THE PLANNING CENTER DC&E

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CASTRO VILLAGE

Castro Village Expansion Project IS/MND

for the County of Alameda

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MITIGATED NEGATIVE DECLARATION

Project: Castro Village Expansion
Lead Agency: Alameda County

PROJECT DESCRIPTION

This Mitigated Negative Declaration (MND), supported by the attached Initial Study (IS), evaluates the environmental effects of a proposed construction of a 25,000-square-foot department store in Castro Valley, Alameda County, California. The Castro Village Shopping Center in Castro Valley is an existing shopping center that was first started in 1949 and has been growing and expanding over the years. The center currently contains 141,000 square feet of shops, restaurants, services and entertainment including a 25,000-square-foot Ross department store, a 15,000-square-foot Walgreens drug store and a 27,000-square-foot bowling alley. The center also includes a small office building with 16,000 square feet of office space. The R.T. Nahas Company, owner of Castro Village, is proposing to build a 25,000-square-foot department store in the rear of the shopping center on land that currently contains three small residences and a manual car wash facility.

Alameda County is the lead agency for this Project and has prepared this MND.

Environmental Factors Potentially Affected: The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	
☐ Mandatory Findings of Significance		

FINDINGS

As mentioned above, an IS has been prepared to assess the proposed Project's potential impacts on the environment and the significance of those effects. Based on the IS, the proposed Project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings:

1. The proposed Project would have no impact related to agriculture resources, land use/planning, and mineral resources.
2. The proposed Project would have a less-than-significant impact on aesthetics, geology/soils, hazards/hazardous materials, hydrology/water quality, population/housing, public services, recreation, transportation/traffic, and utilities/service systems.
3. Mitigation is required to reduce potentially significant impacts related to air quality, biological resources, cultural resources, greenhouse gas emissions, and noise.

The following is a list of mitigation measures that shall be implemented by the applicant to reduce and/or avoid environmental impacts.

AIR QUALITY

Mitigation Measure AQ-1: The Project contractor shall prepare a dust control plan prior to commencement of construction activities. Specification of the approved dust control measures shall be included in all construction documents and implemented during construction activities. The dust control plan shall include the following BAAQMD Basic Control Measures listed below:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Mitigation Measure AQ-2: The Project contractor shall implement the following measures to reduce construction exhaust emissions during grading and construction activities:

- The Project contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 90 horsepower. Tier 3 engines between 90 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the Project contractor onsite.
- The Project contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions.
- The Project contractor shall limit nonessential idling of construction equipment to no more than five consecutive minutes.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Prior to commencement of proposed Project demolition and construction activities, the Project site shall be inspected by a qualified biologist for evidence of Alameda whipsnake.

If present, with the approval of the United States Fish and Wildlife Service (USFWS) on a case-by-case basis, relocate any snake encountered during construction that is at risk of harassment; cease construction activity until the snake is moved to suitable refugium. Alternatively, submit a general protocol for relocation to the USFWS for approval prior to project implementation. If not present, the proposed Project may proceed.

CULTURAL RESOURCES

Mitigation Measure CULT-1: If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:

- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the Alameda County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). Alameda County, in consultation with the MLD, would then prepare a plan for treatment, study, and re-internment of the remains.
- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to Alameda County for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to Alameda County for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.

Mitigation Measure CULT-2: Compliance with Mitigation Measure CULT-1.

Mitigation Measure CULT-3: Compliance with Mitigation Measure CULT-1.

GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG-1: Prior to issuance of a grading permit, the following measures shall be incorporated into the Project and verified by the County of Alameda:

- The Project shall provide on-site bicycle parking at the new retail building. The site plan shall identify the location of bicycle parking on-site.
- The Project shall incorporate one of the following unless substantial evidence is submitted to the County of Alameda that the following measures are not feasible:
  - Incorporate solar hot water heater(s); Or
  - Incorporate on-demand water heater(s).
- The location of on-demand water heaters or solar hot water heaters shall be shown on architectural plans submitted to the County.
- The Project shall incorporate recycled building products such that the sum of post-consumer recycled content plus one-half of the post-industrial content constitutes at least 10 percent of the total value ($) of the materials in the Project, unless substantial evidence is submitted to the County of Alameda that

the following measure is not feasible. In this circumstance, the applicant shall provide identify the highest feasible level of recycled building products incorporated. CalRecycle maintains a comprehensive list of construction materials with recycled content, and their specifications.

NOISE

Mitigation Measure NOISE-1: The Project contractor shall prepare a construction vibration control plan prior to commencement of construction activities. Specification of the approved vibration control measures shall be included in all construction documents and implemented during construction activities. The construction vibration control plan shall include the following:

- At least six weeks prior to the beginning of any site disturbance activities, the Project manager shall meet with the Project contractor to discuss the minimization for using vibratory rollers and/or 'large' or 'medium' bulldozers and/or large haul trucks at the Project site; particularly near the site boundaries. Alternatively, less vibration-intensive methods for demolition, site preparation, and/or grading processes ('less-intensive' as compared to large bulldozers, large haul trucks, and vibratory rollers) is recommended.
- One month prior to the beginning of any demolition, site preparation, and/or grading activities, the Project contractor shall coordinate with all residences, businesses, retail establishments, and office users that are within 150 feet of any project site boundary regarding the (a) proposed construction schedule, (b) expected equipment usage, and (c) likelihood of vibration (and noise) disturbances from construction activities.
  - The Project contractor shall coordinate with the dental office management no less than three working days prior to the use of vibration-producing equipment in proximity to the dental building. Specifically, this coordination shall take place if (a) medium or large bulldozers are to be used within 75 feet of the dental building or (b) loaded trucks are to be used within 75 feet of the dental building or (c) vibratory rollers are to be used within 150 feet of the dental building. To avoid potential vibration impacts at the dental offices, the use of the above types of equipment within the indicated distances is encouraged to take place during the allowable hours on Saturdays and/or Sundays for construction activities; namely, between 8:00 a.m. and 5:00 p.m. on weekend days.
  - The above coordination between the Project contractor, the Project manager, the nearby retail and residential uses, and the nearby office uses shall continue on an as-needed basis throughout the construction phases of the Project to minimize or avoid potential disruption of off-site commercial and/or medical activities. To that end, the Project contractor shall appoint a designated noise and vibration contact person who will be responsible for addressing noise and vibration issues during the construction period. The contact person's phone number shall be made available to all interested parties, including County staff. Legitimate complaints or concerns shall be addressed within 24 hours of the receipt of communications from any off-site party.
  - Large haul trucks shall follow a speed limit of 15 miles per hour while on the Project site.
  - Discontinuities between roadway surfaces, paved or bare dirt, shall not exceed three inches. Any potholes deeper than three inches below the surrounding grade level and any bumps larger than 3 inches above the surrounding grade level shall be filled-in or flattened as quickly as possible.

Agreement by Project Sponsor

Applicant, whose name is undersigned, understands the mitigation measures set forth above and agrees to be bound by them if they are adopted as a result of Project approval.

_____ _____

Applicant Signature Date

_____

Applicant Name (Printed)

Lead Agency Determination

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed Project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

_____ _____

Albert Lopez, Planning Director Date

ALAMEDA COUNTY
INITIAL STUDY CHECKLIST

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ALAMEDA COUNTY
INITIAL STUDY CHECKLIST

A. PROJECT DESCRIPTION

1. **Project Title: Castro Village Expansion Project, Site Development Review, PLN2012-00117**

2. **Lead Agency Name and Address:** Alameda County Planning Department, 224 West Winton Avenue, Hayward, CA 94544

3. **Contact Person and Phone Number:** Christine Greene (510) 670-5400

4. **Project Sponsor's Name and Address:** R.T. Nahas, 1111 Stone Valley Road, Alamo, CA 94507

5. **Project Location:** The proposed Castro Village Expansion Project ("the Project") is located at 3543 Jamison Way, on Assessor's Parcel Numbers 84A-80-3-2, 84A-50-3-3, 84A-80-4-2, 84A-80-9-3, 84A-80-10-6, and 84A-80-10-9, to the west of Redwood Road and the south of Jamison Way, within Castro Valley, an unincorporated area of Alameda County ("the County"). Castro Valley is located between San Leandro and Hayward, in the western portion of Alameda County. Figure 1 identifies the regional location of Castro Valley. Castro Valley is accessed by Interstate 580. The conceptual Project site plan is shown in Figure 2.

6. **Existing General Plan Land Use Designation:** Commercial

7. **Existing Zoning:** Subarea 7 (Intensive Retail Core) of the Castro Valley Central Business District Specific Plan.

8. **Background and Description of Project:** The Castro Village Shopping Center in Castro Valley is an existing shopping center that was first started in 1949 and has been growing and expanding over the years. The center currently contains 141,000 square feet of shops, restaurants, services and entertainment including a 25,000-square-foot Ross department store, a 15,000-square-foot Walgreens drug store and a 27,000-square-foot bowling alley. The center also includes a small office building with 16,000 square feet of office space. The existing site is shown in Figures 3 and 4.

   The R.T. Nahas Company, owner of Castro Village, is proposing to build a 25,000-square-foot department store in the rear of the shopping center on land that currently contains three small residences and a manual car wash facility.

   Project Components
   The Project applicant proposes the construction of a 25,000-square-foot retail building within an existing shopping center. In order to construct the proposed building, the proposed Project requires the demolition of three residential houses and accessory structures, and the Village Car Wash building. Clearing the site would require the removal of 60 trees of various sizes through the Project site. The Project has been designed to minimize the disturbance of the impervious

Source: The Planning Center | DC&E, 2012; USGS, 2010; FHA 2002.

FIGURE 1
REGIONAL AND LOCAL LOCATION

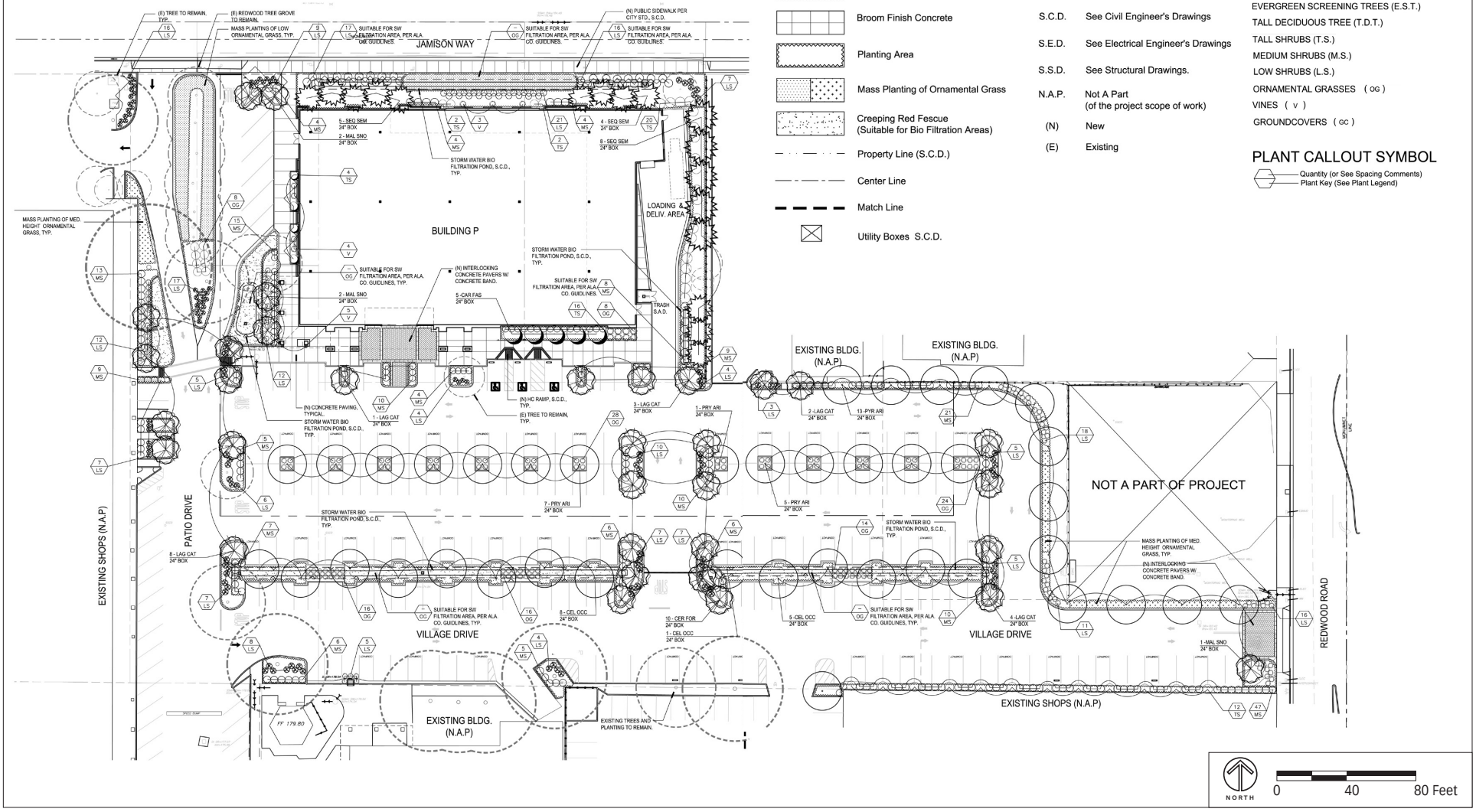


FIGURE 2

CONCEPTUAL SITE PLAN

3a) Existing Carwash

3b) View Across Site - West

3c) View Across Site - North

3d) View Across Site - East

3e) Ingress/Egress on Jamison Way

3f) Ingress/Egress on Redwood Road

FIGURE 3

SITE PHOTOS

4a) View of Jamison Way - East

4b) View of Existing Lot Adjacent to 3379 Jamison Way

4c) View of 3579 Jamison Way

4d) View of 3579 Jamison Way

FIGURE 4

SITE PHOTOS - JAMISON WAY

areas associated within the existing parking areas while increasing the landscaped areas to accommodate storm water treatment areas.

Demolition and Site Preparation

Three residential units including all accessory buildings located at 3577 Jamison Way, 3579 Jamison Way and 3597 Jamison Way, as well as the Village Car Wash Located at 3598 Village Drive, would be demolished to allow for construction of the proposed Project. Site clearing would also require the removal of 60 trees of various sizes.

Due to the relatively flat topography of the Project site, grading quantities are estimated to be 1,500 cubic yards of cut and 2,000 cubic yards of fill soil would be required for store pad elevation and site drainage.

Prior to the demolition of the houses and related structures, erosion control measures would be installed in accordance with the State Water Resources Control Board NPDES General Permit and the Project SWPPP. These measures would include but not be limited to controls along the Project perimeter, at all storm water inlets within and adjacent to the limit of work, and dust control. Water for dust control would be obtained from the existing, on-site water services. All debris from the demolition would be hauled to recycling facilities where applicable and to the local land fill facilities if it cannot be recycled.

All construction vehicles trucks would be required to use the Redwood Road exit to minimize the disruption to the residents along Jamison Way.

All construction phases would implement required erosion control measures that would be monitored and maintained per the Project SWPPP.

Retail Building

The Project proposes the construction of a 25,000-square-foot retail building approximately 30 feet in height. The building façade and main access points would be on the south side of the building facing the existing Castro Village Shopping Center. A loading area would be located on the east side of the building and would include a solid waste/recycling compactor located between a two-sided wall and the building. Building elevations are shown in Figures 5 and 6.

A new water line and a new sewer line would be connected and the storm drain system would be extended.

