FIRSTCARBON SOLUTIONS™

Arroyo Lago Residential Project Draft EIR

Public Meeting

Tuesday, October 29, 2024

AN ADEC INNOVATION

Introductions

- County of Alameda (Lead Agency)
  - Rodrigo Orduña, AICP, Assistant Planning Director
  - Aubrey Rose, AICP, Planner III
- FirstCarbon Solutions (Environmental Consultant)
  - Rachel Krusenoski, Project Manager
- 330 Land Company (Applicant)

Agenda

- Project Location & Existing Conditions
- Project Overview
- Environmental Review Process
- Draft EIR Summary
- Public Comment

Regional Project Location

FIRSTCARBONSOLUTIONS™

Project Location & Existing Conditions

FIRSTCARBONSOLUTIONS™

Project Overview

- 26.6-acre site located in unincorporated Alameda County
- Development of 194 residential lots, ranging from 3,500 square feet and 9,387 square feet
  - 194 single-family homes
  - 49 homes with deed-restricted accessory dwelling units (ADUs)
- 21 open space and park parcels ranging from 1,117 square feet and 30,423 square feet.
- 7 internal streets to provide internal circulation

Residential Site Plan

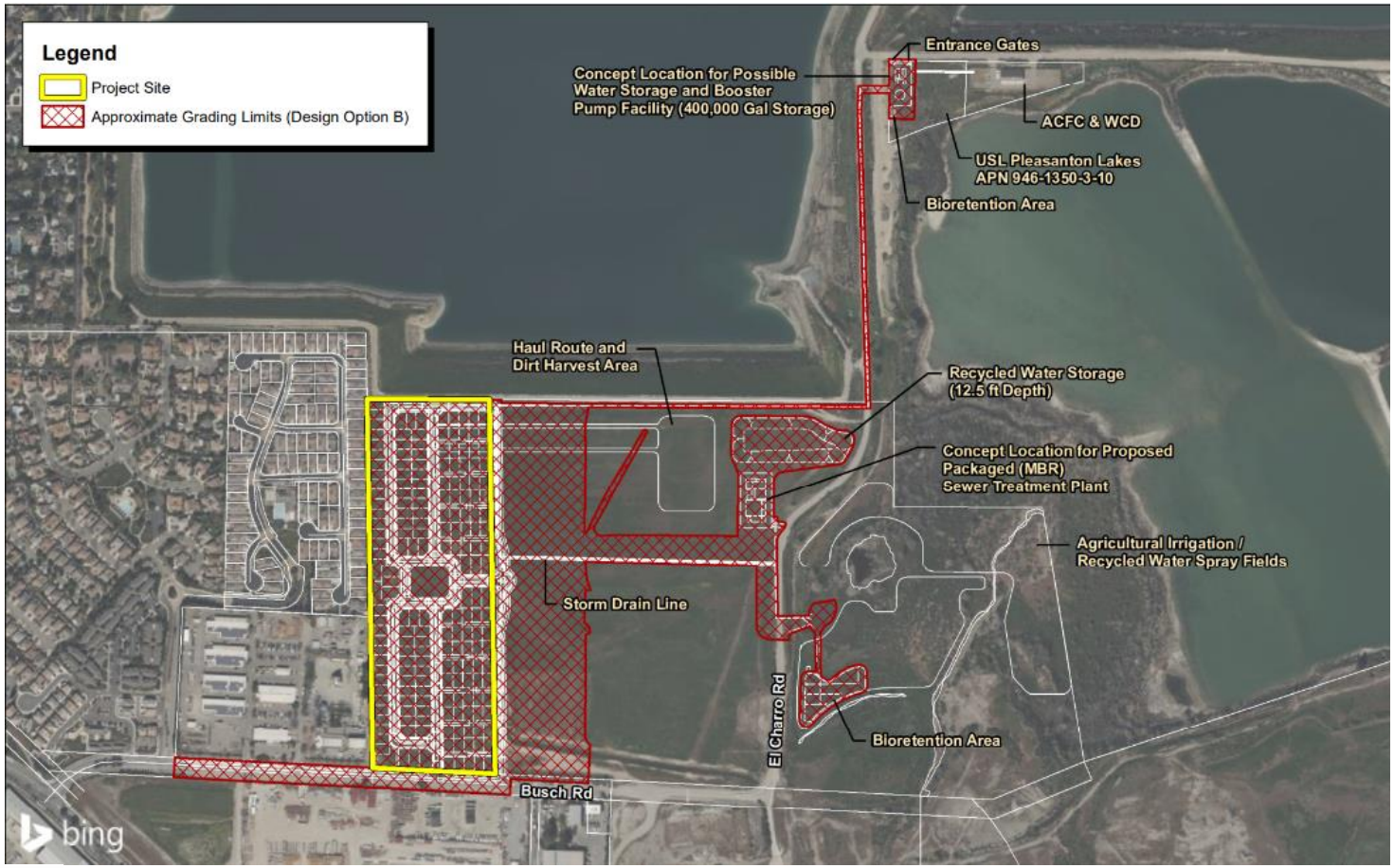
FIRSTCARBONSOLUTIONS™

Project Overview

- Off-site improvements:
  - Two design options (Design Option A or Design Option B)
  - Components:
    - Water Storage and Booster Pump Facility
    - Recycled Water Storage Facility
    - Sewer Treatment Plant
    - Agricultural Irrigation Recycled Water Spray Fields
    - Bioretention Areas
    - Roadway, Bicycle, and Pedestrian Improvements

Off-site Improvements – Design Option A

Off-site Improvements – Design Option B



FIRSTCARBONSOLUTIONS™

Environmental Review

- California Environmental Quality Act (CEQA) applies to projects that require a discretionary approval from a state or local agency
- An EIR is the highest level of CEQA review
- EIR identifies mitigation measures to reduce the severity of potentially significant environmental impacts

CEQA Milestones

- May 12, 2023: Notice of Preparation (NOP) issued
- June 08, 2023: Public Scoping Meeting held
- June 12, 2023: NOP review period closed
- Sept. 09, 2024: Draft EIR issued for public review
- **October 29, 2024: Public Meeting on Draft EIR**
- Nov. 08, 2024: 60-day public review period ends

Draft EIR Summary

- 18 topical issues evaluated
