

2 INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and evaluates the potential impacts of the proposed Dublin Boulevard – North Canyons Parkway Extension (Project). The Project would include a new roadway extension between the eastern terminus of Dublin Boulevard in the City of Dublin (Dublin) and the western terminus of North Canyons Parkway in the City of Livermore (Livermore), traversing land in Dublin and Alameda County (County) before terminating at the western border of Livermore.

2.1 DOCUMENT ORGANIZATION

This Draft EIR is organized into the following sections:

- **Chapter 1.0, Executive Summary**, summarizes the Project description and objectives; describes environmental consequences that would potentially result from implementing the Project; describes known areas of controversy; and provides a table that summarizes anticipated significant environmental impacts, describes mitigation measures, and indicates the level of significance of impacts before and after mitigation.
- **Chapter 2.0, Introduction**, provides an overview of the document organization, describes the purpose and scope of topics addressed in the Draft EIR, lists required permits and approvals, and describes the environmental review process.
- **Chapter 3.0, Project Description**, describes the Project location, Project history and background, Project components, and Project objectives.
- **Chapter 4.0, Introduction to Environmental Analysis**, provides a brief description of the environmental assessment methodology; environmental effects that were found not to be significant and, therefore, not evaluated in further detail; and describes the methodology for evaluation of cumulative impacts.
- **Chapter 5.0, Environmental Impact Analysis**, describes the environmental setting for each resource topic, including applicable plans and policies as appropriate; provides an analysis of the potential environmental impacts of the Project and cumulative impacts; and identifies mitigation measures to reduce significant impacts.
- **Chapter 6.0, Alternatives**, summarizes alternatives to the Project and the comparative environmental consequences and benefits of each alternative. This section includes an analysis of the No Project Alternative, as required by CEQA.
- **Chapter 7.0, Other CEQA Considerations**, provides a discussion of: potential growth inducement as a result of the Project, vehicle miles traveled, significant irreversible environmental changes, and the Project's significant and unavoidable impacts.
- **Chapter 8.0, EIR Preparers**, provides a list of the individuals involved in the preparation of the Draft EIR.

Appendices include the Notice of Preparation (NOP), comment letters, and technical reports used to prepare the analysis contained in this Draft EIR.

2.2 LEAD AGENCY DETERMINATION

CEQA Guidelines Section 15367 defines the Lead Agency as “...the public agency, which has the principal responsibility for carrying out or approving a project.” Dublin is the public agency with the principal responsibility for approving the Project, and as such is the Lead Agency for this Project under CEQA as defined in CEQA Guidelines Section 15367. Since the Project includes multiple jurisdictions and would be funded in part by the Alameda County Transportation Commission (ACTC), more than one public agency will be responsible for Project approvals and implementation. When multiple public agencies are involved in a project, the CEQA Guidelines require the establishment of one Lead Agency for the purpose of preparing the environmental document (CEQA Guidelines Section 15050). At the onset of the Project, all four public agencies convened and determined Dublin would act as the Lead Agency under CEQA, consistent with CEQA Guidelines Section 15051(c), and the County, Livermore, and ACTC would act as responsible agencies.

RESPONSIBLE AND TRUSTEE AGENCIES

As described above, other agencies in addition to Dublin will serve as responsible or trustee agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which will be required to grant approvals and coordinate with other agencies, as part of Project implementation. These agencies include but are not limited to the following:

- City of Livermore (Responsible Agency)
- County of Alameda (Responsible Agency)
- Alameda County Transportation Commission (Responsible Agency)
- California Department of Transportation (Trustee Agency)
- California Department of Fish and Wildlife (Trustee Agency)
- California Regional Water Quality Control Board, San Francisco Region (Trustee Agency)
- Zone 7 Water Agency (Trustee Agency)

2.3 INTENDED USES OF THE DRAFT EIR

CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. The Draft EIR is intended to inform decision makers, responsible agencies, and the public of the potential environmental consequences of implementing the Project. This Draft EIR provides a project-level analysis, discloses significant environmental impacts, and identifies: 1) mitigation measures to reduce impacts, 2) significant impacts that cannot be avoided, 3) growth-inducing impacts, 4) effects found not to be significant, and 5) cumulative impacts of the Project in combination with past, present, and reasonably foreseeable future projects. This Draft EIR also addresses alternatives that were considered but rejected, as well as alternatives that may avoid or substantially lessen potential environmental impacts.

It is not the purpose of an EIR to recommend approval or denial of a project. In accordance with CEQA Section 15090, decision makers must certify the EIR prior to taking action on a project and requested entitlements. As stipulated in CEQA Guidelines Section 15050(b), the decision-making body of each Responsible Agency will consider this EIR in their review and approval process. Authorization to implement the Project by the County, Livermore, and ACTC will be required for components located in those jurisdictions. Project construction would take place in both Dublin and the County, and construction access and some minor construction activities would be required in Livermore.

2.4 SCOPE OF THE EIR

This Draft EIR was prepared by an environmental consulting firm. Prior to public review, it was extensively reviewed and evaluated by Dublin and Responsible Agency staff members. This Draft EIR reflects the independent judgment and analysis of Dublin as required by CEQA, in coordination with the responsible agencies. Lists of organizations, publications, reference materials, and persons consulted are provided in the references section at the end of each environmental topic analyzed in **Chapter 5.0, Environmental Impact Analysis**.