The new fire system and fire sprinkler water line excavation and installation from Redwood Road would be started at this time to provide the necessary fire flows as the new store approaches completion. This new facility would be designed to meet the requirements of the Alameda County Fire District and the California Fire Code.

Vehicle Circulation and Parking

Standard curb, gutter, and sidewalk, built to County standards, would be installed along the Jamison Way frontage requiring an encroachment permit from Alameda County. Vehicle ingress from Jamison Way would be reconfigured to split the driveway into separate ingress and egress lanes in order to preserve 14 mature redwood trees.

3A – SOUTH ELEVATION

3B – NORTH ELEVATION

Source: SGPA Architecture and Planning, 2012.

FIGURE 5

FRONT AND REAR ELEVATION

4A – WEST ELEVATION

4B – EAST ELEVATION

Source: SGPA Architecture and Planning, 2012.

FIGURE 6

SIDE ELEVATIONS

Vehicle ingress/egress driveway from Redwood Road would be improved by installing pavers to match the recently completed driveways for the Castro Village Shopping Center at the Santa Maria Avenue/Patio Drive intersection and at the Castro Valley Boulevard/Wilbeam Avenue intersection.

The Project includes a net increase of 41 new parking spaces by reconfiguring the existing parking field and adding the Village Car Wash site to the parking field. In addition, the Project would include the conversion of standard spaces to compact spaces, adding an additional 49 compact spaces. Compact parking spaces have been dispersed throughout the parking field.

Stormwater Facilities

Because the total amount of replaced impervious surface is less than 50 percent of the pre-project impervious condition, the stormwater bioretention areas would treat an impervious area equal to or greater than the impervious surfaces created and/or replaced.

Stormwater treatment areas have been located to minimize the amount of site disturbance while increasing the pervious areas within the existing parking lot. The treatment areas would be designed to meet the current Alameda County Cleanwater C.3 Stormwater Technical Guidance Manual, latest edition, and an Operations and Maintenance Manual would be developed for the site treatment facilities per the County requirements.

Rainwater from the roof of the new building would drain towards Jamison Way into a new storm water bioretention facility located in the 20 feet landscape border along Jamison Way.

Landscaping and Irrigation Facilities

The Project includes the addition of 8,640 square feet of new landscaping to the parking lot, and the area surrounding the new department store would include 91 new trees and a variety of ornamental shrubs, grasses, vines, and groundcovers. Plant selection and pairings would be consistent with the requirements of the California Model Water Efficient Landscape Ordinance and the Bay Friendly Landscape Guidelines, and would meet the drought resistant requirements of the County.

Both shade and flowering trees have been added to the parking lot to add seasonal interest and reduce the 'heat sink' of the paved areas. Redwood trees & 'Green Screen' trellises are being used to add ornamentation, screen walls and soften the façade of the north wall of the proposed building facing Jamison Way. Dense Redwood trees and evergreen shrubs would be used to screen the loading area on the east side of the retail building.

Large masses of appropriate ornamental grasses and other low growing plants are being used within the bio-filtration areas to help treat storm water runoff before entering the storm water collection system. Many of the plants used would be consistent with plants already installed as part of the Castro Valley Boulevard improvements.

A new water efficient irrigation system would be installed throughout the Project area that would include a programmable controller and drip irrigation, and would comply with the Cal. Model Water Efficient Ordinance.

Operational Period

The proposed retail store would be open for business between 9:30 a.m. and 9:30 p.m. Monday through Saturday, and between 11:00 a.m. and 8:00 p.m. on Sunday. The total number of employees would range between 55 and 60 depending on the time of year, with 12 to 14 in the store during peak hours. Truck deliveries would take place 3 to 4 times per week except during the fourth quarter when truck deliveries could increase to seven times per week. Delivery times could be as early as 5:00 a.m. and as late as 11:00 a.m. All deliveries and truck maneuvering would take place in the parking lot and on the delivery ramp which is within the shopping center and screened by the building from residential streets. Delivery trucks would be 33 feet overall length. A trash/recycling compactor would be located on the eastern side of the building and would be screened by a wall extending from the corner of the proposed building. Compacting operations would occur on an as-needed basis.

9. Surrounding Land Uses and Setting. The Project site is located in the Central Business District, an urbanized area of Castro Valley. To the immediate east, south, and west of the Project site are commercial uses, including shopping centers, retail stores (e.g. grocery, pet food, electronics), restaurants, banks, and personal services (e.g. hair salon, waxing parlor). To the immediate north of the Project site is a residential neighborhood with single- and multi- family homes.

10. Required Permits and Approvals. Site Development Review, Planning Department CDA

a. Alameda County

Encroachment Permit, Alameda County Public Works Division
Building Inspection Division, Alameda County Public Works Agency
Land Development, Alameda County Public Works Agency
Traffic Division, Alameda County Public Works Agency
Clean Water Division, Alameda County Public Works Agency
Alameda County Fire Department

b. Other Agency Approvals

Bay Area Air Quality Management District (BAAQMD)
Castro Valley Sanitary District
East Bay Municipal Utilities District
Oro Loma Sanitary District

B. ENVIRONMENTAL CHECKLIST

I. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

SETTING

The March 27, 2012 Castro Valley General Plan does not include mention of any scenic vista. There are no scenic highways running through or adjacent to the Project site. Visually, the existing site contains paved surface parking with landscaped areas containing grass, shrubs, and trees to the south and middle, an earth-toned self-service car wash to the east, and three light-colored single-family residential homes to the northwest with adjoining yards containing grass, shrubs, and trees. The surrounding area to the east, south, and west contains commercial development. Visually, the surrounding area includes single-story commercial strip malls, gas stations, coffeehouses, and small service establishments to the east, west, and south. Many of the commercial structures adjacent to the Project site have muted earth tones, with stucco exterior and tiled roofs. To the north of the Project site is a residential area, consisting of two-story, multi-family structures in muted earth tones, with stucco exterior and tiled roofs and some single-story ranch-style homes in light and neutral colors (e.g. white, grey, cream), with shingled roofs.

Existing sources of nighttime light in the vicinity of the Project site include those common to urban areas, such as street lights, parking lot lights, building lighting, vehicle headlamps, and interior lighting visible through windows. Sources of light on the Project site itself include lighting in some of the adjacent shopping center buildings and in the car wash, as well as light stands installed in the surface parking lots. Current sources of glare on the Project site include light reflecting off the windshields of cars parked in the surface lot or off the windows of the buildings during daytime hours.

DISCUSSION

a) – b) While the Castro Valley General Plan does not describe any scenic vistas as such, it does indicate that the key aesthetic resource within Castro Valley is the hill open space area, as viewable from various points in Castro Valley and from designated scenic routes. However, existing landscaping and buildings and other structures on the Project site obscure views of the hills from public vantage points.

Since there is not currently a scenic vista visible from or across the Project site and the proposed landscaping and department store would be of a height and form similar to surrounding development, the proposed Project would have *no impact* on a scenic vista.

Also, since there are no scenic resources currently on or viewable from or across the Project site, the proposed Project would have *no impact* on scenic resources.

c) The Project proposes to construct a single-story 25,000-square-foot building with stucco exterior and tiled roof. The back and sides of the proposed building would be screened with both a greenscreen and landscaping (i.e. trees and bushes). Additionally, the proposed building includes a rear stepback, which would decrease building height adjacent to the residential neighborhood. Also, the Castro Valley General Plan contains the following policies:

- Policy 4.4-1 requires new development to comply with zoning standards and be compatible with the scale and character of surrounding development.
- Policy 4.8-4 requires that new development be planned to minimize adverse effects on surrounding residential areas.

In order to approve the Project, the County planning staff will need to find that the Project complies with these policies.

Since the proposed Project would introduce a structure that matches the existing visual character (i.e. stucco, tiled roofs, single-story), is including setbacks and screening components, and would be required to comply with existing General Plan policies, the impacts to the existing visual character and quality, would be *less than significant*.

d) With development of the proposed Project, existing sources of light associated with the car wash and surface parking lots would be replaced with new sources of interior and exterior lighting. The proposed Project would be subject to lighting standards in the General Ordinance Code, which require consideration of the location and general nature of lighting during site development review (Chapter 17.54.230). Additionally, during the site development review process, County planning staff will need to find that the proposed Project's design (including lighting design) includes a 20-foot setback between the rear of the proposed building and the property line, where residential development abuts the Project site.

Adherence to these standards and receiving site development approval would ensure a *less-than-significant* impact to day or nighttime views in the area from light.

With development of the proposed Project, new signs will be installed, which could be potential sources of glare. However, these signs must comply with the Alameda County General Ordinance Code, which contains performance standards relating to glare and, as mentioned previously, requires site development review, including examination of lighting and ensuring that the proposed Project's design includes ample buffering where it abuts residential development. Additionally, much of the perimeter of the Project site would be planted with trees, which would screen the buildings and reduce glare. Also, the proposed Project includes a greenscreen as a buffer between the rear of the building and the adjacent residential neighborhood.

Compliance with existing standards and receiving site development review approval would result in a *less-than-significant* impact to day or nighttime views in the area from glare.

II. AGRICULTURE AND FORESTRY RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

SETTING

The flat areas of Castro Valley are predominantly urbanized, as is the Project site itself. Additionally, the Project site and its immediate environs are developed and urbanized and consequently do not contain forest land.

DISCUSSION

a) There are no agricultural lands on, adjacent to, or near the Project site. Therefore, there would be *no impact* relating to the conversion of farmland.

b) As discussed in response to criteria a), there is no agricultural land on or within the near vicinity of the Project site, and therefore the Project would have *no impact* relating to a conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) – d) There is no forest land within or adjacent to the Project site. Therefore, there would be *no impacts* to forest land or timber land zoning nor the loss or conversion of forest land.

e) For the reasons provided in response to criteria a), b), and c)-d), there would be *no impact* in relation to the conversion of farmland to non-agricultural use or forest land to non-forest use.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		**X**		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			**X**	
d) Expose sensitive receptors to substantial pollutant concentrations?		**X**		
e) Create objectionable odors affecting a substantial number of people?			**X**	

SETTING

Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. The Project site is in the San Francisco Bay Area Air Basin (SFBAAB) and is subject to the rules and regulations imposed by the BAAQMD, as well as the California Ambient Air Quality Standards (AAQS) adopted by the California Air Resources Board (CARB) and National AAQS adopted by the U.S. Environmental Protection Agency (EPA).[1] The SFBAAB comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the southern portion of Sonoma County, and the southwestern portion of Solano County. A detailed background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, and air quality modeling can be found in Appendix A to this Initial Study and the construction health risk assessment can be found in Appendix B to this Initial Study.

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as

[1] The Court has issued a preliminary ruling in California Building Industry Association v. Bay Area Air Quality Management District (Superior Court Case No. RG10548693). Pursuant to the preliminary ruling, the adoption of the BAAQMD's CEQA Guidelines is a project requiring CEQA review. Adoption of the BAAQMD CEQA Guidelines has been reversed. While adoption of thresholds is invalid until an environmental evaluation can be conducted, BAAQMD significance criteria, as outlined in their CEQA Guidelines, represents substantial evidence on the threshold at which potential project-related impacts could occur. Therefore, BAAQMD thresholds are considered applicable to the proposed Project.

primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, all them except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of Toxic Air Contaminants (TACs). The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

DISCUSSION

This section analyzes the types and quantities of air pollutant emissions that would be generated by the construction and operation of the proposed Project.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations:

a) Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's Clean Air Plan. The Project is not considered a regionally significant project that would significantly affect regional vehicle miles traveled and warrant Intergovernmental Review by the Metropolitan Transportation Commission (MTC) pursuant to the CEQA Guidelines (CEQA Guidelines Section 15206). In addition, the proposed Project would not exceed the level of population or housing foreseen in City or regional planning efforts (Population and Housing) and, therefore, would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the Clean Air Plan projections. Furthermore, the net increase in regional emissions generated by the proposed Project would be less than the BAAQMD's emissions thresholds (see b) below). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the Project would not conflict with or obstruct implementation of the 2010 Bay Area Clean Air Plan and impacts would be considered *less than significant*.

b) The following describes project-related impacts from short-term construction activities and long-term operation of the Project.

Construction-Period

Criteria air pollutants generated during construction activities would include the following sources:

- Exhaust emissions from powered construction equipment;
- Fugitive dust generated by demolition, earthmoving, excavation, and other construction activities; and
- Motor vehicle emissions associated with vehicle trips;

Air pollutant emissions from construction activities on site would vary daily as construction activity levels change and during different construction phases of the proposed Project. The BAAQMD's screening thresholds are not applicable for projects that have overlap of construction phases (e.g. parking lot demolition, grading, and re-paving, and building construction would occur simultaneously), construction of mixed-use projects, projects that require extensive site preparation, or sites that require extensive material transport. Therefore, a quantified analysis of the Project's construction emissions was conducted using California Emissions Estimator Model (CalEEMod), based on the construction equipment list and phasing provided by the applicant. Construction activities are anticipated to commence in 2013 and be completed in approximately six months. To determine potential construction-related air quality impacts, criteria air pollutants generated by project-related construction activities are compared to the BAAQMD significance thresholds in Table 1 for average daily emissions. Average daily emissions are based on the maximum daily construction emissions for the winter months for each sub-phase, multiplied by the work days of each sub-phase, summed, and divided by the total number of construction days.

Table 1 Average Daily Construction Emissions (in pounds per day)

Pollutant	ROG	NOx	Exhaust PM_{10}	Exhaust $PM_{2.5}$
2013	8	23	1	1
BAAQMD Daily Threshold	54	54	82	54
Exceeds Threshold	No	No	No	No

Source: CalEEMod, Version 2011.1.1. Average daily emissions are based on the maximum daily construction emissions for the Winter months for each sub-phase, multiplied by the work days for each sub-phase, summed, and divided by the total number of construction days per year. Air quality modeling is based on the construction schedule and equipment list provided by the Project applicant.

As shown in Table 1, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD daily thresholds. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are considered to be significant unless the proposed Project implements the BAAQMD's Basic Control Measures for fugitive dust control during construction. PM_{10} is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the size of the area disturbed at one time along with the amount of activity, the equipment being operated, soil conditions and meteorological conditions. If uncontrolled, PM_{10} and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, construction-related criteria pollutant emissions are *significant*.

Mitigation Measure AQ-1: The Project contractor shall prepare a dust control plan prior to commencement of construction activities. Specification of the approved dust control measures shall be included in all construction documents and implemented during construction activities. The dust control plan shall include the following BAAQMD Basic Control Measures listed below:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Significance after Mitigation: The implementation of this mitigation measure would require implementation of BAAQMD's Basic Control measure to reduce fugitive dust during construction activities and would reduce the impact to a *less-than-significant* level.