- 1 topical issue evaluated in Effects Found Not to Be Significant (Agricultural & Forestry Resources)
- 2 topical issues had significant and unavoidable impacts
- 16 topical issues had less than significant findings impacts or could be mitigated to a less than significant level.
- 3 project alternatives evaluated

Significant and Unavoidable Impacts

- Topical areas with significant and unavoidable impacts:
  - **Section 3.7 - Greenhouse Gas Emissions:**
    - Greenhouse Gas Emissions and Conflict with Plan, Policy, or Regulation that Reduces Emissions
    - Cumulative GHG Emissions Impacts
  - **Section 3.16 - Transportation:**
    - Conflict with CEQA Guidelines Section 15064.3, Subdivision (b)
    - Substantially increase hazards due to geometric design feature or incompatible hours
    - Cumulative VMT Impacts

Mitigation Monitoring and Reporting Program

- The MMRP will be used by the County to verify that mitigation measures were implemented
- Contains text of draft language of the 16 mitigation measures included in the Draft EIR
- It is included in the Executive Summary

Proposed Mitigation Measures

- 16 mitigation measures proposed for the project:
  - **MM AIR-1:** Implement BAAQMD Best Management Practices to Control Dust During Construction
  - **MM AIR-3:** Implement measures to reduce potential exposure of diesel particulate matter (DPM) and particulate matter less than 2.5 micrometers (PM2.5) in diameter emission to nearby sensitive receptors during construction.
  - **MM BIO-1a:** Implement measures to avoid adverse impacts to active burrowing owls
  - **MM BIO-1b:** Implement measures to protect Active Bird Nests

Proposed Mitigation Measures

- 16 mitigation measures proposed for the project:
  - **MM BIO-2a & MM BIO-2b:** Implement measures to avoid and minimize indirect temporary and permanent impacts to riparian vegetation (applicable only to Design Option B)
  - **MM CUL-2a & MM GEO-6:** Implement a Worker Environmental Awareness Program (WEAP) to protect archaeological and paleontological and paleontological monitoring during construction.
  - **MM CUL-2b & MM CUL-3:** Implement measures to protect buried cultural resources or human remains in that event they are discovered during construction.

