

Dublin Boulevard-North Canyons Parkway Extension

Interagency Task Force
Consultation Meeting, October 25, 2018



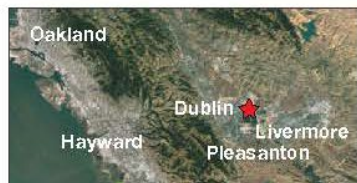
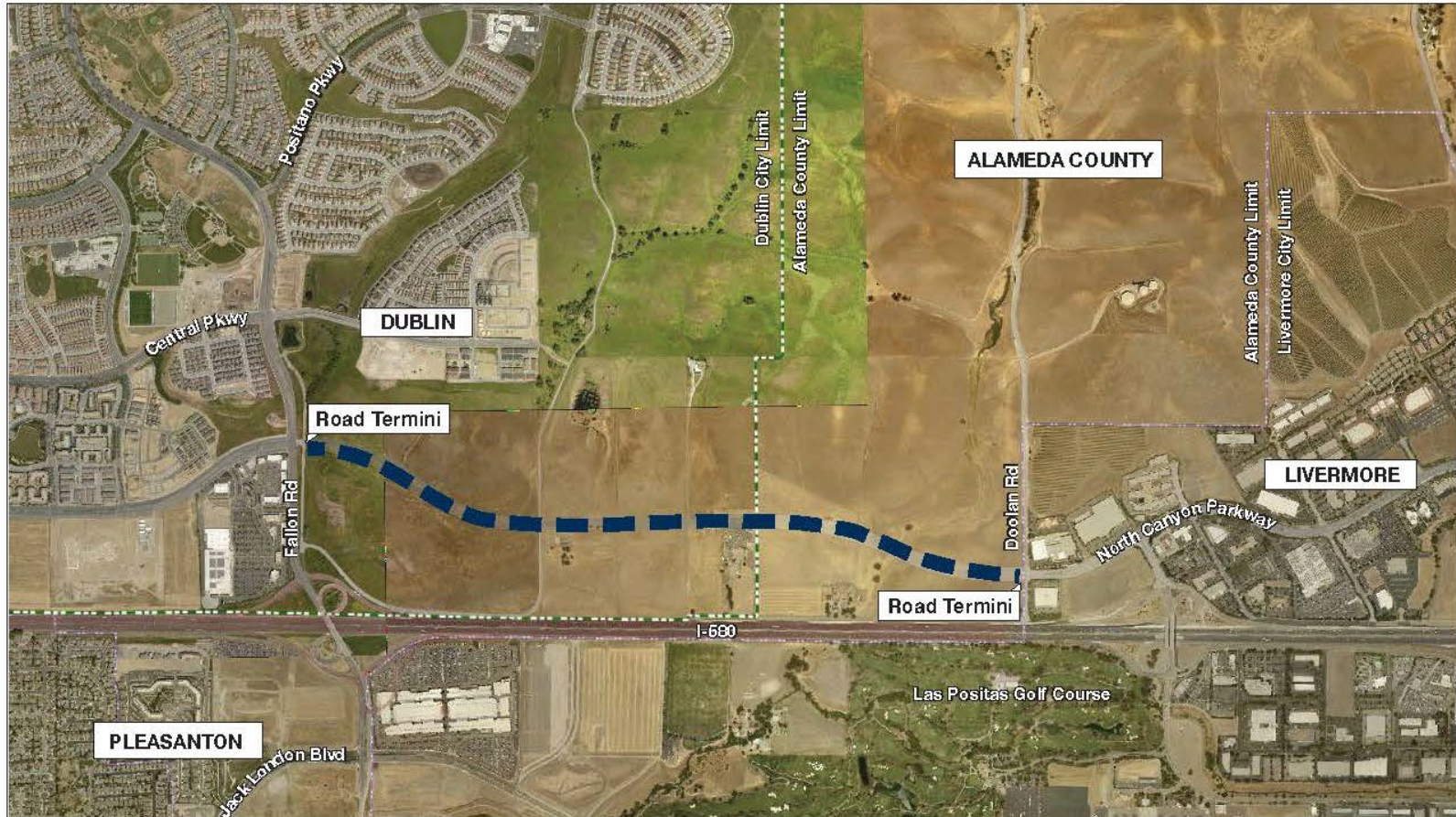
Project Vicinity




Nearby Priority Development Areas (PDA)