Operation-Period

Operation of the proposed Project would generate criteria air pollutants primarily from transportation sources (people driving to the retail store) and energy use. BAAQMD CEQA Guidelines identifies screening criteria for operation-related criteria air pollutant emissions for a "Free-Standing Discount Store[2]" of 76,000 square feet. Since the Project is a 25,000 square feet retail store it is below the screening criteria for criteria air pollutant emissions. Projects that are below the screening threshold generate a *de minimus* amount of criteria air pollutant emissions. Therefore, impacts are *less than significant.*

[2] A traffic study for the project used the "Shopping Center – ITE Code 820" to determine trip generation for the air quality impact. Although BAAQMD's screening criteria are based on ITE codes, the criteria do not include a land use type for a Shopping Center (i.e. not all the ITE codes were integrated). However, the project is a freestanding discount store within a larger shopping complex; and therefore, the screening criteria for a "Free-Standing Discount Store" was used.

c) The SFBAAB is currently designated as a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. Any project that does not exceed or can be mitigated to less than the BAAQMD significance levels, used as the threshold for determining major projects, does not add significantly to a cumulative impact. As explained in response to criteria b) above construction and operation of the Project would not result in regional emissions in excess of these threshold values. Consequently, the Project would not result in a cumulatively considerable contribution to O_3, $PM_{2.5}$, and PM_{10} concentrations in the SFBAAB. As a result, Project emissions would have a *less-than-significant impact* on cumulative emissions.

d) The Project may expose sensitive receptors to elevated pollutant concentrations if it causes or contributes significantly to elevated pollutant concentration levels. Localized concentrations refer to the amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects to sensitive populations. The closest sensitive receptors to the Project site are single- and multi-family residences abutting the site to the north (approximately 70 feet from Project boundary).

Construction Risk and Hazards

The proposed Project would elevate concentrations of TACs and diesel-$PM_{2.5}$ in the vicinity of sensitive land uses during construction activities. Sensitive land uses in the vicinity of the Project include single- and multi-family residences abutting the site to the north (approximately 70 feet from the Project boundary).

The BAAQMD has developed screening thresholds for assessing potential health risks from construction activities. Receptors would have to be located more than 100 meters (328 feet) away to fall below the BAAQMD's screening thresholds. Consequently, a full Health Risk Assessment (HRA) of DPM and $PM_{2.5}$ was conducted. Construction sources evaluated in the HRA include off-road construction equipment. Using air dispersion models, sensitive receptor concentrations were estimated and excess lifetime cancer risks and acute and chronic non-cancer hazard indexes were calculated. These risks were then compared to the significance thresholds identified in the BAAQMD CEQA Guidelines. The results are summarized in Table 2.

Table 2 Construction Risk Summary

Pollutant	Cancer Risk - Adult	Cancer Risk - Child	Chronic Hazard	$PM_{2.5}$
2013	1.1E-06	**13E-06**	0.029	0.14 $\mu g/m^3$
BAAQMD Daily Threshold	10E-06	10E-06	1.0	0.3 $\mu g/m^3$
Exceeds Threshold	No	**Yes**	No	No

Source: Construction Health Risk Assessment, The Planning Center | DC&E, 2012. Based on air dispersion modeling using BREEZE Version, 7.5, ISCST3.

Results of the health risk assessment indicate that the incremental cancer risk for sensitive receptors proximate to the site during the construction period, based on the maximum receptor concentration for a 70-year, 24-hour outdoor exposure duration for the child scenario is 13 x 10-6 (13 per million), which exceeds the significance threshold of 10 per million, and for the adult scenario is 1.1 x 10-6 (1.1

per million), which is less than the significance threshold of 10 per million. For non-carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one. Therefore, acute and chronic non-carcinogenic hazards are within acceptable limits. In addition, $PM_{2.5}$ annual concentrations are below the BAAQMD significance thresholds. Community risk and hazards for the child scenario from construction activities would be *significant*.

Mitigation Measure AQ-2: The Project contractor shall implement the following measures to reduce construction exhaust emissions during grading and construction activities:

- The Project contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 90 horsepower. Tier 3 engines between 90 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the Project contractor onsite.
- The Project contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions.
- The Project contractor shall limit nonessential idling of construction equipment to no more than five consecutive minutes.

Significance after Mitigation: The implementation of this mitigation measure would require use of Tier 3 construction equipment for off-road engines over 90 horsepower and would reduce the impact to a *less-than-significant* level, as shown in Table 3.

Table 3 Construction Risk Summary With Mitigation

Pollutant	Cancer Risk - Adult	Cancer Risk - Child	Chronic Hazard	$PM_{2.5}$
2013	8.6E-07	9.7E-06	0.022	0.11 µg/m^3
BAAQMD Daily Threshold	10E-06	10E-06	1.0	0.3 µg/m^3
Exceeds Threshold	No	No	No	No

Source: Construction Health Risk Assessment, The Planning Center | DC&E, 2012. Based on air dispersion modeling using BREEZE Version, 7.5, ISCST3.

Operational Risk and Hazards

The BAAQMD Guidelines recommend examining existing or future proposed sources of TACs and/or respirable particulate matter ($PM_{2.5}$) emissions that would adversely affect individuals within the Project or its surroundings. The nearest sensitive receptors to the site are single- and multi-family residences located to the north of the proposed Project site (approximately 70 feet from the Project boundary). The Project would involve minimal truck deliveries and would be far below the screening threshold identified by CARB's *Air Quality Land Use Compatibility Handbook* of 100 trucks per day. The proposed Project would not exceed operation-related thresholds for criteria air pollutants and would not adversely affect the residential area. The Project would not be a major source of toxic air pollutant emissions and would not affect off-site sensitive receptors. Impacts are *less than significant.*

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.[3] The proposed Project would generate an average of 1,074 daily vehicle trips during the weekday, 1,249 trips on Saturday, and 631 trips on Sunday. The traffic generated by the proposed Project would be nominal and would not exceed emission rates. In addition, the potential for CO hotspots to be generated in the SFBAAB is extremely unlikely because of the improvements in vehicle emission rates and control efficiencies. Typical projects would not expose sensitive receptors to substantial pollutant concentrations and analysis of CO hotspots is not warranted. Furthermore, the Project would not increase exposure at the Project site from proximity to the surrounding roadways. Therefore, impacts are *less than significant* and no mitigation measures are necessary.

e) The proposed Project would create a free-standing discount store in an existing commercial area. Retail uses are not considered a type of land use that has the potential to generate nuisance odors that could affect a substantial number of people. The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed Project would not generate objectionable odors that would lead to a public nuisance; therefore, operational impacts would be less than significant.

During construction activities, construction equipment exhaust would temporarily generate odors. Any construction-related odor emissions would be temporary, intermittent in nature, and would dissipate rapidly from the source with an increase in distance. Odors would not likely be objectionable and constitute a public nuisance. Impacts associated with construction-generated odors would be less than significant and no mitigation measures are necessary. Therefore, impacts are *less than significant.*

IV. BIOLOGICAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of				**X**

[3] Bay Area Air Quality Management District. CEQA Air Quality Guidelines. May 2011.

Fish and Game or US Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				**X**

SETTING

Castro Valley has many biological resources, mostly located in and along its waterways and in its hill areas.[4] However, the Project site is located in the Central Business District, a highly urbanized sector of Castro Valley where native vegetation has been substantially altered. In general, the highly urbanized character of the Central Business District offers limited potential for habitat which supports special-status species; however, a search of the California Natural Diversity Database (CNDDB), together with other relevant information, indicates that some occurrences of plant and animal species with special-status have been recorded or are suspected to occur within a 1-mile radius of the Project site. Figure 7 shows the locations of known special status species occurrences in the vicinity of the Project site.

DISCUSSION

a) In general, the Central Business District does not provide suitable habitat for many special-status species, and the potential for occurrence of special-status species is low. Additionally, the Project site is built out with existing parking, a self-serve car wash, and three single-story homes.

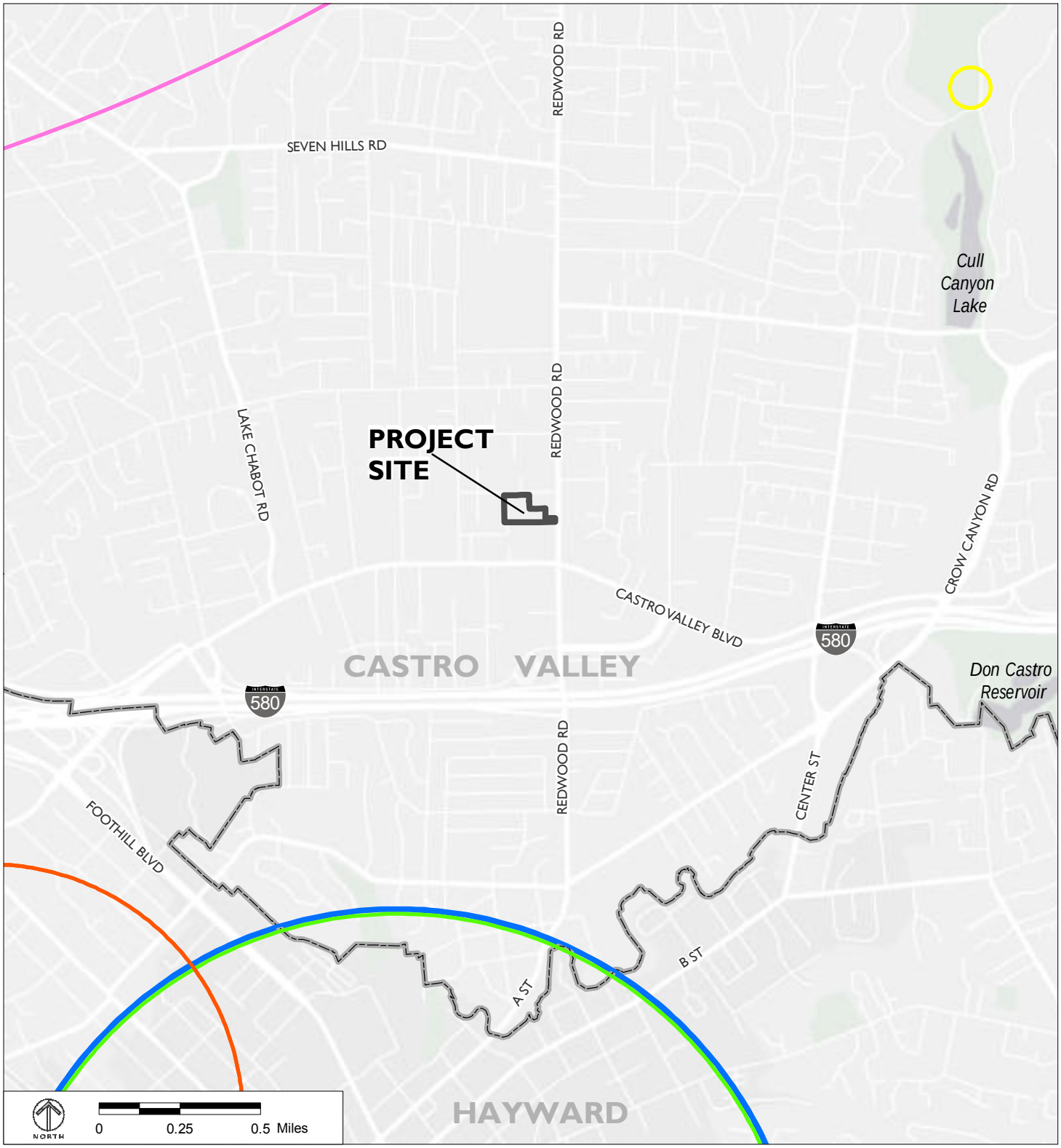
There are six special-status species with known occurrences within 5 miles of the Project site: pallid bat, yellow warbler, western mastiff bat, Santa Cruz tarplant, Alameda whipsnake, and woodland woollythreads.[5] However, as shown in Figure 7, most of these special-status species have not been observed on or within 1 mile of the Project site. One of these special-status species, the Alameda whipsnake, has been observed over a dozen times throughout the Project vicinity. Alameda whipsnake, while partial to scrub habitats, may use a variety of habitat types, including, but not limited to, open grasslands, oak savanna, and oak bay.[6] Although unlikely, due to the inhospitable existing environment at the Project site, it is possible that the Alameda whipsnake could be found on the Project site, as in some cases their habitat can extend to small rodent burrows, rock and soil crevices, and brush and debris piles.[7]

[4] Alameda County Community Development Agency, *Castro Valley General Plan*, 2010, page 7-1.

[5] California Department of Fish and Game, 2012, *California Natural Diversity Database*.

[6] Environmental Protection Agency, Endangered Species Facts: Alameda Whipsnake, February 2010, http://www.epa.gov/espp/factsheets/alameda-whipsnake.pdf, accessed on October 31, 2012.

[7] Environmental Protection Agency, Endangered Species Facts: Alameda Whipsnake, February 2010, http://www.epa.gov/espp/factsheets/alameda-whipsnake.pdf, accessed on October 31, 2012.



Source: California Natural Diversity Database, 2012

- Alameda Whipsnake (covers entire map extent)
- Santa Cruz Tarplant
- Pallid Bat
- Western Mastiff Bat
- Woodland Woollythreads
- Yellow Warbler

FIGURE 7
CALIFORNIA NATURAL DIVERSITY DATABASE

Demolition and new construction activities proposed by the Project could potentially result in a take of the special-status Alameda whipsnake. A take of the Alameda whipsnake would be a *significant* impact unless mitigated.

> **Mitigation Measure BIO-1:** Prior to commencement of proposed Project demolition and construction activities, the Project site shall be inspected by a qualified biologist for evidence of Alameda whipsnake. If present, with the approval of the United States Fish and Wildlife Service (USFWS) on a case-by-case basis, relocate any snake encountered during construction that is at risk of harassment; cease construction activity until the snake is moved to suitable refugium. Alternatively, submit a general protocol for relocation to the USFWS for approval prior to Project implementation. If not present, the proposed Project may proceed.
>
> Significance after Mitigation: Implementation of Mitigation Measures BIO-1 would reduce impacts associated with construction on the vacant lot to *less than significant*.

b) No sensitive natural communities, such as riparian habitat, freshwater marsh, or remnant native grasslands, occur on the Project site. The remaining vegetative cover is composed of ornamental landscaping and non-native ruderal grasslands. *No impact* on sensitive natural communities is anticipated.[8]

c) There are no areas of freshwater marsh, seasonal wet-lands, or emergent marsh or other wetlands on or adjacent to the Project site. Further, the proposed Project would not remove, fill, interrupt, or otherwise have a substantial impact on wetland areas. Therefore, there would be *no impact* to wetlands.[9]

d) The extent of urbanization in Castro Valley limits opportunities for movement and dispersal of native wildlife and plant species through the Central Business District. Common urban features such as roadways, rail lines, fencing, buildings, and hardscape represent barriers to wildlife movement and dispersal. The best opportunities for animal and fish movement exist along the coastal scrub and grassland corridors in the northeastern portion of Castro Valley. However, as there are no coastal scrub and grassland corridors on or immediately adjacent to the Project site, development of the proposed Project would not adversely impact animal or fish movement.

Additionally, there are no known native wildlife nursery sites on or adjacent to the Project site. Due to the highly urbanized nature of the Project site and immediate vicinity and the absence of wildlife corridors or nursery sites, there would be *no impact* from the Project to wildlife movement, corridors, or use of nursery sites.

e) Alameda County has a Tree Ordinance which preserves trees in the County right-of-way. The proposed Project will not be removing any trees in the right-of-way and thus would have *no impact* relating to a conflict with local policy protecting biological resources.[10]

f) The Project site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As a result, *no impact* would occur.[11]

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[8] Alameda County Community Development Agency, *Castro Valley General Plan*, 2012, page 7-7.

[9] Alameda County Community Development Agency, *Castro Valley General Plan*, 2012, page 7-7.

[10] Alameda County Community Development Agency, *Castro Valley General Plan*, 2012, page 7-19.

[11] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 3.5-18.

V. CULTURAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		
d) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

SETTING

According to the Castro Valley General Plan EIR, there are historic structures and buildings, as well as known archaeological resources in Castro Valley.[12] However, there are no known archaeological or paleontological resources on the Project site and no known significant paleontological resources in Castro Valley.[13] There are four structures on the Project site; three houses and a car wash. The Alameda County Community Development Agency has conducted recent historical assessments of these structures (included in Appendix C) and found that the structures are not listed in, determined to be eligible by, and/or do not meet the criteria for the State Historical Resources Commission, the California Register of Historical Resources, or a local register of historical resources.[14] However, the Project site is located within the Castro Village Center, which is considered a notable historic resource by the Castro Valley General Plan.[15]

DISCUSSION

a) As mentioned previously, there are no listed National Register properties, California Register properties, or locally-designated properties on or adjacent to the Project site. The oldest existing buildings on the Project site are three houses which date to 1938, 1944, and 1953, and thus meet the minimum age threshold requirements for listing with both the National Register and the California Register. However, these buildings are typical examples of residential homes of their respective periods and do not have any particular historical, creative, cultural, or design features or distinction, thus would not meet any of the other criteria required for listing with either the National Register or California Register. However, according to the General Plan, the Castro Village Center, of which the proposed Project would be a part, is considered a historic resource because it was one of the first shopping centers

[12] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.12-2 to 3.12-5.

[13] University of California Museum of Paleontology, Specimen Search, http://ucmpdb.berkeley.edu/, accessed on November 19, 2012; Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.12-2 to 3.12-5.

[14] Alameda County Community Development Agency, *RE: 3577 and 3579 Jamison Way*, November 1, 2012; Alameda County Community Development Agency, *RE: 3597 Jamison Way*, November 13, 2012; Alameda County Community Development Agency, *RE: 3598 Village Drive*, November 29, 2012. Included in Appendix C of this Initial Study.

[15] Alameda County Community Development Agency, *Castro Valley General Plan*, 2012, pages 5-47 to 5-49.

in Alameda County.[16] The proposed Project would be an expansion of the existing historic site and its proposed design would be in keeping within the existing aesthetic. Since the proposed Project would mirror and expand upon the existing historic site (i.e. Castro Village Center), it would not cause a substantial adverse change and thus would have a *less-than-significant* impact.

b) As previously mentioned, there are no known archaeological resources on the Project site, and, because much of the Project site has already been significantly disturbed, the likelihood that as-yet-undiscovered archaeological resources are present on-site is low. However, there is still a potential that an archaeological resource could be both discovered and substantially adversely changed (e.g. during Project construction, grading or related activities) which would be a *significant impact.*

Mitigation Measure CULT-1: If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities the following measures will be implemented:

- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the Alameda County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). Alameda County, in consultation with the MLD, would then prepare a plan for treatment, study, and re-internment of the remains.
- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to Alameda County for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to Alameda County for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.

Significance after Mitigation: Implementation of this mitigation measure would reduce potential archaeological resource impacts to a *less-than-significant* level because its components will either eliminate potential adverse change or protect from significant harm.

c) The Project site is already highly developed and contains no unique geological features in which paleontological resources are found. However, there is still a potential that a paleontological resource could be both discovered and directly or indirectly destroyed (e.g. during Project construction, grading or related activities) which would be a *significant impact.*

Mitigation Measure CULT-2: Compliance with Mitigation Measure CULT-1.

Significance after Mitigation: Implementation of Mitigation Measure CULT-1 would reduce potential paleontological resource impacts to a *less-than-significant* level because its components will either eliminate potential adverse change or protect from significant harm.

[16] Alameda County Community Development Agency, *Castro Valley General Plan,* 2012, page 5-49.

d) The proposed Project would have a significant environmental impact if it would disturb or destroy human remains, including those interred outside formal cemeteries or in Native American burial grounds. There is a remote possibility that human remains could be present within buried archaeological deposits, and that project-related construction activities could potentially disturb human remains interred outside of formal cemeteries. However, this impact is considered unlikely for this Project, because the site is mostly built-out. There is still a potential, however, that human remains could be both discovered and disturbed (e.g. during Project construction, grading or related activities) which would be a *significant* impact.

Mitigation Measure CULT-3: Compliance with Mitigation Measure CULT-1.

Significance after Mitigation: Implementation of Mitigation Measure CULT-1 would reduce the likelihood of the disturbance of human remains to a *less-than-significant* level because its components will either eliminate disturbance or minimize disturbance to the maximum extent practicable.

VI. GEOLOGY AND SOILS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			**X**	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**

SETTING

According to the Castro Valley General Plan Environmental Impact Report, Castro Valley has in the past and would in the future experience very strong shaking during a major earthquake on the Hayward, Calaveras, or San Andreas fault systems. During a major earthquake, Castro Valley could potentially experience surface rupture, subsidence, and potential collapse of bridge structures, portions of the Interstate 580 freeway, and disruption of major utilities and services. Most of Castro Valley, including the Project site, is not prone to soil liquefaction. Only hill areas and land adjacent to principal stream channels is at risk from landslides.

According to the Alquist-Priolo Earthquake Fault Zoning Map there are not active fault traces, earthquake fault zones, or seismic hazard zones on or adjacent to the Project site.[17]

The Project site is underlain by alluvial deposits (i.e. Holocene alluvium). Soils at the Project site are Clear lake clay consist of poorly drained soils, with a shrink-swell rating of one.[18,19] The Project site is relatively flat with slopes ranging from 2 to 9 percent.

Additionally, the Alameda County Building Code requires the submittal of soil/geologic reports for new construction and the Alameda County Grading Ordinance establishes standards and regulations for grading and construction activities to control erosion and sediment.

DISCUSSION

a)

i) As previously discussed, no known active faults have been mapped at the Project site or in its immediate vicinity, and the site is not situated within an Alquist-Priolo Earthquake Fault Zone. Thus, the potential for primary surface fault rupture would be low at the Project site and the associated impacts would be *less than significant*.

ii) Since there are three major active fault systems in the region, an earthquake of moderate to high magnitude on any of these faults could cause strong ground shaking at the Project site. The effects of earthquake-related ground shaking could include damage to structures, as well as damage to streets and utilities. However, compliance with the current California Building Code requirements would help ensure that the proposed structures would be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. By adhering to State and County building code requirements, the impacts from development of the proposed Project as they relate to strong seismic ground shaking would be *less than significant*.

iii)-iv) As mentioned previously, Castro Valley is not an area prone to liquefaction or landslides, as such, there would be *no impacts* associated with seismic-related ground failure or landslides.

[17] State of California, California Geological Survey, *Earthquake Zones of Required Investigation Hayward Quadrangle 2012*, http://gmw.consrv.ca.gov/shmp/download/ap/pdf/HAYWARD.PDF, accessed on October 18, 2012.

[18] ATC Associates, Phase I Environmental Site Assessment of Castro Village, June 28, 2012, page 26.

[19] United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, http://websoilsurvey.sc.egov.usda.gov//WssProduct/3esqvq5521gndpewltvs1445/GN_00000/Soil_Report.pdf, accessed on October 22, 2012.

b)-c) Development of the proposed Project may include construction-related activities, such as grading and ground disturbances, which could increase the likelihood of erosion or loss of topsoil. Soil stability relating to landslides is unlikely since there are no features on or near the Project site which would result in landslides.

Grading and construction activities associated with development of the proposed Project would be required to comply with existing State and County regulations. These regulations require investigating hazards relating to erosion and soil stability and, prior to Project approval, incorporating methods into the Project design for the elimination of such hazards. The California Building Code would ensure sufficient building conditions and structural requirements.

The Geotechnical Consultation for Castro Village (Geotechnical Consultation), prepared by ENGEO Incorporated in 2010, contains a recent geotechnical evaluation of the Project site. The background information for this analysis, including the Geotechnical Consultation, is included as Appendix D in this Initial Study. The Project description indicates that the Project will comply with recommendations for design and construction, thus there would be a *less-than-significant* impact.

d) The soil at the Project site has a shrink-swell potential of 1. However, as mentioned previously the California Building Code would ensure sufficient building conditions and structural requirements, and, the Alameda County General Ordinance Code requires the preparation of a geotechnical investigation during the Project planning phase when the Project includes grading on slopes, if there are expansive soils present, or the Project is located in an area of known or suspected geological hazards. The soils and foundation evaluation and adherence to the California Building Code would reduce the risk related to expansive soils to a *less-than-significant* level.

e) The Project does not propose the use of a septic system. As a result, *no impact* would occur.

VII. GREENHOUSE GAS EMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		**X**		

SETTING

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st

centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[20,21] This section analyzes the Project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations.

DISCUSSION

a) A project does not generate enough GHG emissions on its own to influence global climate change; therefore, this impact analysis measures the Project's contribution to the cumulative environmental impact. GHG emissions would be generated from construction activities and operation of the proposed Project.

Construction-Period

Annual GHG emissions were calculated for construction of the proposed Project. Construction of the Project would generate a total of 169 metric tons (MTons) of GHG emissions over the entire construction period (approximately six months). Because construction emissions are short term and would cease upon completion, GHG from construction activities would nominally contribute to GHG emissions impacts. For this reason, the BAAQMD does not identify a significance threshold for project-related construction emissions. Consequently, GHG emissions generated by project-related construction activities are considered *less than significant.*

Operational Phase

Operation of the proposed Project would contribute to global climate change through direct emissions of GHG from transportation sources (people driving to the retail store), area sources (e.g., landscape equipment), water use, electricity use, and waste disposal. BAAQMD CEQA Guidelines identifies the screening criteria for operation-related GHG emissions for a "Free-Standing Discount Store" of 15,000 square feet. Since the Project is a 25,000 square feet retail store it is above the screening criteria set for GHG emissions. Further analysis of GHG emissions from the proposed Project was conducted and is shown in Table 4. Operation of the Project would generate 800 MTons of GHG emissions. The threshold set by the BAAQMD CEQA Guidelines of 1,100 MTons would not be exceeded by the operation of the proposed Project; therefore, *less-than-significant* impacts would occur and no mitigation measures are necessary.

b) State and Regional GHG Reduction Plans. In accordance with Assembly Bill 32 (AB 32), the California Air Resources Board (CARB) developed the Scoping Plan to outline the State's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley and the 33 percent renewable portfolio standard (RPS) or 15.7 percent from

[20] Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

[21] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

Table 4 GHG Emissions Inventory

Sector	GHG Emissions (MTons/Year)
Area	0
Energy	72
Mobile	677
Waste	49
Water	3
Total	800
BAAQMD Threshold	1,100
Exceeds Threshold	No

Source: CalEEMod 2011.1.1. Based on 2020 emission rates.

the adjusted baseline (i.e., with Pavley and 33 percent RPS). MTC has not yet adopted a Sustainable Communities Strategy (SCS) to achieve the 7 percent per capita reduction from 2005 by 2020, and a 15 percent per capita reduction from 2005 by 2035.

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Building Standards (i.e. CALGreen and the 2008 Building and Energy Efficiency Standards), California Renewable Energy Portfolio standard (33 percent RPS), changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II), and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next 10 years would reduce the Project's GHG emissions. The Project would be consistent with the existing regulations adopted for the purpose of reducing GHG emissions. The proposed landscaping and water fixtures would be constructed in conformance with the CALGreen and the State's Model Water Efficient Landscape Ordinance (WELO), which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. Therefore, impacts would be *less than significant*.[22]

Local GHG Reduction Plan

Castro Valley is an unincorporated community within Alameda County. The County has prepared a Community Climate Action Plan (CAP) in June 2011. However, Alameda County's Community CAP had not yet completed environmental review; and therefore, it is not a "qualified" climate action plan until environmental review has been completed and it has been adopted by the County. Nonetheless, this Plan is the County's current GHG emissions reduction strategy to achieve the GHG reduction targets of AB 32. A consistency analysis with the GHG reduction measures in the CAP is included in Table 5. As shown in this table, the Project would be generally consistent; however, several additional measures are necessary to ensure the Project would implement the plan. Therefore, the impact would be *significant*.

[22] As part of implementation of Senate Bill x7-7, the Water Conservation Act of 2009, the California Department of Water Resources issued a Model WELO. The Model WELO applies within any jurisdiction which has not adopted the State WELO or its own WELO by January 1, 2010.

Table 5 Alameda County Draft Community Climate Action Plan Consistency Evaluation

Applicable Measures	Evaluation
T-1. Improve bicycle infrastructure near community activity areas	The County of Alameda is currently implementing a "pedestrian main street" along the Castro Valley Boulevard. This street improvement project is intended as a traffic calming project that would provide shared bicycle access along Castro Valley Boulevard and improve the pedestrian street environment to encourage more residents to bike and walk. The existing Castro Village shopping center has existing bicycle parking on-site. To ensure that additional bicycle infrastructure is integrated into the proposed Project, Mitigation Measure AQ-3 would require placement of bicycle parking at the proposed retail store.
T-3. Increase the number of bicycle racks and storage facilities in underserved civic and commercial areas.	The existing Castro Village shopping center has existing bicycle parking on-site. To ensure that additional bicycle infrastructure is integrated into the proposed Project, Mitigation Measure AQ-3 would require placement of bicycle parking at the proposed retail store.
T-4. Enhance pedestrian infrastructure within easy walking distance from community activity centers.	The Project would provide pedestrian connections from the proposed retail building to existing shopping complex. Furthermore, there is a pedestrian route connecting the transit stop to the Castro Village shopping center.
T-6. Improve pedestrian connectivity and route choice in neighborhoods	The Project would provide pedestrian connections from the proposed retail building to existing shopping complex. Furthermore, there is a pedestrian route connecting the transit stop to the Castro Village shopping center.
T-11. Work with AC Transit to provide transit with essential improvements including shelters, route information, benches, and lighting.	The Alameda-Contra Costa Transit District (AC Transit) provides bus service within the Project vicinity. A bus stop is located near the intersection of Castro Valley Boulevard, west of Redwood Road, within walking distance of the Project is served by Route 32. A bus stop on Redwood Road, near the intersection of Castro Valley Boulevard, is also served by Route 48. There are existing pedestrian benches for transit users and a pedestrian route connecting the transit stop to the Castro Village shopping center.
L-4 Increase the diversity of uses in neighborhood-serving commercial centers.	The Castro Village shopping center includes a mix of commercial land uses, including neighborhood-serving restaurant, retail shops, and recreation (bowling alley). The Project would expand the Castro Village shopping center with additional retail uses.
L-5 Improve the vitality of mixed-use neighborhood-serving commercial centers through increased density allowances and enhanced design	The Castro Village shopping center includes a mix of commercial land uses, including neighborhood-serving restaurant, retail shops, and recreation (bowling alley). The Project would expand the Castro Village shopping center with additional retail uses, which would improve the economic vitality of this existing highly-utilized shopping center.
E-10 Require new construction to use building materials containing recycled content	According to this measure, the sum of post-consumer recycled content plus one-half of the post-industrial content should constitute at least 10 percent of the total value of the materials in the Project. The measure allows for an exemption if the applicant proves that the requirement is unattainable for a specific project. In these cases, the highest feasible level is required. Construction materials with recycled content are derived in two basic ways: § Pre-consumer material: Material diverted from the waste stream during a manufacturing process. § Post-consumer material: Material generated by households or by commercial, industrial, and institutional facilities in their role as end-users of the product, which can no longer be used for its intended purpose.