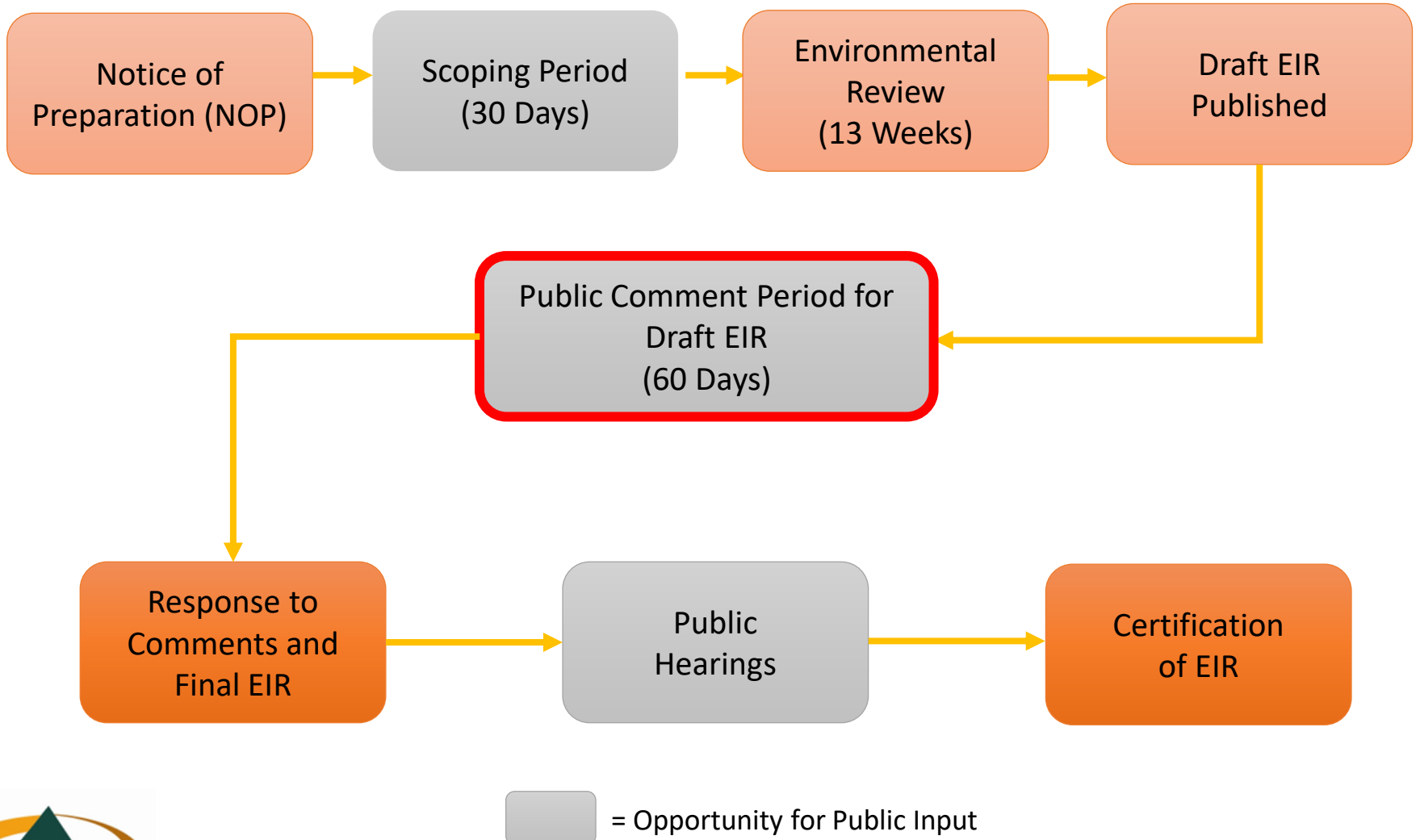
Proposed Mitigation Measures

- 16 mitigation measures proposed for the project:
  - **MM GEO-1:** Prepare a Design-Level Geotechnical Study prior to project development and implement its recommendations.
  - **MM GHG-1 & MM GHG-2:** Submit documentation that that the development would be pre-wired for future all-electric use and the purchase of carbon offsets to reduce GHG.
  - **MM NOI-1:** Implementation of measures to reduce potential construction-period noise impacts.
  - **MM TRANS-2a & MM TRANS-2b:** Implement traffic calming elements on all street improvements and construct approximately 1,000 feet of off-site sidewalk improvements.