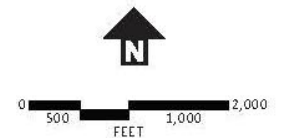


Project Site



Legend

 Project Alignment




Land Use




Legend


 Project Alignment

 Single-Family Residential


 Medium Density Residential


 Medium/High-Density Residential


 General Commercial

 General Commercial/Campus Office

 Industrial Park


 Business Commercial Park

 Open Space

 Resource Management

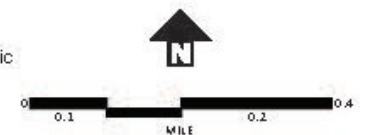
 Hillside Conservation

 Parks/Public Recreation

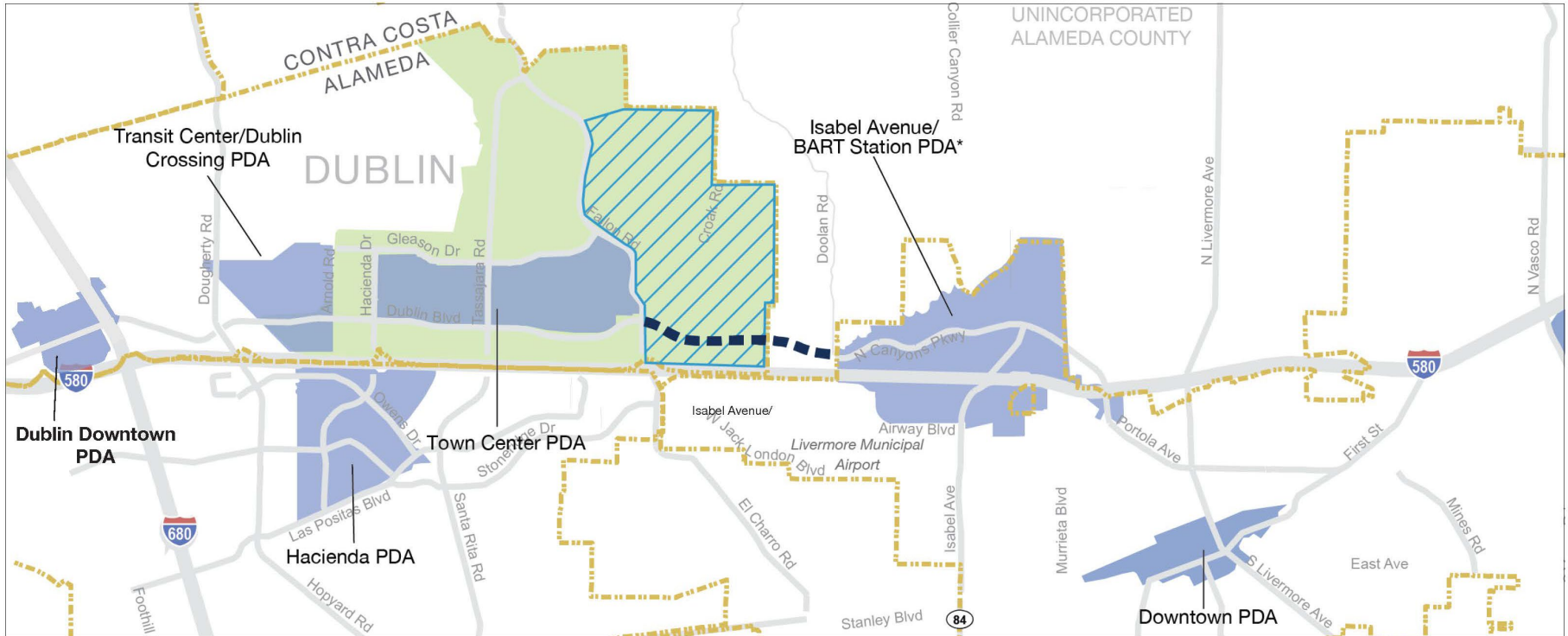
 Semi-Public

 Public/Semi-Public

 Large Parcel Agriculture



Priority Development Areas



Legend

- | | |
|------------------------------|------------------------------|
| Proposed | |
| | Project Alignment |
| Regulatory Boundaries | |
| | Priority Development Areas |
| | Eastern Dublin Specific Plan |
| | Municipal Boundaries |
| | Fallon Village Site |



POAQC Screening

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Dublin Boulevard – North Canyon Parkway roadway is designated as Class 1 Collector route as it approaches the Fallon Road intersection. City's California Roadway System map (CRS) maintained by Caltrans has classified the roadway as a Minor Arterial in the area between Tassajara Road and Fallon Road. A Class 1 collector route is **not designated as a truck route** and therefore the percentage of diesel trucks is relatively low (<3%). Existing Dublin Boulevard has been identified as a local truck delivery route by the City, and the extension would similarly allow local truck deliveries. It is anticipated that the percentage of trucks will remain the same with and without the project; there will be a slight increase in the number of trucks on the road, due to the increase in the AADT.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent <3% of traffic volume predicted along the roadway. No changes to land use would occur, and therefore land use changes from the project would not affect diesel traffic percentages.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?

- The project would not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.