DRAFT
Initial Study and Mitigated Negative Declaration
Tiburcio Vasquez Health Center
Alameda County, California

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SECTION 1: INTRODUCTION

1.1 - Purpose

This document has been prepared in accordance with California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 2100, et seq.); the State CEQA Guidelines (California Code of Regulations Section 1500 et seq.); and the Office of Planning and Research (OPR) changes to the Appendix G Checklist, requiring an analysis of global climate change under the Global Solutions Act known as AB 32 effective on March 18, 2010. An Initial Study (IS) is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate level of environmental documentation. In accordance with the State CEQA Guidelines Section 15070, a "public agency shall prepare... a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the project proponent (applicant) and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency (Alameda County) prepares a written statement describing its reason for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR).

As described in this IS (Section 2, Environmental Checklist), the project would result in certain potentially significant environmental impacts, but those impacts would be reduced to a less than significant level by implementation of mitigation measures that have been agreed upon and would be implemented by Alameda County. Therefore, an IS / Mitigated Negative Declaration (MND) is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

As described below, this IS/MND describes measures that will avoid or mitigate impacts to a less than significant level. Analysis is also provided to confirm each conclusion reached in the document.

The purpose of this IS/MND is to identify the potential environmental impacts associated with the construction of the 20,000-square-foot (sq ft) Tiburcio Vasquez Health Center on a currently vacant commercial strip area of Alameda County adjacent to San Leandro City Limits. The IS/MND is intended to describe measures that will avoid or mitigate impacts to a less than significant level. The IS/MND also includes information to substantiate the conclusions made regarding the potential of the project to result in significant environmental impacts and provides the basis for input from public agencies, organizations, and interested members of the public. Pursuant to Section 15367 of the CEQA Guidelines, Alameda County is the Lead Agency for the project and, as such, has primary responsibility for approval or denial of the project.

1.2 - Project Location

1.2.1 - Location

The project is located at 16110 E. 14th Street, within a commercial strip area of Alameda County, located near and to the southeast of the city limits of San Leandro, California (Assessor's Parcel Number [APN] 080-0057-0400). Exhibit 1 shows the site's regional location, while Exhibit 2 illustrates the project study area.

1.2.2 - Existing Conditions

The approximately 1.28-acre site is flat and is currently vacant. Vegetation onsite is primarily ruderal in nature; no trees, outcroppings, or other unique features are present. A fence separates the property from the adjoining uses to the northwest, northeast, and southeast. As shown in Exhibit 3, the western side of the project site is bordered by an existing sidewalk along E. 14th Street; there are two existing curb cuts with driveway entrances from E. 14th Street, but the site itself remains unpaved and unimproved.

1.2.3 - Surrounding Land Uses

The project is located within a developed area of commercial and residential uses in Alameda County. Land uses surrounding the project site are discussed below.

West

Land uses across E. 14th Street include single and multi-family residential housing and a trailer park. This area has a General Plan land use designation of General Commercial with residential allowed as a secondary use.

North

Two commercial lots, used for vehicle and equipment storage, are located immediately north of the project site. Businesses aligning E. 14th Street are primarily commercial in nature (i.e., a cigarette retail outlet), with residential development occurring approximately 150 to 200 feet to the northwest. This area has a General Plan land use designation of General Commercial and Medium-Density Residential.

East

Grace Baptist Church is located to the northeast of the project site. This area has a General Plan land use designation of Medium Density Residential. To the southeast of the project site is the parking lot for Thrift Town, located on the corner of 162nd Avenue and E. 14th Street. This area has a General Plan land use designation of General Commercial with High Density Residential allowed as a secondary use.

South

South of the project site is an existing commercial building known as Thrift Town. This area has a General Plan land use designation of General Commercial with High Density Residential allowed as a secondary use.

1.2.4 - Land Use Designations

The project site is zoned Ashland-Cherryland Business District (ACBD) Specific Plan, Transit Access (TA). The General Plan designation for the site is Eden Area General Plan, General Commercial, with High Density Residential (43 to 86 dwelling units per acre [du/ac]) allowed as a secondary use.