Alternatives

- Proposed alternatives to the proposed project and their impact analysis are included in Chapter 6 of the Draft EIR and include:
  - **Alternative 1:** No Project, No Build Alternative
  - **Alternative 2:** Annexation into the City of Pleasanton Alternative
  - **Alternative 3:** Mixed Use Alternative
- **Alternative 2** was found to be the environmentally superior alternative
- Alternatives initially considered but rejected from further consideration:
  - Single-Story Alternative
  - Alternative Location Alternative

Next Steps


Notice of Preparation (NOP)
Scoping Period (30 Days)
Environmental Review (13 Weeks)
Draft EIR Published
Public Comment Period for Draft EIR (60 Days)
Response to Comments and Final EIR
Public Hearings
Certification of EIR
= Opportunity for Public Input

Written Public Comments

- Written comments: include your name, affiliation, telephone number, and contact information
- Submit to the address below by 5:00 p.m., Friday, November 8, 2024:

Aubrey Rose, AICP, Planner III

Alameda County Community Development Agency Planning Department

224 West Winton Avenue, Room 111

Hayward, CA 94544

Phone: 510.670.5322

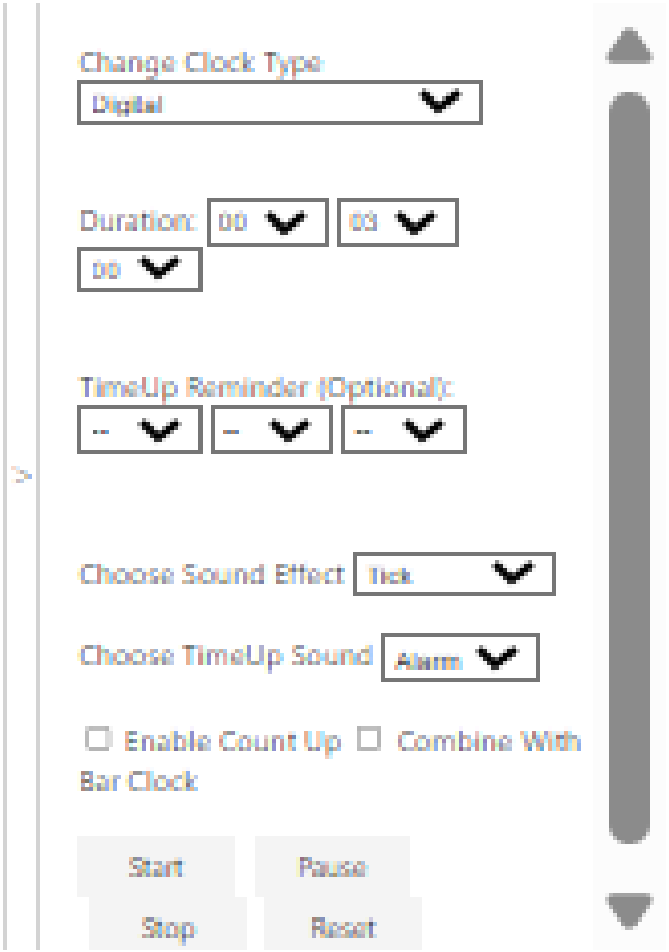
Email: aubrey.rose@acgov.org

Verbal Public Comments

- Verbal comments will be recorded and responded to in the Final EIR.
- If you wish to comment, please indicate this on the sign in sheet and you will be called on to come up and speaks.
- State your name and affiliation before beginning your comment.
- To ensure everyone has the chance to speak, comments will be limited to **3 minutes**.

Public Comment

00 : 03 : 00



Frequently Asked Questions (FAQs)

How were the shadow studies prepared?