Table 5 Alameda County Draft Community Climate Action Plan Consistency Evaluation

Applicable Measures	Evaluation
	CalRecycle maintains a comprehensive list of construction materials with recycled content, and their specifications. To ensure compliance with the measure, Mitigation Measure AQ-3 has been incorporated.
E-11 Require new commercial parking lots to incorporate heat gain-mitigating design strategies	The proposed Project landscape plan identifies several tall tree species (tall deciduous trees, evergreen trees, greater than 35 feet tall) and several medium accent trees and small accent trees to help shade the parking lot/buildings and reduce the heat-gain.
E-14 Facilitate the installation of solar hot water heating systems on large commercial buildings	The County does not require installation of solar hot water heating systems but encourages their use. Solar hot water heating systems reduce natural gas use but can increase energy use. The overall effect is a slight reduction in GHG emissions, if the solar hot water panels are efficient. The proposed Project includes shade trees that would reduce the summer cooling costs, which would also reduce the effectiveness of any solar hot water heating panels. Installation of solar hot water systems may also preclude the installation of solar photovoltaic system. As an alternative, on-demand water heating systems may be more effective in reducing the GHG emissions and is considered in Mitigation Measure AQ-3.
WT-1 Encourage residents and businesses to conserve water in existing buildings and landscapes	This measure applies to existing buildings and landscapes. The proposed Project would install a new landscape plan that complies with the County of Alameda's Water Efficient Landscape Ordinance.
WT-2 Require new landscape projects to reduce outdoor potable water use by 40 percent	The State's Water Efficient Landscape Ordinance (WELO) applies to the proposed Project because the Project involves in placement of 2,500 square feet or more of irrigated landscape (Section 490.1 of the State Model WELO).[23] To achieve a reduction in outdoor water use in landscaping, projects may use Bay-Friendly Landscapes which can result in a water savings of an average of 50 percent or more. Some Bay-Friendly landscape practices include: § Three inches of mulch on non-turf areas § Amend the soil with compost prior to planting § Reduce and recycle landscape construction waste § Choose and locate plants to grow to natural size § Do not plant invasive plant species § Grow drought tolerant California native, Mediterranean or Climate-adapted plants § Minimize the lawn to 25 percent of landscaped areas, with sports and multiple-use fields exempted § Specify weather-based irrigation controllers § No sprinkler and spray heads for areas less than 8 feet wide
WS-2 Strengthen the Construction and Demolition Debris Management Ordinance.	Under the California Green Building Standards Code (CALGreen), adopted 2010 (revised 2012), contractors are required to recycle, reuse, or salvage a minimum of 50 percent of construction and demolition debris. The County of Alameda Building Code includes additional construction and demolition debris requirements including divert or salvage: § 75 percent of inert solids § 50 percent of remaining construction and demolition waste § Submit a Debris Management Plan (per Section 470.6) prior to issuance of a demolition or building permit.

[23] California Department of Water Resources, State Model WELO, http://www.water.ca.gov/wateruseefficiency/docs/MWELO_TbContent_Law.pdf, accessed on December 17, 2012.

Table 5 Alameda County Draft Community Climate Action Plan Consistency Evaluation

Applicable Measures	Evaluation
G-1 Expand the urban forest (e.g., street trees and trees on private lots) in order to sequester carbon and reduce building energy consumption	The Project includes new tree plantings within the Project site. The landscape plan will detail the location of tree plantings, which will reduce the urban heat island effect on the proposed building.

Mitigation Measure GHG-1: Prior to issuance of a grading permit, the following measures shall be incorporated into the Project and verified by the County of Alameda:

- The Project shall provide on-site bicycle parking at the new retail building. The site plan shall identify the location of bicycle parking on-site.
- The Project shall incorporate one of the following unless substantial evidence is submitted to the County of Alameda that the following measures are not feasible:
  - incorporate of solar hot water heater(s); Or
  - incorporate on-demand water heater(s)
- The location of on-demand water heaters or solar hot water heaters shall be shown on architectural plans submitted to the County.
- The Project shall incorporate recycled building products such that the sum of post-consumer recycled content plus one-half of the post-industrial content constitutes at least 10 percent of the total value ($) of the materials in the Project, unless substantial evidence is submitted to the County of Alameda that the following measure is not feasible. In this circumstance, the applicant shall provide identify the highest feasible level of recycled building products incorporated. CalRecycle maintains a comprehensive list of construction materials with recycled content, and their specifications.

Significance after Mitigation: With implementation of the additional features in Mitigation Measure GHG-1, the Project would be generally consistent with the Community Climate Action Plan and impacts would be *less than significant.*

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			**X**	

SETTING

A Phase I Environmental Site Assessment (Phase I) conducted at the Project site found the following in relation to hazards and hazardous materials:

- There was a Unocal Service Station formerly located adjacent to the eastern boundary of the Project site. Although storage tanks and soil were removed in the late 1990s, the facility is listed as an open status case with the California Underground Storage Tank (UST) Fund and is also listed on the federal "Cortese" list (i.e. Government Code 65962.5) of hazardous waste facilities. There are elevated concentrations of hydrocarbons in the groundwater associated with this case.
- Near to, but down-gradient from the southeast corner of the Project site was a Merritt Tire Sales facility (now Goodyear Tire). This facility reported a release of a used oil UST and is listed on the federal Cortese list. There have not been reported clean-up efforts associated with this reported release and there are continued detection of contaminants in the soil.
- Near to, but down-gradient from the southern boundary of the Project site is a Unocal-operated UST near Marshall Steel Dry Cleaner. Both the UST and the dry cleaner are associated with historic releases resulting in contamination. The dry cleaner is also listed on the Federal Cortese list. While a

work plan was approved by the Department of Toxic Substances Control, there is not year any remediation determination.[24]

The Valley Car Wash has been previously listed as a UST and included on the Cortese list, the Phase I did not consider it "to represent a recognized environmental condition to the property at this time."[25] While there are other facilities on-site and in the vicinity of the Project site listed on state and federal databases, they are not associated with reported hazardous materials releases or violations or currently recognized environmental conditions.

DISCUSSION

a) During demolition associated with the proposed Project, potentially hazardous building materials (e.g. lead-based paint, mercury), small quantities of hazardous materials stored or used at existing businesses, and/or minor concentrations of residual contaminants in soil from previously investigated hazardous substance releases may be encountered. Removal of these materials, if present, by contractors licensed to remove and handle these materials in accordance with existing federal, State, and local regulations would ensure that risks associated with the transport, storage, use, and disposal of such materials would be reduced to the maximum extent practicable.

Additionally, after construction, during the Project operations, common cleaning substances, building maintenance products, paints and solvents, and similar items would be stored and used, in the building on-site. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment

Thus, the proposed Project, by adhering to existing regulations during demolition activities, would reduce hazardous materials risks to the maximum extent practicable, resulting in impacts that are *less than significant*.

b) As described above, operation of the proposed Project would involve the storage and use of common cleaning substances, building maintenance products, paints, and solvents at the proposed retail store on the Project site; however, these potentially hazardous substances would not be of a type or occur in sufficient quantities on-site to pose a significant hazard to public health and safety or the environment. The storage and use of these materials would be subject to existing federal, State, and local regulations. Compliance with these regulations would ensure that the risk of accidents and spills are minimized to the maximum extent practicable; consequently, overall, associated impacts would be *less than significant.*

c) There are two schools, Castro Valley Elementary, located at 20185 San Miguel Avenue, and Castro Valley High School, located at 19400 Santa Maria Avenue, within approximately ½-mile of the Project site. However, as described above, the proposed Project would not involve the storage, handling, or disposal of hazardous materials that would pose a significant risk to the public. Accordingly, there would be a *less-than-significant* impact related to hazardous emissions or hazardous material handling within ¼-mile of a school.

d) There are several Cortese-listed facilities near the Project site, and one on the site (i.e. Valley Car Wash). The Phase I recommends that these facilities be periodically reviewed to document site status, remediation efforts, and closure. Implementation of this recommendation (i.e. periodic reviews) and

[24] ATC Associates, Phase I Environmental Site Assessment of Castro Village, June 28, 2012, page 5.
[25] ATC Associates, Phase I Environmental Site Assessment of Castro Village, June 28, 2012, page 23.

continued compliance with applicable federal, State, and local regulations would ensure that associated impacts are reduced to the maximum extent practicable. Therefore, proposed Project would not create a significant hazard to the public or the environment by virtue of location in proximity to a known hazardous materials site and impacts would be *less than significant.*

e)-f) The nearest public airport, Hayward Executive, is located 3.65 miles to the southwest of Project site. According the Castro Valley General Plan EIR, Castro Valley is not within 2 miles of a private or public airstrip, nor within an area covered by an airport land use plan. Thus, there would be *no impact* related to airport hazards.

g) Castro Valley, as an unincorporated area of Alameda County falls under the County Operational Area Emergency Response Plan (OAERP) which establishes a structure for emergency response and provides a framework for responding in a systematic and joint manner to emergencies (e.g. partnering local and regional agencies and first responders).[26] No physical components that would interfere with the ability to implement emergency response are proposed. Compliance with the provisions of the California Fire Code and the California Building Code would ensure that the Project would result in a *less-than-significant* impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

h) According to the Castro Valley General Plan, the Project site is not within nor adjacent to a fire hazard area.[27] Additionally, the Project site is located in a highly urbanized area and is not surrounded by woodlands or vegetation which would provide fuel load for wildfires. Thus, the risk of loss, injury, or death resulting from wildland fire would be *less than significant*.

VIII. HYDROLOGY AND WATER QUALITY Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?			**X**	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	

[26] Alameda County Community Development Agency Planning Department, Staff Report, July 16, 2012, http://www.acgov.org/cda/planning/generalplans/documents/PC_StaffReport_071612.pdf, accessed on October 23, 2012.

[27] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 10-3.

VIII. HYDROLOGY AND WATER QUALITY Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			**X**	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	
f) Otherwise substantially degrade water quality?			**X**	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				**X**
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				**X**
j) Inundation by seiche, tsunami, or mudflow?				**X**

SETTING

Castro Valley is located within the southern San Francisco Bay hydrologic region, within the San Lorenzo watershed, and is underlain by the Castro Valley groundwater basin.[28] The Project site is predominantly developed with impervious surfaces. There is an existing stormwater piping system on the Project site. Stormwater runoff ultimately discharges to San Lorenzo Creek, which contains pollutants resulting from urban runoff and storm sewers.

The Project site is located outside of known flood zones.[29]

DISCUSSION

a) Runoff from proposed Project construction would cause water quality degradation if sediment, or oil and grease from construction equipment are washed into the storm sewer. Construction projects that disturb over 1 acre or more of land would be regulated under the NPDES Construction General Permit and must prepare a SWPPP. The SWPPP will describe BMPs to be used during construction and

[28] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.10-1 to 3.10-6.

[29] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 10-13.

incorporated into the Project design. These BMPs would provide natural filtration of stormwater, reducing the volume of contaminants entering the storm sewer system.

After construction, stormwater pollution will be controlled under Provision C.3 of the NPDES Permit. Additionally, the proposed Project would involve construction and operation of commercial uses and would not involve industrial uses likely to substantially increase pollutant loading levels in the sanitary sewer system. Therefore, the proposed Project would not violate established water quality standards or waste discharge requirements, and a *less-than-significant* impact would result.

b) The proposed Project would not draw on groundwater to supply the proposed commercial uses, relying instead on EBMUD water supplies.

The proposed Project would include a variety of stormwater management features, which would allow for natural filtration and improved groundwater recharge in comparison to existing conditions. Additionally, construction activities would be subject to the existing NPDES permit requirements and local regulations, such as the Castro Valley General Plan Action 10.2-8 which directs Castro Valley to ensure that all construction and development activities adhere to all permitting and regulatory requirements regarding dewatering activities.

By not drawing on groundwater supplies, incorporating stormwater management features, and adhering to existing permits and regulations, the Project would result in a *less-than-significant* impact to groundwater resources.

c)–d) The proposed Project would not involve the direct modification of any watercourse; however, grading and excavation would be required to prepare the site for construction of the proposed Project. Pursuant to the SWQCB Construction General Permit, a SWPPP would be prepared and implemented for the Project to ensure that erosion, siltation, and flooding is prevented to the maximum extent practicable during construction. As explained in the Project Description, the Project will comply with C3 standards for stormwater treatment to help ensure that post-construction runoff volume and velocity does not exceed pre-construction levels.

Overall, construction and operation of the proposed Project would not result in substantial erosion, siltation, or flooding either on- or off-site, and associated impacts would be *less than significant.*

e) Prior to commencement of construction activities, a SWPPP would be prepared and construction activities would comply with the requirements of the SWRCB Construction General Permit. Implementation of the SWPPP would ensure adverse impacts related to stormwater capacity and pollution from Project construction activities would be less than significant.

Provision C.3 of San Francisco Bay Region NPDES Permit requires that developments creating or replacing 10,000 square feet of impervious surface detain or infiltrate runoff so that peak flows and durations match pre-project conditions. As described in the Project Description, the proposed Project would include stormwater management features which would reduce the volume of run-off flowing into the storm sewer system. As such, adverse impacts related to stormwater capacity and pollution from operation of the Project would also be *less than significant.*

f) The principal source of water pollutants from the proposed Project would be stormwater runoff containing petrochemicals from parking lots and roadways on the Project site. As described above, the Project would comply with the stormwater control provisions of the San Francisco Bay Region NPDES

Permit. Additionally, by proposing to replace less than 50 percent of existing impervious surfaces, the Project would increase the total area available on-site for stormwater treatment in comparison to existing conditions and provide more natural filtration of pollutants from stormwater runoff before it enters the storm sewer system. As such, the proposed Project would improve the treatment of stormwater on-site and reduce stormwater pollution on-site. Therefore, impacts would be *less than significant.*

g)-i) The Project site is not located within or near to a FEMA 100-year Flood Zone or any other known flood hazard area or any dam inundation area, thus, *no impact* would occur related to placing housing or structures in a flood hazard area or exposing people or structures to flooding from dam or levee failure.[30]

j) It is not likely that Castro Valley would experience either seiches or tsunamis because of its inland location and the small size of lakes and reservoirs within its boundaries.[31] While mudflows could occur in the areas of Castro Valley near hillsides, the Project site is not located near the hills. Overall, the proposed Project would result in *no impact* related to seiche, tsunami, or mudslide.

IX. LAND USE AND PLANNING Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Physically divide an established community?				**X**
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				**X**
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**

SETTING

The proposed Project is located in Castro Valley in the Central Business District. The Project site is designated as Commercial by the Castro Valley General Plan and zoned Subarea 7 under the Castro Valley Central Business District Specific Plan. Subarea 7 is considered a pedestrian-oriented intensive retail core and permits intensive retail uses throughout the subarea and offices and high density residential on upper stories, to the rear, or in the interior of mixed used developments which front Redwood Road or Castro Valley Boulevard.[32]

[30] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 10-13.

[31] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.10-24.

[32] Alameda County Community Development Agency, *Castro Valley Central Business District Specific Plan*, 1993, pages 56 to 58.

DISCUSSION

a) The site is part of an existing commercial area adjacent to a residential neighborhood. The proposed Project would not physically divide a community, therefore there is no impact.

b) Under the Castro Valley Central Business District Specific Plan (Specific Plan) the site falls within Subarea 7, which is described as intensive retail core. The shopping center, of which the proposed Project is a part, is seen as having the highest development potential for the entire subarea. Allowed uses under the Specific Plan include intensive retail. Further this area of Castro Valley is designated for commercial uses. Since the proposed Project would develop the site with commercial uses which is in keeping with the area's designation for commercial uses and planning for intensive retail, there would be *no impact* resulting from conflicts with applicable land use plans, policies, or regulations.

c) There are no adopted habitat conservation plans or natural community conservation plans within Castro Valley, therefore there would be *no impact* from conflicts with such plans.[33]

X. MINERAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

SETTING

There are no known mineral resources in Castro Valley.[34]

DISCUSSION

a) – b) Since there are no known mineral resources in Castro Valley, the proposed Project would have *no impact* relating to the loss of availability of a known mineral resource or a locally-important mineral resource recovery site.