1.3 - Project Description

The applicant proposes to construct a new 20,000 sq ft primary health center with related parking infrastructure and landscaping as shown on the site plan (Exhibit 3). The health center would be 2-stories in height (41 feet) and would include services such as primary family care, obstetrics / gynecology, pediatrics, dentistry, lab, pharmacy, mental health, and counseling services. In addition to these medical services, the health center would include space for administrative uses such as registration, lobby, internet technology, and medical records.

Site improvements would include surface parking for 90 vehicles, parking lot lighting, landscape retaining walls, a trash enclosure, utility connections (stormwater, sewer, water, gas, etc.), a solar array, bicycle parking, 7,026 sq ft of sidewalks and walkways, and 10,460 sq ft of landscaping. Vehicular access to the Tiburcio Vasquez Health Center would be provided from E. 14th Street, in the northwest corner of the site. The pedestrian entrance to the health center would be on the northern side of the building adjacent to the parking lot.

The exterior of the building would be tilt-up concrete construction and developed with a contemporary façade that would include a mixture of stucco, stone, and plaster. See Exhibit 4 and Exhibit 5 for conceptual elevations of the health center building.

The project is designed to serve the Ashland and Cherryland Community, one of the most underserved in Alameda County. According to the Alameda Public Health Department, this area has the highest teen birth rate in the county and some of the lowest rates of early prenatal care. Further, according to the 2000 census, per patient ratios for Ashland and Cherryland, per patient ratios for medical care are as follows: Primary Care Physician - 2,751; Dentist - 1,005; Psychiatrist - 20,907. Because a limited number of these physicians within the community accept Medi-Cal, the proposed project would provide local community access to medical professionals where access to Medi-Cal professionals is currently limited.

Vulnerable patients in the community have a variety of challenges when seeking medical attention: income, insurance, language, and access to transportation; all form barriers to treatment. Residents are

highly isolated and organizations outside the area are generally not accessible to these families. Issues such as lack of access to health insurance enrollment/member services, and lack of specialty services and referrals are exacerbated by the fact that transportation in southern Alameda County is limited, rendering health care services in neighboring cities difficult to access by the target population.

1.3.1 - Operations

The project applicant proposes that the health center would be open 7:30 AM to 5:30 PM, Monday through Friday, with some services available on Saturday depending on demand. The facility would be closed on Sunday.

1.3.2 - Employees

The health center would employ a maximum of 80 employees. Employees would typically arrive for work at 7:00 AM. More than 50 percent of Tiburcio Vasquez Health Center's employees live within 15 miles of its clinics and typically drive to work.

1.3.3 - Parking

A total of 90 surface parking spaces are proposed. The applicant is requesting a parking exception because the ACBD TA zone would normally require a maximum of 70 parking spaces for the proposed use (Parking in the TA zone is not to exceed 3.5 spaces per 1,000 net lease-able sq ft). The additional twenty-eight (20) parking spaces are requested because of the nature of the facility as a health center serving people who may be sick or injured, and the circumstance that the health clinic's proposed location would improve access to health care in the most underserved area of Alameda County.

Landscaping is also proposed to enhance the appearance of the parking area. Employees would be required to park onsite (rather than on street), and short-term bicycle parking for 27 bicycles would also be provided.

1.3.4 - Traffic and Circulation

Access to the surface parking lot would be provided off E. 14th Street. To make deliveries to the project site, the applicant anticipates delivery trucks to take Interstate 238 to E. 14th Street. To leave the site, trucks would exit E. 14th Street to reach Interstate 238.

According to the Traffic Impact Study, the project is expected to generate an average of 141 trips per day, of which 38 AM and 95 PM peak hour trips would be primary trips (PHA Transportation Consultants 2012).

Bicycle and pedestrian access to the site would be provided from E. 14th Street. Pedestrian facilities in the study area include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions,

and various streetscape amenities such as lighting, benches, etc. Continuous sidewalks are provided on both sides of E. 14th Street, with lighting provided by overhead streetlights on both sides of the street. This existing frontage section (sidewalk/curb/gutter, driveway entrances, street trees, streetlight, fire hydrant) was recently reconstructed as part of the E.14th "streetscape" project. Project improvements would be designed to match the existing features, in accordance with the provisions of a Caltrans encroachment permit.