- Visual simulations analyzing shadow impacts were included as Exhibits 3.1-1 through 3.1-12.
- Consists of a series of plan-views showing computer-generated shadows of the proposed project and the immediate surrounding area, computer-generated shadows of the existing conditions, and a juxtaposition showing new shadows superimposed over existing shadows for a visual representation of net new shadows.
- The shadow study shows the course of the day (9:00 a.m., noon, and 3:00 p.m.) on four days of the year: the spring equinox, summer solstice, fall equinox, and winter solstice.
- The shadow study incorporates the proposed grade increase

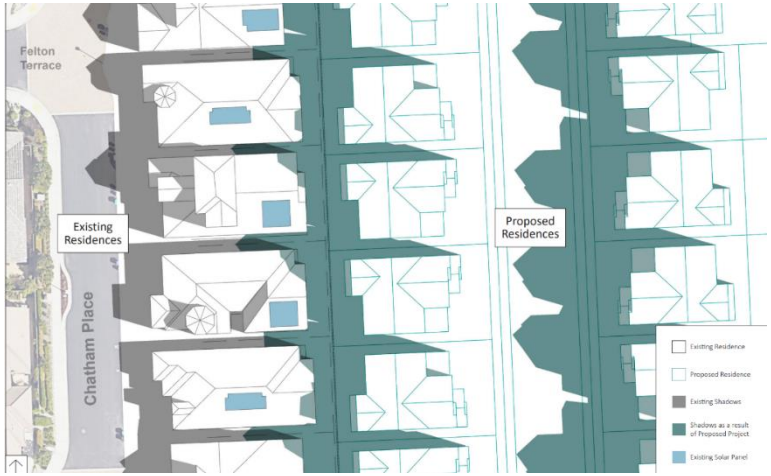
Fall Equinox

Morning (9 a.m.)

Noon (12 p.m.)

Afternoon (3 p.m.)

Spring Equinox



Morning (9 a.m.)

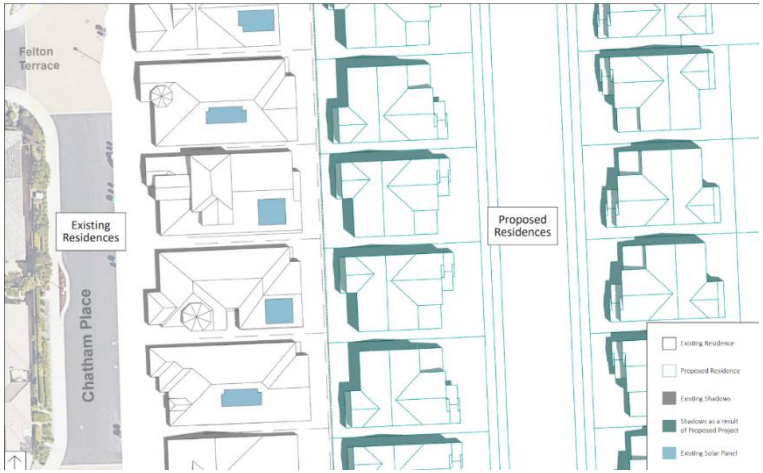
Noon (12 p.m.)

Afternoon (3 p.m.)

FIRSTCARBONSOLUTIONS™

Summer Solstice

Morning (9 a.m.)

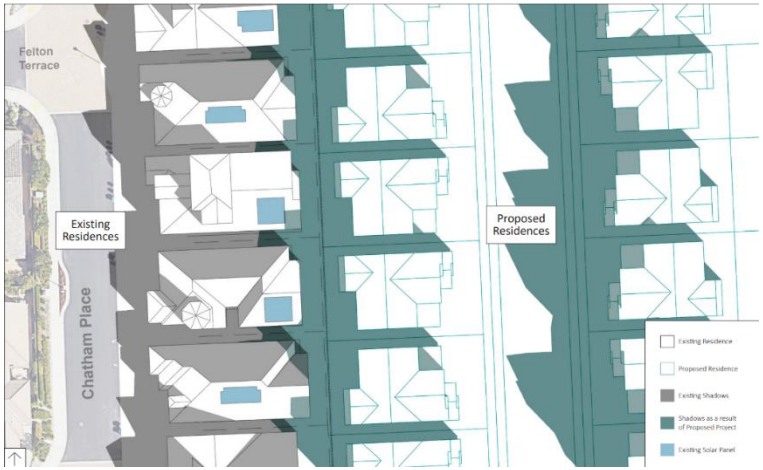


Noon (12 p.m.)