[33] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 3.1-20.

[34] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 5-2.

XI. NOISE Would the project result in:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		**X**		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**

SETTING

The primary noise sources in Castro Valley stem from traffic, on Interstate 580 and major arterials such as Castro Valley Boulevard and Redwood Road/"A" Street, and passing BART trains.[35] Both the BART tracks and Interstate 580 are located in the southern portion of Castro Valley, however, depending on weather conditions, the sound from these two sources can travel outside the immediate area. Additional noise sources include helicopters associated with the Eden Medical Center, located at 20103 Lake Chabot Road. Additional details are available in the Noise Technical Memorandum included as Appendix E of this Initial Study.

DISCUSSION

a) Concerns for noise exposures in excess of established standards would fall under (i) noise compatibility with respect to the County General Plan, (ii) on-site noise sources, and (iii) project-related traffic noise.

i) Noise Compatibility

The Alameda County Noise Element contains goals, objectives, and implementation programs for the entire County to provide its residents with an environment that is free of excessive noise and promote compatibility of land uses with respect to noise. The County-wide Noise Element does not explicitly specify an acceptable outdoor noise level for the backyards of homes or common outdoor spaces of multi-family housing projects, however the noise element does recognize the noise level standards for residential land uses of an exterior L_{dn} of 55 dBA and an interior L_{dn} of 45 dBA identified by the Federal

[35] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 3.8-2.

Environmental Protection Agency (EPA) as those requisite with the protection of public health and welfare, with an adequate margin of safety. The Noise Element also references noise and land use compatibility standards developed by an Association of Bay Area Governments (ABAG)-sponsored study. The ABAG study establishes that a CNEL (approximately equivalent to the L_{dn} noise metric[36]) of 65 dBA or less is expected to result in little noise impact on residential land uses, that levels between 65 and 70 would produce moderate impacts, and that a CNEL above 70 dBA would cause significant impacts.

Since the proposed Project is simply an extension of the existing shopping center and its current commercial/ retail configuration, there would be no change to the fundamental noise conditions for the area. Thus, the Project will present no significant impacts to land use compatibility and will have a *less-than-significant* impact.

ii) On-Site Noise Sources

The Project would generate noise from vehicles traveling to and from the Project site (discussed below), truck loading/unloading, and stationary-source noise associated with machinery and heating, ventilation, and air conditioning (HVAC) equipment. Project operation including machinery and HVAC units would be required to be installed to comply with the applicable noise standards, which requires that noise at nearby commercial land uses does not exceed 65 dBA for a cumulative period of more than 30 minutes in any hour (equivalent to the L_{50} noise metric) during the daytime and not more than 60 dBA L_{50} during the nighttime.[37] These limits would apply to the adjacent dental offices to the east, which are approximately 65 feet from the eastern façade of the proposed building. The nearest residential land uses are beyond the dental offices to the east (approximately 130 feet from the Project building) and across Jamison Way to the north (approximately 90 feet from the Project building). For these residential receptors, the basic noise standard limits noise to 50 dBA for a cumulative period of more than 30 minutes in any hour (equivalent to the L_{50} noise metric) during the daytime and not more than 45 dBA L_{50} during the nighttime[38].

Truck deliveries will take place three to four times per week except during the fourth quarter when they could be six to seven times per week. Delivery times could be as early as 5:00 a.m. and as late as 11:00 a.m. Trucks will be 33 feet in size and all delivery truck maneuvering will take place in the parking lot which is within the shopping center. Deliveries and trash haul-off will only occur on the delivery ramp (the east side of the building) and these activities will screened by the building from residential streets. Additional sound attenuation for this ramp area will be provided by a wall 11 feet tall that would extend from the northeast corner of the building. This design feature is expected to provide between 10 and 20 dB of sound attenuation for delivery/haul-off noise propagating to the northeast and east of the Project site. While early-morning deliveries may be audible (particularly, the back-up alarm 'beeping') at the

[36] For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated as such in this assessment.

[37] In addition to the basic L_{50} standard (i.e. noise levels above the standard for 30 minutes of any given hour), the code limits daytime noise at *commercial* receptors to less than 70 dBA for a cumulative period of more than 15 minutes in any hour (L_{25} metric), 75 dBA for a cumulative period of more than 5 minutes in any hour (L_8 metric), 80 dBA for a cumulative period of more than 1 minutes in any hour (L_2 metric), or a maximum ($L_{max} = L_0$) of 85 dBA. All these limits are reduced by 5 dB for the nighttime period (i.e., 10:00 p.m. to the following 7:00 a.m.).

[38] In addition to the basic L_{50} standard (i.e. noise levels above the standard for 30 minutes of any given hour), the code limits daytime noise at *residential* receptors to less than 55 dBA for a cumulative period of more than 15 minutes in any hour (L_{25} metric), 60 dBA for a cumulative period of more than 5 minutes in any hour (L_8 metric), 65 dBA for a cumulative period of more than 1 minutes in any hour (L_2 metric), or a maximum ($L_{max} = L_0$) of 70 dBA. All these limits are reduced by 5 dB for the nighttime period (i.e., 10:00 p.m. to the following 7:00 a.m.).

closest residences, these noises will be relatively short-lived and are not expected to exceed the applicable requirements of the County Noise Code; even with the 5 dB more-restrictive limitations for deliveries between 5:00 a.m. and 7:00 a.m. Likewise, noise from operation of the compactor machinery is anticipated to comply with the daytime requirements of the Noise Code given the sound attenuation afforded by the noise-blocking features of the delivery/haul-off area. Lastly, noise emissions from on-going operations of the heating, ventilation, and air conditioning (HVAC) equipment will be comparable to similar equipment at the center's other, existing buildings and at comparable distances/orientations to the nearest residences across Jamison Way. As such, compliance with the Noise Code is also anticipated for normal operations of this HVAC equipment. Since all on-site noise sources are expected to operate within County Noise Code limits, these noise emissions would be *less than significant* and no mitigation measures are necessary.

iii) Roadway Noise Exposure

In lieu of an incremental noise increase standard in the Alameda County Noise Element, a conservative increment of 3 dB was chosen as the threshold for a significant impact due to project-related traffic. To increase traffic noise levels by more than 3 dB, project-related vehicle flows would have to double the existing roadway volumes.[39] As discussed in Section XV, Transportation and Traffic, operation of the proposed Project would generate 1,073 average daily vehicle trips (ADT). According to the traffic study, the majority of the trips generated would be distributed onto Redwood Road and Jamison Way.[40] The existing vehicle volumes range from approximately 1,360 average daily trips along Jamison Way to between 20,660 and 21,660 daily vehicle trips along Redwood Road.[37,41] Based on the traffic study, project-generated trips would result in increases from 0.0 to 0.2 dB in the ambient noise environment when compared to the existing conditions. Such small increases in traffic noise and would be completely negligible. In addition, as the Project is proposed retail, and would be consistent with the other surrounding retail land uses, it would generate similar types of vehicle trips and would not introduce new types of mobile-source noise. Therefore, project-generated traffic would not substantially increase ambient noise levels and traffic noise impacts at off-site locations would be less *than significant*.

b) Groundborne vibration due to the Project may be of concern during the construction phase and for on-going operations. For the latter, **s**ince the Castro Village project would result only in the addition of a new retail store to an existing shopping center and since there are no significant vibration-generating sources as part of the proposed Project**,** on-going operations would not generate substantial levels of vibration. Therefore, this potential impact requires no further analysis.

Construction activities, however, can generate varying degrees of ground vibration, depending on the construction procedures, the equipment items used, and the proximity to vibration-sensitive uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Ground vibrations from construction activities rarely reach levels that can damage structures, but can achieve the perceptible ranges in buildings close to a construction site.

[39] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

[40] Abrams Associations, *Traffic Engineering Review of Proposed TJ Maxx Store in the Castro Village Shopping Center,* November 14, 2012.

[41] Assumes that the PM-peak hour turning volumes represent 10 percent of average daily trips, per common practice in the traffic and transportation industry.

For this Project, construction would involve on-site activities to demolish the existing structures, to grade the lots, and to construct the buildings (and the associated parking and driveway areas). Heavy earthmoving equipment would be required during the grading phase. However, since the site is essentially flat, grading quantities have been estimated at 1,500 cubic yards of cut and 2,000 cubic yards of fill to provide the necessary store pad elevation and site drainage. It is expected that the grading portion of the construction would last for a few weeks during the total construction duration of approximately six months.

i) Architectural Damage from Groundborne Vibration

The nearest structure from the Project site boundary is the commercial/office building located approximately 65 feet to the east. The thresholds at which there is a risk of architectural damage are 0.5 inch per second (in./sec.) peak particle velocity (PPV) for reinforced concrete, steel, or timber buildings. The threshold at which there is a risk of architectural damage to normal houses with plastered walls and ceilings is a peak particle velocity (PPV) of 0.2 inches per second (in/sec) (See the Noise Technical Memorandum included in Appendix E). Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting, but none of these activities are anticipated for the proposed Project. Loaded truck and heavy earthmoving equipment typically generate vibration levels of less than 0.1 inches per second PPV at a reference distance of 25 feet.[42] Given the distance to the nearest receptor buildings (i.e. 50 feet to existing offices/stores to the west, 65 feet to the dental office to the east, and 90 or more feet to the nearest houses to the north) and the lack of extensive earthwork (such as subterranean facilities), there would be no risk of architectural damage at nearby buildings and potential damage impacts would be *less than significant*.

ii) Annoyance from Groundborne Vibration

While groundborne vibration dissipates rapidly with distance (from the source to the receptor building), the use of heavy construction equipment may generate sporadic vibration levels that could be perceptible at the adjacent commercial building and/or the closest residences during the grading portion of the construction phase. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames (i.e. groundborne noise effects). It is typically not perceptible outdoors and, therefore, impacts are normally based on the distance to the nearest building.[43] The FTA criterion for perceptible levels of vibration (i.e., the onset of annoyance) during the daytime is 78 VdB for residential uses and 84 VdB for offices and other, non-sensitive uses. Nominally, the 78 VdB threshold would apply to the houses to the east and north of the Project site, both along Jamison Way, while the 84 VdB threshold would apply to the existing offices/stores to the west and to the dental offices to the east. However, since the dental office involves the use of precision power tools, fine tolerances, and exacting processes, a conservative approach would be to employ the more-restrictive 78 VdB threshold to this receptor location. Such an approach would be consistent with providing a reassuring and calm environment for both the dental staff and their patients with respect to potential vibration intrusions during procedures.

For the 84 VdB threshold, the distance that a large bulldozer[44] or a loaded truck would be expected to generate groundborne vibration levels that would be above the onset of annoyance is approximately 40

[42] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

[43] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

[44] A "large" bulldozer is taken to have operating weights from 85,000 to 230,000 pounds; approximately equivalent to Caterpillar D8 to D11 class machines. A "medium" bulldozer is taken to have operating weights from 28,000 to 57,000 pounds;

feet. As all commercial uses are beyond this range, there would be no significant vibration effects from Project construction at these receptors. Likewise, the nearest homes are at least 90 feet from Project activities, so expected vibration levels, even from heavy equipment such as a large bulldozer, would be at least 2 dB below the significance threshold. Residential structures farther from the Project site would have lower vibration effects, due to the greater distances between the sources and the receptors (for example, houses at 200 feet from the nearest heavy construction equipment would have predicted levels 9 to 10 dB below the significance threshold). Thus, all existing retail uses and the nearby residential land uses would be expected to be below the significance threshold for on-site vibration activities; even from large bulldozers or loaded haul trucks. With the conservative threshold for the dental offices, though, the use of heavy bulldozers near the Project site eastern boundary would result in estimated groundborne vibration levels of 79 VdB at the nearest portion of the dental offices; or 1 dB above the significance level. If vibratory rollers are employed near the Project site eastern boundary, then estimated vibration levels would be approximately 86 VdB, which is 8 dB over the conservative threshold and 2 dB above the nominal threshold (for typical office buildings). Therefore, depending on the construction equipment employed at the site, its use in grading and site preparation activities, and its proximity to the dental offices, a potentially *significant* groundborne vibration impact may result. The following mitigation measure is intended to reduce these potential impacts.

Mitigation Measure NOISE-1: The Project contractor shall prepare a construction vibration control plan prior to commencement of construction activities. Specification of the approved vibration control measures shall be included in all construction documents and implemented during construction activities. The construction vibration control plan shall include the following:

- At least six weeks prior to the beginning of any site disturbance activities, the Project manager shall meet with the Project contractor to discuss the minimization for using vibratory rollers and/or 'large' or 'medium' bulldozers and/or large haul trucks at the Project site; particularly near the site boundaries. Alternatively, less vibration-intensive methods for demolition, site preparation, and/or grading processes ('less-intensive' as compared to large bulldozers, large haul trucks, and vibratory rollers) is recommended.
- One month prior to the beginning of any demolition, site preparation, and/or grading activities, the Project contractor shall coordinate with all residences, businesses, retail establishments, and office users that are within 150 feet of any project site boundary regarding the (a) proposed construction schedule, (b) expected equipment usage, and (c) likelihood of vibration (and noise) disturbances from construction activities.

The Project contractor shall coordinate with the dental office management no less than three working days prior to the use of vibration-producing equipment in proximity to the dental building. Specifically, this coordination shall take place if (a) medium or large bulldozers are to be used within 75 feet of the dental building or (b) loaded trucks are to be used within 75 feet of the dental building or (c) vibratory rollers are to be used within 150 feet of the dental building. To avoid potential vibration impacts at the dental offices, the use of the above types of equipment within the indicated distances is encouraged to take place during the allowable hours on Saturdays and/or Sundays for construction activities; namely, between 8:00 a.m. and 5:00 p.m. on weekend days.

- The above coordination between the Project contractor, the Project manager, the nearby retail and residential uses, and the nearby office uses shall continue on an as-needed basis throughout the construction phases of the Project to minimize or avoid potential disruption of off-site

approximately equivalent to Caterpillar D6 and D7 class machines. A "small" bulldozer is taken to have operating weights below 20,000 pounds; approximately equivalent to Caterpillar D3 to D5 class machines (or smaller).

commercial and/or medical activities. To that end, the Project contractor shall appoint a designated noise and vibration contact person who will be responsible for addressing noise and vibration issues during the construction period. The contact person's phone number shall be made available to all interested parties, including County staff. Legitimate complaints or concerns shall be addressed within 24 hours of the receipt of communications from any off-site party.

- Large haul trucks shall follow a speed limit of 15 miles per hour while on the Project site.
- Discontinuities between roadway surfaces, paved or bare dirt, shall not exceed three inches. Any potholes deeper than three inches below the surrounding grade level and any bumps larger than 3 inches above the surrounding grade level shall be filled-in or flattened as quickly as possible.

Significance After Mitigation: With the above mitigation measure, annoyance impacts from groundborne vibration during the construction phase will be reduced to less than significant levels at the dental offices. All other nearby receptors, while below the threshold of significance without the Mitigation Measure, will be exposed to further-reduced vibration effects as a by-product of mitigation implementation.