Crosswalks are provided on the North and West approaches of the intersection of E. 14th Street and also at 162nd Avenue, which is located approximately 75 feet south of the project site. As illustrated on the site plan, internal pedestrian walkways would also be provided, and bicycle racks with the capacity to accommodate up to 27 bicycles would be provided near the front gate of the health care facility.

The project site is served by Alameda-Contra Costa Transit District (AC Transit) Bus Routes 1, 32, 40, 48, 75, 93, 99, 801, which operate on E. 14th Street. Two bicycles can be carried on most AC Transit buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on AC Transit buses at the discretion of the driver. Further, according to the 2007 Alameda County Bicycle Master Plan, E. 14th Street has a Class III bicycle lane, with lanes that are 14 to 16 feet in width.

1.3.5 - Water Supply

Water service would be provided by the East Bay Municipal Utility District via an existing water line in E. 14th Street. According to the applicant, average estimated water consumption would be approximately 1,000 gallons per day, an estimate based on similar clinics operated by Tiburcio Vasquez Health Center.

1.3.6 - Wastewater

Sewer service would be provided by Oro Loma Sanitary District via an existing trunk line in E. 14th Street. Average estimated wastewater demand would be approximately 1,000 gallons per day, an estimate based on similar clinics operated by Tiburcio Vasquez Health Center.

1.3.7 - Solid Waste

Solid waste would be stored for collection in waste receptacles within the trash enclosure shown on the site plan. Oro Loma Sanitary District would provide solid waste and recycling collection services to the site.

1.3.8 - Stormwater

According to the applicant, the site would be re-graded to redirect stormwater flow toward the landscaped stormwater mitigation areas located within and around the surface parking lot. Storm runoff will be pre-treated via bio-retention areas that would remove pollutants from stormwater

before it flows to a downstream detention storage which then discharges into public flood control facilities further downstream. The project includes 5 bio-retention areas with a total treatment area of 4907 sq. ft.

According to the applicant, these stormwater treatment components are designed to comply with the hydromodification management measures requirements of Provision C.3.g of the Municipal Regional Stormwater Permit, and the site design requirements of Provision C.3.c.i.(2)(a)(v).

1.3.9 - Hazardous Materials and Required Safety Measures

No storing of hazardous materials would occur onsite with the exception of common cleaning supplies and bio-hazards associated with the operation of the medical facility. The handling and transport of all bio-hazardous materials would be performed in accordance with applicable laws and regulations.

Chemical products used in the medical facility for cleaning would consist of common items such as antibacterial hand soap, hand sanitizer, multi-surface and glass cleaner, floor cleaner, and surface sanitizing solution. Diesel fuel and other motor lubricants would be used during construction, and by passenger and delivery vehicles accessing the health center during operation.

1.3.10 - Sustainability Features

According to the project applicant, the project would incorporate a variety of sustainability features that would reduce its demand for resources and promote waste reduction as follows:

- Solar Array that could provide up to 85 percent of the health center's energy needs
- EV plug-in stations and carpool surface parking spaces.
- Bicycle parking at the entry of the facility and at the enclosed employee area at the south side of the building.

1.3.11 - Utilities and Services

The following agencies and private companies have been identified as providers of facilities and services for the project site:

Electricity and Gas	PG&E
Fire Protection.....	Alameda County Fire Department
Police Services	Alameda County Sheriff's Office
Solid Waste	Oro Loma Sanitary District
Telephone.....	AT&T
Water	East Bay Municipal Utility District
Wastewater.....	Oro Loma Sanitary District

1.3.12 - Construction

Project construction is proposed to begin in 2013 and is anticipated to take approximately 34 days for initial site grading and foundation work, and a total of 93 days for shell construction and general site improvements.

1.4 - Intended Uses of this Document

The project would require the following discretionary agency approvals for actions proposed as part of the project:

- **Alameda County** - Adoption of the IS/MND for the project.
- **Alameda County** - Approval of the Conditional Use Permit.
- **Alameda County** - Approval of the Preliminary and Final Design Review Permit.
- **California Department of Transportation (Caltrans)** - Encroachment Permit for ingress/egress on to East 14th Street
- **California Department of Fish and Game (CDFG)** – Determination of No Impact
- **Alameda County Flood Control and Water Conservation District** - Encroachment permit for connection of the onsite stormdrain system to the existing box culvert in the District easement on the site
- **Alameda County Public Works Agency** - Stormwater Permit

The project would require the following ministerial approvals for actions proposed as part of the project:

- **Alameda County** - Building Inspection Division - Provision of Building Permit.
- **Alameda County** – Grading Permit

Exhibit 1: Regional Location Map

Exhibit 2: Local Vicinity Map - Aerial Base

Exhibit 3: Site Plan

Exhibit 4: North and East Elevations

Exhibit 5: South and West Elevations

Exhibit 6: CNDDB Map

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

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 and Forestry 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 / Services Systems	☒	Mandatory Findings of Significance

Environmental 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 measure 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.