Afternoon (3 p.m.)

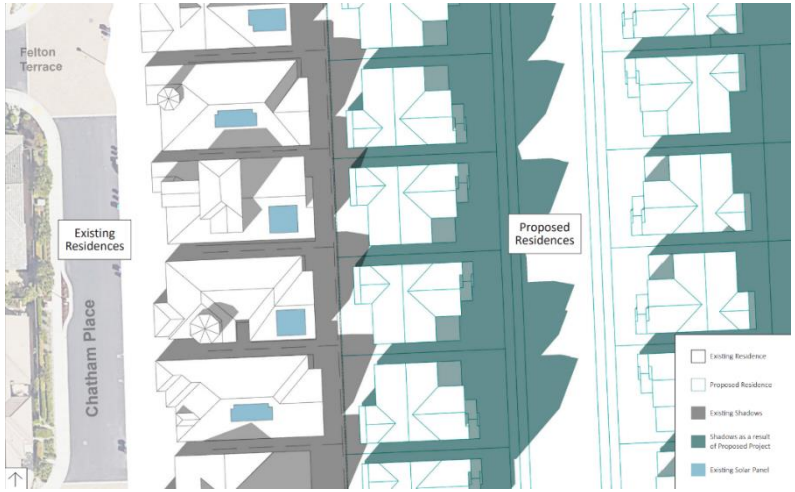
FIRSTCARBONSOLUTIONS™

Winter Solstice



Morning (9 a.m.)

Noon (12 p.m.)



Afternoon (3 p.m.)

How would the wastewater treatment plant work?

- Membrane bioreactor sewage treatment system, capable of producing disinfected tertiary recycled water.
- Includes odor control
- Capacity: approximately 50,000 gallons of wastewater per day.
- Disinfected recycled water would be stored in lined ponds and disposed of via irrigation of the agricultural spray fields
- The proposed project is expected to generate approximately 33,000 gallon of wastewater per day.

Will there be enough water supply for the proposed project?

- A Water Supply Evaluation (WSE) was prepared for the proposed project and found that the project would have a demand of 47 acre-feet per year (AFY)
- Water demand in the Livermore District is expected to be 9,333 AFY in 2025 and increases to 9,632 AFY in 2045 under normal year scenarios.
- The project represents 0.5% of the demand in 2025 and is considered nominal.
- Livermore District's Urban Water Management Plan confirms that they can meet projected water demand even under 5-year drought scenario (highest demand scenario), which would be 10,128 AFY in 2045.

What regulations apply to the proposed wastewater treatment plant?

- California Code of Regulations, Title 22, Section 60301.230
- Water Reclamation Requirements for Recycled Water Use (Order WQ 2016-0068-DDW)
- Permitting through the State Water Board
- Permitting through the San Francisco Bay Regional Water Quality Control Board (RWQCB)
- Notice of Intent (NOI) filed under the Statewide General Recycled Water Order with the San Francisco Bay RWQCB for water discharge requirements