In summary, vibration from construction equipment would normally be imperceptible at the nearby receptors, except during occasional periods of heavy activity that will be at the closest portions of the Project site. Even with occasional perceptibility, vibration impacts for both architectural damage and annoyance would be *less than significant* with the delineated Mitigation Measure.

c) As described in Item a) above, increases in noise levels related to the proposed Project would not significantly increase ambient noise levels in the vicinity of the Project site; either from increased traffic flows or from on-going operations (of on-site equipment). Therefore, there would be no substantial permanent increase in ambient noise levels due to the Project and permanent noise impacts would be *less than significant*. No mitigation measures are necessary.

d) Temporary noise impacts due to the Project would primarily involve the short-term activities of the construction phase. The proposed Project requires construction of the proposed commercial/retail building along with the associated parking lot and driveways. Prior to the erection of the building, demolition of three existing houses and an existing self-service car wash will take place. Total construction would last approximately six months and the grading/site preparation portion is expected to last for a few weeks. Construction noise would be associated with vehicles entering and leaving the Project site as well as from on-site equipment activities.

i) Construction-related Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways and on properties adjacent to the site. The primary access routes for construction vehicles would be Redwood Road and Castro Valley Boulevard, with equipment and personnel generally avoiding the use of Jamison Way and the associated residential uses.

Although there would be a relatively high single-event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), given the size of the proposed Project, the expected volume of workers and trucks is relatively low. Specifically, the existing roadway volumes are between 20,660

and 21,660 daily vehicle trips along the key construction route, Redwood Road.[45] The envisioned worst-case scenario of 45 worker/vendor daily trips,[46] when compared to the existing daily volumes represents project-generated increments of less than ¼ percent (i.e., 45/22,000 = 0.21%). The corresponding increment in traffic noise is much less than 0.1 dB, which is a totally negligible increase. In addition, the truck trips would be spread throughout the workday and would primarily occur during non-peak traffic periods. Therefore, noise impacts from construction-related truck traffic would be less than significant at noise-sensitive receptors along the construction routes and no mitigation measures are necessary

ii) On-Site Construction Equipment and Activities

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Noise levels are the average noise levels for each construction phase. Each stage involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics.

Noise levels from construction activities are usually dominated by the loudest piece of construction equipment. Noise levels from project-related construction activities were calculated from the use of all applicable construction equipment and located at the center of the indicated activity zone. The distances from Project construction zones to the nearest existing noise-sensitive receptor structures and are shown in Table 6. These structures include residential buildings located to the east, north, and west of the Project site, as described above in the vibration section. These measurements are the distance from these sensitive structures to the approximate center of the Project site.

Table 6 Average Construction Noise Levels[a] (dBA L_{eq})

Construction Phase	Residences North of Project Site (145 Feet)	Residences East of Project Site (235 Feet)	Residences South of Project Site (420 Feet)
Ground Clearing/Demolition	75	71	66
Excavation	80	76	71
Foundation Construction	69	65	60
Building Construction	76	72	67
Finishing and Site Cleanup	80	76	71

[a] Assuming all applicable equipment is in use…noise levels as reported in Bolt, Beranek, and Newman, 1976 are used based on the construction equipment mix provided by the Project applicant.
Source: Bolt, Beranek and Newman 1976, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971 based on analysis for office building, hotel, hospital, school, and public works projects.

As shown in the table, average noise levels at the nearest existing residential properties would range from 60 to 80 dBA L_{eq} during the approximate 4.5-month duration of construction activities. The highest potential noise exposure would be from grading operations. While the magnitude of the average noise

[45] Abrams Associations, *Traffic Engineering Review of Proposed TJ Maxx Store in the Castro Village Shopping Center,* November 14, 2012.

[46] This is calculated from Air Quality modeling programs using default values for this type and size of project. Also, this is a worst-case scenario as the building construction, paving, and architectural finishing phases were conservatively assumed to overlap; leading to a higher evaluated number of vendor trips than would realistically happen in practice.

levels may at times be higher compared than the ambient noise environment, construction activities would fluctuate throughout the workday because equipment would not be in use at one location for an extended period of time. In addition, completion of the proposed retail building exterior shell would attenuate noise from interior construction activities. Furthermore, construction activities would comply with the Alameda County Code that limits the hours of construction from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturdays and Sundays. Thus, construction activities would generally be restricted to the least noise-sensitive portions of the day, and maximum noise levels would be infrequent throughout the workday.

In summary, the Project would involve off-site construction vehicle trips and the use of (on-site) construction equipment; both of which have the potential to generate short-term, intermittent noise from construction-related activities that could be audible to adjacent receptors. However, the construction-related vehicle trips would contribute inconsequential noise levels to the existing traffic flows. Further, the on-site activities would comply with the Alameda County Code with respect to hours of allowable construction activities. Therefore, noise impacts from construction activities would be *less than significant* at noise-sensitive receptors and no mitigation measures are necessary.

e) The proposed Project is not within an airport land use plan or within 2 miles of a public airport or public-use airport. The nearest public airport or public-use airport is the Hayward Air Terminal/Executive Airport (FAA designator HWD) which is 3.65 miles to the southwest of the site.[47] This is a general aviation airport which predominantly serves small, single-engine airplanes.[48] The closest commercial airport is Oakland International Airport (OAK) which is 8 miles to the west-northwest of the Project site.[49] The proposed Project would not expose people to excessive noise levels; therefore, *no impact* would occur.

f) The nearest private airport/airstrip is the Sutter Medical Center Castro Valley Heliport (FAA designator 0CA1) which is 0.75 miles to the west of the site.[50] This facility is primarily used for medevac helicopter operations to the hospital. Helicopter take-offs and landings are at a sufficient distance from the Project site that these aircraft operations would not substantially increase noise levels at the Project site. Further, helicopter operations in the area are infrequent, sporadic, and short-term. People at the Project site (which is not a noise-sensitive land use) would not be exposed to excessive noise levels from helicopter operations, and there would be no private airstrip noise impacts. Therefore, *no impact* would occur.

XII. POPULATION AND HOUSING Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of			**X**	

[47] AirNav.com, http://www.airnav.com/airport/HWD, accessed on October 29, 2012.
[48] AirNav.com, http://www.airnav.com/airport/HWD, accessed on October 29, 2012.
[49] AirNav.com, http://www.airnav.com/airport/OAK, accessed on October 29, 2012.
[50] AirNav.com, http://www.airnav.com/airport/0CA1, accessed on October 29, 2012.

XII. POPULATION AND HOUSING Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			**X**	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			**X**	

SETTING

In 2005, Castro Valley had an estimated population of 60,200 and an estimated 23,200 housing units and according to its General Plan, will be able to accommodate a population of 64,935 and 25,290 housing units by 2025.[51] Additionally, Castro Valley is expected to accommodate an estimated 1,460 new jobs by 2025.[52]

DISCUSSION

a) i) Direct Growth Inducement

The proposed use does not include any housing, but does include commercial use that would provide employment opportunities. The existing site is developed with commercial (i.e. self-serve car wash) and residential uses. With the proposed Project, there is a potential for more jobs to be created in the proposed department store than are currently provided at the existing car wash, which, as a self-serve establishment provides very few jobs. However, the Alameda County Community Development Agency estimates that 46 percent of new jobs will be located in the Central Business District.[53] Additionally, the estimated number of employees will range between 55 and 60, which is well within the anticipated job growth in Castro Valley as envisioned in the Castro Valley General Plan. Since employment growth is already anticipated in the Project area and the expected increase in employment associated with the proposed Project would be minimal, there would be a *less than significant* impact relating to direct population growth inducement.

ii) Indirect Growth Inducement

The proposed Project would rely on existing infrastructure and roads, with the exception of improving entry/egress points and extending existing storm drain piping to service new and internal to the Project site, storm water treatment/bioretention areas. Additionally, the proposed Project is within a highly developed area. Therefore, the proposed Project would not indirectly induce growth and *no impact* would occur.

b)-c) There are three houses on the Project site which would be demolished with the proposed Project. However, three housing units, or 0.01 percent of existing housing units, does not represent a substantial number of existing housing or people and would not require the construction of replacement housing

[51] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 2-24.
[52] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page E-4.
[53] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 2-26.

elsewhere. Therefore, the proposed Project would have a *less-than-significant* impact on displacing substantial numbers of existing housing or people.

XIII. PUBLIC SERVICES	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			**X**	
ii) Police protection?			**X**	
iii) Schools?			**X**	
iv) Parks?			**X**	
v) Other public facilities?			**X**	

SETTING

The Alameda County Fire Department provides fire protection to Castro Valley. There is a fire station (Alameda County Fire Station 25) within approximately 1,200 feet of the Project site at 20336 San Miguel Ave, between Castro Valley Blvd and Jeanine Way.[54]

Police protection is provided to Castro Valley by the Alameda County Sheriff's Office.

Although four school districts serve the Castro Valley area, the Project site is located within the boundaries of only one, the Castro Valley Unified School District.[55] The Castro Valley Unified School District has the capacity for increased enrollment at the elementary, middle, and high school level.

There are 5,915 acres of park and open space area in Castro Valley—including 325 acres of neighborhood and community parks.[56] This is equivalent to approximately 5.3 acres of parkland for every 1,000 residents—similar to the 5.0 ratio for Hayward and a far higher ratio than nearby City of San Leandro or unincorporated San Lorenzo. There are several joint use (i.e. associated with a public school) parks near the Project site, as well as two recreation centers.[57]

[54] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 8-9.
[55] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, pages 8-22 to 8-25.
[56] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 8-6.
[57] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, pages 8-6 to 8-8.

Castro Valley is part of the Alameda County Library system and has a newly constructed library located within 1,600 feet of the Project site at 3600 Norbridge Avenue.[58]

DISCUSSION

a) (i) Upon completion, the proposed Project would not include any new residential units, but would include a new department store. This new department store would be subject to the California Building Code and its fire safety requirements. Additionally, the Alameda County Fire Department anticipates that it will be able to adequately respond to any increase in service calls generated by the proposed Project with existing personnel and equipment, and that the proposed Project would not require the construction of new or expansion of existing facilities.[59] Therefore, there would be a *less-than-significant* impact related to the provision of fire protection services resulting from the proposed Project.

(ii) The proposed Project, when complete and fully occupied, would increase the number of people at the Project site and may also result in an increase in visitors to the new store. The increase in employees and visitors, may somewhat increase demands for police services. However, there are adequate police services and facilities to accommodate growth envisioned under Castro Valley General Plan, of which the proposed Project would represent a small portion.[60] Therefore, there would be a *less-than-significant* impact related to the provision of police protection services resulting from the proposed Project.

(iii) Typically, student generation rates (i.e. the estimated number of children anticipated with the building of new dwelling units) are associated with residential units. The proposed Project would construct a new department store and does not include any residential units. Also, as mentioned earlier, the proposed Project would add 55 to 60 jobs to the area, but is unlikely to increase employment (and consequently, population) substantially. Any new employees with school-age children moving to Castro Valley to work at the new department store would have the option to enroll their children in the Castro Valley Unified School District, which has the capacity to accept additional students. Therefore, the proposed Project would not require new or physically altered school facilities, and a *less-than-significant* impact would occur.

(iv) Although the proposed Project includes no residential component, and would not bring any new residents to Castro Valley, it potentially would bring some new employees. However, as mentioned previously, the increase in employment associated with the Project is unlikely to be substantial. While there may be some increased use of parks by new employees, there are parks in the vicinity of the proposed Project, and Castro Valley has a high parkland ratio in comparison to neighboring areas. Also, employees would be expected to utilize the parkland for mainly passive recreation, with minimal impacts to existing parkland. Therefore, potential impacts would be *less than significant.*

(v) The new Castro Valley Library opened in October 2009 and has the capacity to expand its collection by 50 percent.[61] As mentioned above, the proposed Project would not directly increase the numbers of residents in Castro Valley, although it will slightly increase employment. Employees associated with the proposed Project would have the option to use the Castro Valley Library, which has the capacity to

[58] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 8-32.

[59] Snodgrass, Robert. Deputy Fire Marshall, Alameda County Fire Department. Personal communication with Melissa K. McDonough, The Planning Center | DC&E, October 29, 2012.

[60] Alameda County Community Development Agency, Castro Valley General Plan EIR, April 2007, page 3.3-14.

[61] Alameda County Library, Castro Valley, http://www.aclibrary.org/branches/csv/default.asp?topic=CastroValley&cat=CSVHome, accessed on October 30, 2012.

expand its collection within the existing structure Therefore, the proposed Project would not require new or physically altered library facilities, and a *less-than-significant* impact would occur.

XIV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

SETTING

As described earlier, there are 5,915 acres of park and open space area in Castro Valley—including 325 acres of neighborhood and community parks.[62] This includes 20 local and joint use school parks, 8 community parks, 6 special use facilities and community centers, and 5 regional parks and trails.[63]

DISCUSSION

a) - b) As mentioned previously, the proposed Project would not include residential uses. The proposed Project would provide some new employment, but the increase in potential employees would not be substantial. Additionally, given the amount and variety of parks and recreational facilities available for public use in Castro Valley, additional employees resulting from the proposed department store would not be expected to increase the use of recreational facilities to the extent that substantial deterioration would occur. Also, the proposed Project does not include recreational facilities. Therefore, this would be a *less-than-significant* impact relating to deterioration, construction, or expansion of recreational facilities.

XV. TRANSPORTATION AND TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel			**X**	

[62] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 8-6.
[63] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, pages 8-6 to 8-13.

XV. TRANSPORTATION AND TRAFFIC Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			**X**	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				**X**
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
e) Result in inadequate emergency access?				**X**
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			**X**	

The following discussion and analysis is based on the traffic engineering review prepared by Abrams Associates and included in Appendix F of this Initial Study.

SETTING

Roadway Network

Primarily, local access to the Project site is provided by Castro Valley Boulevard, Redwood Road, and Jamison Way. Castro Valley Boulevard is located to the south of the Project site and is an east-west arterial with two lanes in each direction. Adjacent to the eastern portion of the Project site, Redwood Road is a north-south arterial with two lanes in each direction. Most intersections along Redwood Road are signalized, including an existing signal at the Safeway Shopping Center driveway. Jamison Way, a two-lane, east-west collector street, is located adjacent to the northern portion of the Project site. There is parking along both sides of Jamison Way and stop signs at Santa Maria Road to the west and Redwood Road to the east. Finally, the Project site is located in the northeast corner of a larger shopping center. This shopping center can be accessed from several driveways on Redwood Road and one on Santa Maria Avenue, which although not adjacent to the Project site, could be used to access the Project site. Access to the Project site is also available via two driveways (an unsignalized driveway to the north and a signalized driveway to the south) along Redwood Road and one along Jamison Way.

Bicycle and Pedestrian Facilities

There are no existing bicycle facilities on roads adjacent to the Project site, however, there are bikeways proposed for Castro Valley Boulevard and Redwood Road.[64] Pedestrian facilities are limited, but include sidewalks along Redwood Road, Castro Valley Boulevard, and portions of Jamison Way, as well as some marked crosswalks and curb ramps. However, a series of pedestrian improvements were prioritized in the 2006 Alameda County Pedestrian Plan for Unincorporated Areas including streetscape improvements to Castro Valley Boulevard (e.g. crosswalk enhancements, bulb outs), pedestrian safety improvements to the Castro Valley Boulevard and Redwood Road intersection, and traffic signal timing improvements along Castro Valley from Redwood Road to Marshall street (i.e. to reduce peak period car delay).[65]

Transit Service

The Project site is located slightly more than ⅓-mile from the Castro Valley BART station.[66] Several AC Transit Routes run adjacent to the Project site and have stops in the immediate vicinity, including routes 51, 80, 84, 87, 91, and M.