Signed
Richard Tarbell, Planner

Date

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

Environmental Setting

The following is based on the site reconnaissance performed by Michael Brandman Associates (MBA) in July 2012.

Visual Distance Zones

The visual character of the project area is largely composed of man-made features. The visual environment is characterized by urban development, trees, telephone poles, and streetlights. The following distance zones (foreground, middle ground, and background) are used to characterize the dominant visual character from each vantage point and describe views in terms that can be analyzed and compared. As discussed below, sensitivity of views modified from the natural environment is defined in order to establish thresholds for analysis of potential visual impacts resulting from the implementation of the project.

Foreground Views. These views include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group, such as surrounding residents, workers, pedestrians, or regular motorists.

Middle Ground Views. These views include elements that can be seen at a middle distance and that partially dominate the view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group.

Background Views. These views include elements that are seen at a long distance and typically do not dominate the view but are part of the overall visual composition of the view. Impacted views at this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Sensitive Viewsheds

The project site is not designated as a scenic resource. The California Department of Transportation (Caltrans) has designated the MacArthur Freeway (Interstate 580 [I-580]) from the San Leandro city limit to SR-24 in Oakland as a State Scenic Highway. This resource is located approximately 1,900 feet to the northeast of the proposed project and is not visible from the site. Also, the site is not visible from this resource.

Most components of the project would be visible from E. 14th Street within the foreground view. The project site is also partially visible from the Grace Baptist Church and Thrift Town parking lots and adjoining commercial land uses as middle ground views. Fencing and trees obstruct views of the project site from the apartment complexes to the northwest. Accordingly, no sensitive viewsheds are present.

Existing Nighttime Lighting Environment

Within the project's vicinity exists several parking lot and street lighting, also building lighting from nearby commercial buildings.

Environmental Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no major scenic vistas along E. 14th Street, due in large part to the flat topography and the existing commercial developments that border the roadway. While Caltrans has designated the MacArthur Freeway (I-580) from the San Leandro city limit to SR-24 in Oakland as a State Scenic Highway, it is not visible from the proposed project site, because it is obstructed by surrounding development. The lands surrounding the project site have been highly developed for commercial and residential uses. No roadways in the project vicinity are designated as scenic under existing visual protection programs. Therefore, no impacts to scenic vistas would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

No Impact. There are no officially designated State Scenic Highways or Routes in the project vicinity (Caltrans 2012). Therefore, the project would have no impact on scenic resources such as rock outcroppings, trees, or historic buildings within view from a scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. In its current condition as a vacant lot, the project site does not positively contribute to the visual appearance of the area. The project would enhance the visual character of the site by replacing the vacant lot, currently vegetated with ruderal and weedy vegetation, with a modern building and associated landscaping.

As such, the project would not significantly degrade the existing visual character or aesthetic quality of the project area and its surroundings, representing a less than significant impact.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant with Mitigation Incorporated. The project would introduce new sources of nighttime lighting and daytime glare, consistent with other commercial uses along the urbanized E. 14th Street corridor. Nighttime lighting impacts may be considered significant when they interfere with or intrude into sensitive land use areas such as private residences. New sources of nighttime lighting would include exterior building lighting, the downcast of interior lighting through the windows of the health center building, and lighting from the parking lot. Exterior lighting from the health center building and parking lot could spillover onto adjacent properties.

Mitigation Measure

MM-AES-1: Prior to submittal of plans to the Building Inspection Division, the project sponsor shall ensure that building construction plans show exterior lighting and window treatments on the medical office building and associated parking lot that are designed to minimize glare and light spillover to adjacent properties,.