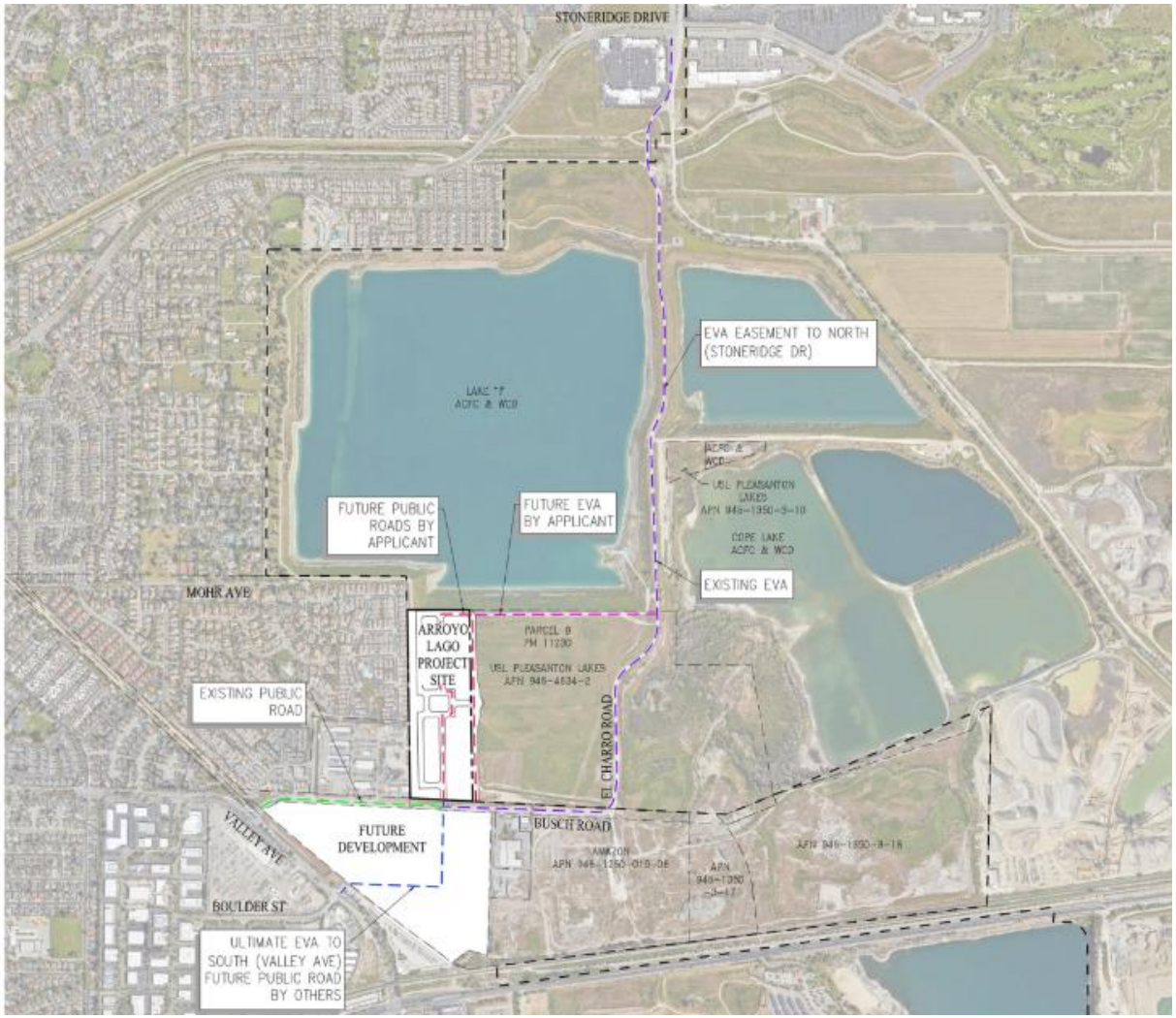
How would PFAS affect or be affected by the proposed project?

- Cal Water's Livermore District would provide water to the proposed project. Cal Water has already proactive tested their active water sources and took the affected sources out of service until treated.
- None of Cal Water's active water sources in the Livermore District have levels of PFAS compounds over the current CA response level.
- The proposed project would not contribute to PFAS level in its water sources as residential uses are not associated with the production of PFAS.
- Off-site improvements would be constructed consistent with federal and State PFAS-related regulations while Cal Water is developing its own.

How will emergency access be provided to the project site?

- Route 1: Provided via Busch Road from Valley Ave, entering through the project's first driveway on Busch Road.
- Route 2: Provided via El Charro from Stoneridge Drive, entering at the northeast corner of the project site via an emergency access road that would be developed as part of the proposed project along the southern boundary of Lake I.
- Route 3: Provided via El Charro from Stoneridge Drive, entering at either of the project driveways.
- Route 4: Provided via a road that would be developed as part of a future project being constructed south of the project site that would connect Boulder Street to Busch Road, entering at either of the project driveways.

Emergency Access Routes



Will the proposed project be susceptible to flooding?

- Residential component is not likely to be inundated with flood flows
- Some of the off-site improvements are in an area identified as Flood Zone A (high-risk area designated as State Flood Hazard Area with a 1 percent annual chance of flooding)
- Due to the location of these off-site improvements being near Lake I, Lake H, and Cope Lake, the improvements are unlikely to actually flood because all three lakes would need to overflow for these components to flood.
- An Off-site Utility Flood Study evaluated flood risks to the off-site improvements and is included in Appendix G or the Draft EIR.