This Draft EIR addresses the potential environmental impacts of the Project under CEQA. As federal funding will be used to partially support Project implementation, analysis under the National Environmental Policy Act (NEPA) is also required and is being prepared as a separate document. The California Department of Transportation (Caltrans) is the NEPA Lead Agency, under the delegation of authority by the Federal Highway Administration (FHWA). As of March 6th, 2019, the NEPA process including consultation with federal agencies is still ongoing, and publication of the draft Environmental Assessment for NEPA is anticipated in the summer of 2019.

NOTICE OF PREPARATION

Upon preliminary review of the Project and a determination that an EIR would be required, Dublin published a NOP on May 18, 2017 to inform the public and responsible agencies that a Draft EIR was being prepared. The NOP was circulated for a 30-day scoping period that concluded on June 19, 2017. Dublin considered comments received in response to the NOP in determining the final scope and content of this Draft EIR, as addressed under each environmental topic in **Chapter 5.0, Environmental Impact Analysis**.

A scoping meeting was conducted at Dublin’s City Hall on May 31, 2017 to inform the public and interested agencies of the Project, solicit comments, and identify areas of concern. The scope of this Draft EIR includes the potential environmental impacts identified in the NOP and issues raised by agencies and the public in response to the NOP, which include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Services Systems

A total of 36 comments were received from public agencies and individuals during the NOP circulation period. These letters are provided in **Appendix A** of this Draft EIR.

2.5 REQUIRED PERMITS AND APPROVALS

The Project would require the following discretionary actions from Dublin:

- EIR Certification
- Amendment to the City of Dublin General Plan
- Amendment to the Eastern Dublin Specific Plan

At their discretion, Livermore and the County may also complete amendments to their respective General Plans prior to Project implementation, to reconcile the number of travel lanes that would be implemented under the Project. In addition to discretionary approvals by Dublin, permits and approvals required from federal, state, and local agencies are presented in **Table 2-1**.

Table 2-1 Required Permits and Approvals

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Section 404 Permit – Nationwide	Issued during the final design phase
United States Fish and Wildlife Service	Biological Opinion	Issued prior to Project approval
	Section 7 Incidental Take Permit	Issued prior to Project approval
California Department of Fish and Wildlife	1602 Agreement	Issued during the final design phase
	Incidental Take Permit	Issued during the final design phase
Regional Water Quality Control Board	Section 401 Certification	Issued during the final design phase

Source: Circlepoint, 2019; HT Harvey and Associates, 2019

2.6 DOCUMENTS INCORPORATED BY REFERENCE

This Draft EIR references several technical studies, analyses, reports, and previously certified environmental documents. Information incorporated by reference has been summarized in the appropriate section(s) of this Draft EIR, as permitted under Section 15150 of the CEQA Guidelines, with a description of how the public may obtain and review these documents. The relationship between the incorporated part of the referenced document and the Draft EIR has also been described. The documents and other sources that have been used in the preparation of this Draft EIR include but are not limited to:

- City of Dublin, General Plan 1984, as amended 2017
- City of Dublin, General Plan EIR 1984
- City of Dublin, Eastern Dublin Specific Plan 1994 updated 2016
- City of Dublin, Eastern Dublin Specific Plan and General Plan Amendment EIR 1993
- City of Dublin, Eastern Dublin Properties Stage 1 Development Plan and Annexation SEIR 2002
- City of Dublin, Fallon Village EIR and Supplemental EIR (SEIR) 2005
- City of Dublin, Dublin Municipal Code as amended
- County of Alameda, General Plan: East County Area Plan 1994
- City of Livermore, General Plan 2004, as amended 2015
- City of Livermore, BART to Livermore Extension Project EIR, 2018
- City of Livermore, Isabel Neighborhood Plan EIR, 2018

DRAFT EIR APPENDICES

Information in an EIR appendix may include summarized technical data, maps, plot plans, diagrams, and similar information in sufficient detail to permit the public and reviewing agencies to make full assessment of the Project's significant environmental effects. To achieve a balance between the highly technical analysis referenced in an EIR and an EIR's public information function, the CEQA Guidelines allow technical analyses as appendices to the main body of the EIR. Appendices to this Draft EIR are presented on a CD (for hardcover copies of the draft) and as separate PDF files (for online viewing and download).

2.7 COMMENTING ON THE DRAFT EIR

The City of Dublin filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161) of this Draft EIR. The Draft EIR will be available for review by public and interested parties, agencies, and organizations for 45 days as required by California law. To further facilitate review of the Draft EIR, Dublin will host a public meeting where comments on the Draft EIR may be brought by interested members of the public. This public meeting will take place on April 3, 2019 at 6:30 p.m. at the Regional Meeting Room, 100 Civic Plaza, Dublin, CA 94568.

In reviewing the Draft EIR, reviewers should focus on the document's adequacy in identifying potential significant impacts, analyzing significant impacts on the environment, and the identification of ways in which significant impacts of the Project might be avoided or mitigated.

Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the Project. To ensure inclusion in the Final EIR and full consideration by the Lead Agency, comments on the Draft EIR must be received in writing during the 45-day public review period at the following address:

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