressed hydrographic modifications," b) the following sentence should be added after the first sentence "The Alameda Countywide Clean Water Program (ACCWP) submitted the first draft Hydromodification management Plan to the Regional Water Quality Control Board on May 15, 2005," c) the last sentence should be revised to read as follows: "ACCWP continues to work."

Response: The text of the DSEIR on page 118 is hereby amended to read as corrected above. The revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.6: The commenter requests several corrections of the DSEIR text on page 123, first paragraph, including: a) replace "Storm" with "Stream" and delete "more commonly referred to as the Chain of Lakes project"," b) the next sentence should be revised to read: "The SMMP, currently in development by Zone 7" c) the sentence starting with "Funding for the SMMP" should be revised to read as follows: "Funding for the SMMP has not been identified, however, a funding plan is being developed as part of the SMMP."

Response: The text of the DSEIR on page 123 is hereby amended to read as corrected above. The revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.7: The commenter requests several corrections of the DSEIR text on page 126, first paragraph, including: a) in the third sentence, delete the word "shallow" b) replace "reinjecting it into the groundwater basin" with "delivering the demineralized water to the treated water customers." c) in the sentence starting with "based on this study" replace "brine processing" with "groundwater demineralization." d) replace "funded by Zone 7 fees" with "funded by Zone 7 water rates and municipal and industrial (m & I) water connection fees," e) for the sentence starting with "funding for mitigations, revise this to read ""paid for through Zone 7 water rates and M&I water connection fees and DSRSD sewer rates."

Response: The text of the DSEIR on page 126 is hereby amended to read as corrected above. The revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.8: The commenter requests that any reference to the Alameda County NPDES permit, the Alameda County Clean Water program and the Alameda County permit program shall read as "Alameda Countywide Clean Water Program."

Response: The text of the DSEIR is hereby amended to read as corrected above. The revised wording is included by reference in the text of the DSEIR.

- Comment 3.10.9: Zone 7 hereby requests that their staff be able to review all plans and specifications and any other information pertaining to the Project.

Response: This request has been forwarded to the Dublin Public Works Department because it is not a comment on an environmental topic.

Comment 4.1: Anthony Varni

- Comment 4.1.1: The commenter requests the City staff continue their effort to analyze alternative locations for Central Parkway through the Jordan property within the Project area. Specifically, it is requested that Central Parkway be located further away from cattle watering ponds on the property. This would help preserve red-legged frogs and salamanders on the site and decrease the cost of traversing the wetlands.

Response: This comment is noted. The DSEIR does contain Alternative 4 on page 265 of the DSEIR, which analyzes an offset location for Central Parkway. The Planning Commission and City Council may choose this Alternative rather than the Project as proposed.

- Comment 4.1.2: The commenter continues to urge City staff to analyze the allocation of costs and/or benefits from the habitat area designated to be set aside on the Jordan property. The commenter believes there is currently a

disproportionate allocation of the cost of habitat preservation to the Jordan property.

Response: This comment is noted and no response is required, since it is a comment on Project financing and costs, not on an environmental topic. The City notes that extensive sensitive biological resources have been identified on the Jordan property as further described in the DSEIR and Resource Management Plan.

- Comment 4.1.3: The commenter continues to urge City staff to analyze the width and location of the habitat area which has been suggested for the Jordan property. Specifically, the commenter asks for consideration for off-tract mitigation, and/or reconfiguring or narrowing the width of the proposed habitat highway and that other sites be considered for habitat in the Eastern Dublin area.

Response: The DSEIR does contain Alternative 6, which would be a changed development pattern for the Jordan property that would allow additional development for this property so long as sensitive habitat area is mitigated off-site with the approval of appropriate regulatory agencies. The Planning Commission could recommend and the City Council could approve this EIR Alternative and the underlying Project plans would then need to be revised to be consistent with this Alternative.

- Comment 4.1.4: The commenter requests that the economic impacts of Central Parkway be further analyzed with the thought of compensating owners of the Jordan property through TIF or other fees so that the benefits are spread to other owners in the Project area. As noted in Comment 4.1.1., moving the location of Central Parkway would reduce the cost of constructing this roadway or if the width of the open space corridor could be narrowed to avoid the need to span this area, which contains water and breeding grounds for endangered species.

Response: The comment regarding preparing an economic analysis is noted, but such an analysis is not required under CEQA. In response to the remainder of the comment regarding relocating Central Parkway and/or narrowing the width of the open space corridor, please refer to the responses to Comments 4.1.2 and 4.1.3.

Comment 4.2: Michael Durkee

- Comment 4.2.1.: The commenter notes his firm represents the Project sponsor, Braddock and Logan Services, Inc.. The commenter offers a number of clarifications and modifications to the proposed Project and outlines a number of Project benefits. An attachment to the comment letter provides additional information regarding the proposed Stage 2 Development Plan.

Response: Comments, minor modifications and supplemental Project information supplied by the commenter is noted. None of the additional

Project information contained in this comment letter changes any impact or mitigation measure identified in the DSEIR.

- Comment 4.2.2: The commenter notes that the applications filed by Braddock & Logan do not include a request to delete one of the "Visually Sensitive Ridgeland-Restricted Development" as identified in the Visual Resources section of the DSEIR.

Response: This clarification of the Project is noted. It should also be noted that the DSEIR did not identify any supplemental impacts with regard to Visual Resources.