What construction noise regulations apply to the project ?

- County has established standard permissible hours for construction: 7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on weekends.
- County has not adopted construction-related noise thresholds for CEQA. Therefore, the Draft EIR uses the Federal Transit Administration's "Detailed Analysis Construction Noise Criteria" as thresholds for impacts to sensitive receptors.
- For residential uses, the FTA's criteria uses an 80 dBA daytime limit.
- Even if all construction equipment were to run at the same time, modeling shows construction noise would not exceed 80 dBA at the nearest residential home to the construction activity.
- Modeling assumes worst case scenario, so it does not take into consideration mitigating features such as topography, vegetation screening, fencing, building design, or existing structures.

Will any measures be taken to reduce construction noise?

- Project design includes retaining wall and good neighbor wall.
- The proposed project would implement MM NOI-1, which requires the implementation of the following measures to reduce noise impacts.
  - All equipment driven by internal combustion engines shall be equipped with a muffler
  - Prohibit unnecessary idling (idling exceeding 5 minutes)
  - Use of “quiet” models of air compressors and any other stationary source where the technology exists.
  - Noise-generating equipment will be located as far as practicable from nearby sensitive receptors.
  - Staging areas will be located as far away from sensitive receptors as practicable.
  - All construction work completed during permissible hours outlined by the county

How many trips will be generated by the proposed project?

Land Use	Units	Daily		AM Peak-hour				PM Peak-hours			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Single-Family Homes	194 du	9.43	1,829	0.7	136	34	102	0.94	182	115	67
ADUs	49 du	6.74	330	0.4	20	5	15	0.51	25	16	9
Total	-	-	**2,159**	-	**156**	**39**	**117**	-	**207**	**131**	**76**

How many vehicle miles traveled (VMT) will be generated by the proposed project?

VMT Metric	East Planning Area 2020 VMT Rate	Significance Threshold	TAZ 1080 VMT Rate (Proposed Project)	Resulting Significance	Percent Reduction Required
Total VMT per capita	30.5	25.9	29.9	Potentially Significant	13.4%

Were any measures considered to reduce the VMT generated?

VMT Reduction Mitigation Measure	VMT Reduction (%)	Description of Measures	Implementation
Affordable housing	0.4 -1.2	10-30 % units deed restricted below market-rate	25% percent deed-restricted ADUs included in project
Carshare spaces	0.7	Provision of carshare spaces in project design	N/A to the proposed project
Traffic calming	0.25 - 1	25-100% of project streets and intersections would have calming elements (i.e., speed humps, raised crosswalks, etc.)	MM TRANS-2a requires the project to implement traffic calming measures
Sidewalk improvements	0.5	Provision of sidewalks/sidewalk connections to existing sidewalks in project design	MM TRANS-2b requires the project implement sidewalk along Busch Road between Ironwood Drive and the project site
Community-based transportation Plan	2.3	Outreach to homeowners and offer information, incentives, and support for alternatives to single-occupancy vehicles	N/A to the proposed project
Total Reduction	**4.2 – 5.7**	-	-
Required Reduction	**13.4**	-	-

Were any measures considered to reduce the VMT generated?

VMT Reduction Mitigation Measure	VMT Reduction (%)	Description of Measures	Implementation
Affordable housing	0.4 -1.2	10-30 % units deed restricted below market-rate	25% percent deed-restricted ADUs included in project
Carshare spaces	0.7	Provision of carshare spaces in project design	N/A to the proposed project
Traffic calming	0.25 - 1	25-100% of project streets and intersections would have calming elements (i.e., speed humps, raised crosswalks, etc.)	MM TRANS-2a requires the project to implement traffic calming measures
Sidewalk improvements	0.5	Provision of sidewalks/sidewalk connections to existing sidewalks in project design	MM TRANS-2b requires the project implement sidewalk along Busch Road between Ironwood Drive and the project site
Community-based transportation Plan	2.3	Outreach to homeowners and offer information, incentives, and support for alternatives to single-occupancy vehicles	N/A to the proposed project
Total Reduction	**4.2 – 5.7**	-	-
Required Reduction	**13.4**	-	-