Traffic Volumes

Both the existing peak traffic volumes along Redwood Road at the northern and southern driveways and the turning movement counts at the intersection of Jamison Way and Redwood Road were determined by observations in the field. Observations reveal that the peak period of activity occurs in the late afternoon, with light morning traffic giving way to significantly higher afternoon traffic. Very low traffic volumes were observed at the unsignalized north driveway along Redwood Road. Additionally, there was no unusual congestion or delay evidenced at either the unsignalized north driveway or the signalized south driveway along Redwood Road. Further, there was no interference with through traffic on Redwood Road associated with queuing in the left turn lanes at the intersection of Jamison Way and Redwood Road.

Movement along Jamison Way itself operates at LOS D/E. Additionally, the existing peak hour volume for the Jamison Way and Redwood Road intersection is close to meeting one of the Caltrans traffic signal warrants guidelines.

Intersection Levels of Service

The Castro Valley General Plan includes Policy 6.2-1, which adopts and implements a level of service (LOS) policy requiring that an LOS of E or better be applied to Congestion Management Program (CMP) roads (e.g. Castro Valley Boulevard and Redwood Road) and that an LOS of D or better be applied to all non-CMP roadways during peak travel periods.[67] Along Redwood Road, the signalized south driveway currently operates at LOS B and the unsignalized north driveway currently operates at LOS A. The Jamison Way and Redwood Road intersection currently operates at LOS A.

Flight Paths

The Project site is 3.65 miles from the nearest public airport and is not within 2 miles of a private or public airstrip, nor within an area covered by an airport land use plan. There are, however, the Sutter Medical Center Castro Valley Heliport is 0.75 miles west of the site. The Project site is not known to be in a flight path at this time.

[64] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.4-28 to 3.4-31.

[65] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, pages 6-29 to 6-33.

[66] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 6-21.

[67] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, pages 6-14 to 6-15.

DISCUSSION

a) Trip Generation

Using trip generation calculations based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, the proposed Project would result in an average daily trip total of 1,073 trips, and an additional 93 vehicle trips during the peak hour. Of the 93 vehicle trips occurring during the peak hour, 46 of those trips would enter the Project site and 47 would exit the Project site. This analysis does not take into consideration the likely reduction in traffic associated with the closure of the car wash.

Trip Distribution

The proposed Project would distribute traffic between six driveways, with approximately 25 percent of the new traffic entering from the unsignalized north driveway on Redwood Road and 10 percent from the driveway on Jamison Way. This would result in an additional 23 vehicle trips per hour at the unsignalized north driveway on Redwood Road and an additional 9 trips per hour on Jamison Way.

Traffic and Redwood Road

Both the signalized south driveway and the unsignalized north driveway would continue to operate at existing LOS with the additional traffic associated with the proposed Project. Queuing length would increase somewhat in the left turn lanes at the unsignalized north driveway under the proposed Project. However, the increase in queuing length would be minimal and there is no reasonable mitigation measure which could completely prevent this.

Traffic and Jamison Way

The intersection of Jamison Way and Redwood Road would experience a slight increase in vehicle delays, but the Project increase is small (i.e. 2.0 seconds increase of vehicle delay and addition of 5 vehicle trips per hour) and would only occur with the diversion of traffic from other Project site driveways. Based on the traffic study prepared by Abrams Associates (included as Appendix F of this Initial Study), no changes to the traffic control devices on Jamison Way would be required as a result of vehicle trips associated with the proposed Project.

In summary, under the proposed Project, the increases in trip generation and changes in trip distribution would not result in LOS which conflict with General Plan Policy 6.2-1, nor would they result in queuing problems or associated blockages or backups. Therefore, there would be a *less-than-significant* impact relating to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

b) Redwood Road, a CMP road, is required by the General Plan to have a LOS E or better. Under the proposed Project, along Redwood Road, the signalized south driveway would continue to operate at LOS B and the unsignalized north driveway would continue to operate at LOS A.

Jamison Way, a non-CMP road, is required by the General Plan to have a LOS D or better. Overall, the intersection operates at LOS A. However, during PM peak hour the intersection of Jamison Way and Redwood Road currently operates at LOS D/E. With the addition of traffic associated with the proposed Project, Jamison Way would continue to operate at a LOS D/E during the PM peak hour. The Abrams report states that the intersection operates within the County's capacity standards.

Since Redwood Road, Jamison Way, and the Jamison Way and Redwood Road intersection would not conflict with an applicable congestion management program under the proposed Project, there would be a *less-than-significant* impact.

c) The Project site is not known to be within any flight paths and thus would not result in a change in air traffic patterns. Therefore, there would be *no impact*.

d) The Project proposes an increase in density of existing uses within the Project site in an area surrounded by residential and auto-oriented commercial uses. The proposed Project itself will not result in an incompatible use that could substantially increase hazards. Additionally, all design features of the Project site, including ingress/egress driveways, and pedestrian facilities would be subject to the local requirements.

As a result, the proposed Project would not substantially increase hazards due to a design feature, and a *less-than-significant* impact would occur.

e) Emergency vehicle access would be provided from multiple, existing access points: two driveways along Redwood Road, one along Jamison Way, two along Castro Valley Road, and one along Santa Maria Avenue, and from internal roadways. The proposed Project would not result in inadequate emergency access; therefore, there would be *no impact*.

f) Transit Facilities

There is a bus stop located adjacent to the Project site near the signalized south driveway on Redwood Road. The Castro Valley General Plan includes Goal 6.4-1 "Increase transit ridership and ridesharing with better service to residences, employment, schools, and medical services." The proposed Project may lead to some increase in transit use, which would be in support of adopted policy. Additionally, because the share of retail trips made by bus is typically quite low, any increase in bus trips generated by the proposed Project is not expected to exceed the carrying capacity nor affect the safety of the existing bus service in the vicinity. Therefore, the proposed Project would not conflict with adopted policies, plans, or programs, nor would it decrease the performance or safety of transit, and there would be a *less-than-significant* impact.

Bicycle Facilities

There are no bike paths, bike ways, or bike lanes in the vicinity of the Project site, although there are some proposed for the area. Goal 6.5-1 of the Castro Valley General Plan calls for the expansion and improvement of local bikeway connections and the provision of a safe environment for bicycle travel throughout the community. The proposed Project would not expand or improve bikeway connections. However, the additional vehicle traffic associated with the proposed Project could somewhat exacerbate safety concerns for bicyclists. As mentioned previously, the increase in traffic would be minimal and thus any related safety concerns would also be minimal. Similar to bus trips, the share of retail trips made by bicycle is also typically low and thus would not exceed the bicycle carrying capacity of streets surrounding the Project site. Overall, the proposed Project would not conflict with adopted policies, plans, or programs, nor would it decrease the performance or safety of bicycle facilities, and would have a *less-than-significant* impact on bicycle facility safety and performance.

Pedestrian Facilities

As mentioned previously, pedestrian facilities adjacent to the proposed Project primarily consist of sidewalks, crosswalks, and ramps. Some intersections are also signalized. The Castro Valley General

Plan includes Goal 6.6-1, "Provide a safe and attractive walking environment accessible for all users, particularly disabled users, seniors, transit users, and children." The small increase in traffic associated with the proposed Project, as mentioned earlier, could slightly exacerbate safety concerns, but is only likely to be a minor difference from existing conditions. Additionally, some of the improvements relating to pedestrian safety called for in the 2006 Alameda County Pedestrian Plan for Unincorporated Areas would help ensure a safe walking environment in the area. The proposed Project would add trees and landscaping to the area which could add to the attractiveness of the walking environment in support of Goal 6.6-1. The proposed Project would not conflict with adopted policies, plans, or programs, nor would it decrease the performance or safety of pedestrian facilities, and would have a *less-than-significant* impact on pedestrian facility safety and performance.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				**X**
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
g) Comply with federal, State, and local statutes and regulations related to solid waste?			**X**	

SETTING

Wastewater and Sewer

In Castro Valley, wastewater and sewer services are provided by the Castro Valley Sanitary District and sewage is treated by the Oro Loma/Castro Valley Water Pollution Control Plant.[68] Castro Valley's

[68] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.3-7 to 3.3-8.

average daily dry weather flows are 3.7 million gallons per day (MGD) and its share of the Oro Loma/Castro Valley Water Pollution Control Plant capacity is 5.0.[69]

Storm Drainage

Storm water in Castro Valley flows into storm drains, canals, and pipelines to San Lorenzo Creek or to creeks and channels, all of which ultimately drain to San Francisco Bay.[70]

Water Supply

East Bay Municipal Utilities District (EBMUD) provides water to Castro Valley, primarily drawn from the Mokelumne River in the Sierra Nevada Mountains, but also relies on runoff from local watersheds and storage in reservoirs.[71] According to the 2010 Urban Water Management Plan, EBMUD does not have sufficient supply to meet future demand under drought conditions.[72] EBMUD has planned recycled water projects and water conservation programs in place to address future supply insufficiency. District-wide, EBMUD reports that single-family residential customers account for 46 percent of water use, while, in comparison, commercial customers only account for 9 percent of water use.[73]

Solid Waste Disposal

Solid waste collection and disposal is managed by the Castro Valley Sanitary District.[74] Solid waste is transported to the Davis Street Transfer Station and eventually to the Altamont Landfill.

DISCUSSION

a) The proposed Project would remove the 6-inch sewer line serving the existing residential buildings and add a new sewer line connecting to the existing sewer manhole on-site. The new retail building will generate wastewater, but the amount and type of wastewater effluent associated with commercial land uses would not substantially increase pollutant loads because there is no heavy industrial use or agricultural processing where pollutant loads and wastewater volumes are heavy. Further, the Castro Valley Sanitary District notes that the wastewater flows likely to be associated with the proposed Project could be accommodated under the existing RWQCB permit.[75] Therefore, the proposed Project is not expected to exceed the discharge limits established by the RWQCB and impacts to sanitary wastewater quality would be *less than significant*.

b) The proposed Project will draw on existing water supplies and use existing water supply infrastructure on-site. Additionally, the proposed Project includes connecting a new water line to the 8-inch water main in Redwood Road. Water usage associated with the proposed Project's demolition, construction, and operation activities would not require construction of new or expanded water treatment facilities.[76] Additionally, as mentioned previously, the proposed Project would not generate wastewater of a sufficient volume or type to require the construction of new or expanded wastewater treatment facilities. As a result, a *less-than-significant* impact would occur.

[69] Chen, Run. Associate Engineer, Castro Valley Sanitary District. Personal communication with Melissa McDonough, The Planning Center | DC&E, November 7, 2012.

[70] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 9-21.

[71] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 9-14.

[72] EBMUD, *Urban Water Management Plan*, 2010, pages 4-1 to 4-9.

[73] EBMUD, Urban Water Management Plan, 2010, page 4-2.

[74] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 3.3-9.

[75] Chen, Run. Associate Engineer, Castro Valley Sanitary District. Personal communication with Melissa McDonough, The Planning Center | DC&E, November 7, 2012.

[76] Rehnstrom, David. Senior Civil Engineer, EBMUD. Personal communication with Melissa McDonough, The Planning Center | DC&E, October 31, 2012.

c) The proposed Project will be replacing some existing natural storm drainage (i.e. the yards and landscaping associated with the residential buildings) with impermeable surfaces (i.e. the department store and extended parking lot), however, the proposed Project also includes a Stormwater Pollution Prevention Plan (SWPPP) and will extend the existing storm drain piping system on-site to service new stormwater treatment/bioretention areas. The proposed Project will design the new stormwater treatment areas to comply with the current Alameda County Cleanwater C.3 Stormwater Technical Guidance Manual. Consequently, the proposed Project would not require new or expanded stormwater facilities, thus there would be *no impact*.

d) EBMUD, while planning for long term improvements to its facilities, does not anticipate the need for new or expanded facilities to provide water to new development (assuming typical, non-anomalous water needs) in the built-out areas of Castro Valley, which would include the Central Business District, and thus the Project area.[77] The proposed Project does not include any atypical water needs and therefore would have *no impact* requiring new or expanded entitlements.

e) As mentioned previously, Castro Valley's existing average daily dry weather flow 3.7 MGD is within its allotted proportion of capacity at the Oro Loma/Castro Valley Water Pollution Control Plant (i.e. 5.0 MGD). Further, the Oro Loma/Castro Valley Water Pollution Control Plant has existing capacity to serve additional wastewater flow.[78] Additionally, the proposed Project, because it is a relatively small commercial development, the Oro Loma/Castro Valley Water Pollution Control Plant would be able to serve both the proposed Project's projected demand in addition to its existing commitments. Therefore, there would be a *less- than-significant* impact.

f)-g) The Altamont Landfill has a permitted 2.5-year capacity left in its fill area and is in the process of constructing additional fill area which will have 40-year capacity.[79] Further, the Altamont Landfill has the capacity to serve planned growth in Castro Valley, which includes infill development of the Central Business District, through 2025.[80]

The Castro Valley General Plan contains the following solid waste goal, policy, and actions to comply with State requirements to reduce the volume of solid waste through recycling and reuse:

- Goal 9.6-1 directs Castro Valley to reduce solid waste generation and disposal.
- Policy 9.6-1 directs Castro Valley to support increased landfill diversion.
- Action 9.6-1 directs Castro Valley to assist the Castro Valley Sanitary District and Oro Loma Sanitary District to assist with solid waste education.
- Action 9.6-2 directs Castro Valley to adopt regulations requiring storage areas for recyclables.

[77] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, page 3.3-15; Rehnstrom, David. Senior Civil Engineer, EBMUD. Personal communication with Melissa McDonough, The Planning Center | DC&E, October 31, 2012.

[78] Zolfarelli, Paul. Director of Water Quality Services, Oro Loma/Castro Valley Water Pollution Control Plant. Personal communication with Melissa McDonough, The Planning Center | DC&E, November 6, 2012.

[79] Perez, Enrique. District Operations Manager, Altamont Landfill and Resource Recovery Facility. Personal communication with Melissa McDonough, The Planning Center | DC&E, October 31, 2012.

[80] Alameda County Community Development Agency, *Castro Valley General Plan EIR*, April 2007, pages 3.3-17 to 3.3-18.

- Action 9.6-3 directs Castro Valley to work with the Castro Valley Sanitary District and Oro Loma Sanitary District to develop new waste reduction programs.[81]

The above goal, policy, and actions are sufficient to ensure that future development in Castro Valley would not compromise the ability to meet or perform better than State-mandated goals for solid waste reuse and recycling. Therefore, the proposed Project would comply with applicable statutes and regulations, and the impact would be *less than significant*.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

DISCUSSION

a) The proposed Project's expansion of an existing shopping center has the potential to generate significant environmental impacts in a number of areas; however, as shown previously, all significant impacts would be reduced to a *less-than-significant* level if the mitigation measures recommended in this Initial Study are implemented.

b) Increases in air quality, biological resources, cultural resources, and noise impacts may occur as a result of construction activities, but would be temporary in nature and could be mitigated to a less-than-significant level. There would also be some impacts to GHG emissions relating to Project conformity with the Community Climate Action Plan. However, mitigation measures have been included to mitigate for impacts to air quality, biological resources, cultural resources, noise, and GHG emissions. None of these impacts would be cumulatively considerable because they are either temporary in nature or such a

[81] Alameda County Community Development Agency, *Castro Valley General Plan, 2012*, page 9-23 to 9-24.

nature that they only have the potential to affect the direct environment. Therefore, the proposed Project would result in a *less-than-significant* cumulative impact.

c) As discussed previously, the proposed Project would not result in a significant impact that could not be mitigated to a less-than-significant level, thus the proposed Project's environmental effects would be *less than significant.*