The County shall ensure that final design plans include light fixtures that are downcasting and low mounted to reduce light trespass onto adjacent properties. An exterior lighting and illumination plan will be required to show lumens on the lot and adjacent properties; lighting onsite shall not exceed by more than five (5) percent the Illuminating Engineering Society of North America (IESNA) published standards for the proposed activity. The final design plans shall also include glazing window treatments to minimize the intensity of daylight glare produced by the medical building.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. 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 Dept. 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:*				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

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. There are no farmlands or timberland in the project area. The Department of Conservation Farmland Inventory map for Alameda County shows the project area as Urban Land.

Environmental Evaluation

Would the project:

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?

No Impact. The project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Neither the site nor any adjacent land is located on any map of prime, unique, or other protected category of farmland. Much of the land surrounding the site is highly developed, with the use of the site for any agriculture purposes having not occurred for almost a century. Therefore, there would be no conversion of any farmland to a non-agricultural use as a result of the project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not under a Williamson Act Contract. There is no agricultural zoning within the project area. Therefore, the project would not conflict with these regulations and no impact would occur.

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))?

No Impact. No forest land is located on or in the immediate vicinity of the project site; the project will comply with existing zoning and land use designations. Accordingly, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest land is located on or in the immediate vicinity of the project site. Accordingly, no impact would occur.

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?

No Impact. As stated in impact discussion 2.a) above, there are no existing agricultural operations adjacent to or in the immediate vicinity of the project site. For this reason, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The air pollutants for which national and state standards have been promulgated and that are most relevant to air quality planning and regulation in the Bay Area include ozone, nitrogen dioxide, carbon monoxide (CO), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). In addition, toxic air contaminants are of concern in the Bay Area. Each is briefly described below. Other pollutants that are regulated but are not considered an issue in the project area are sulfur dioxide and lead; the project would not emit substantial quantities of those pollutants; therefore, they are not discussed.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Heath effects can include the following: irritate respiratory system, reduce lung function, change breathing patterns, reduce breathing capacity, inflame and damage cells that line the lungs, make lungs more susceptible to infection, aggravate asthma,

aggravate other chronic lung diseases, cause permanent lung damage, cause some immunological changes, increase mortality risk, cause vegetation and property damage.

- Nitrogen dioxide is a gas that is in the category of NO_x. Health effects from nitrogen dioxide can include the following: potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups, risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes, contribution to atmospheric discoloration, increased visits to hospital for respiratory illnesses.

- Carbon monoxide is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Bay Area, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure: slight headaches, nausea, aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease, decreased exercise tolerance in persons with peripheral vascular disease and lung disease, impairment of central nervous system functions, possible increased risk to fetuses, death.

- Respirable Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irrigation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function, chronic bronchitis, changes in lung morphology, death

- Toxic Air Contaminants refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. Diesel particulate matter is a toxic air contaminant that is emitted from construction equipment and diesel fueled vehicles and trucks. Some short-term (acute) effects of diesel particulate matter exposure include eye, nose, throat, and lung irritation; coughs; headaches; light-headedness; and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of diesel particulate matter demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

Pursuant to the federal Clean Air Act, the BAAQMD is required to reduce emissions of criteria pollutants for which the Basin is non-attainment. The Basin is considered a non-attainment area for ground-level ozone, PM_{10}, and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The Bay Area has achieved "attainment" status for state and federal standards on CO, sulfur dioxide, and nitrogen dioxide.

The state-mandated regional air quality plan is the Bay Area 2010 Clean Air Plan. The 2010 Clean Air Plan updated the 2005 Ozone Strategy. The 2010 Clean Air Plan contains mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the state and federal ozone standards within the San Francisco Air Basin. It also provides a control strategy to reduce particulate matter, air toxics, and greenhouse gases.

The BAAQMD's CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. These CEQA Guidelines were updated in May 2011. On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the Thresholds. The court did not determine whether the Thresholds were valid on their own merits, but it did find that the adoption of the Thresholds was a project under CEQA. The court issued a writ of mandate ordering the District to set aside the Thresholds and cease dissemination of them until the Air District had complied with CEQA. The Air District has appealed the Alameda County Superior Court's decision. The appeal is currently pending in the Court of Appeal of the State of California, First Appellate District.

In view of the court's order, the BAAQMD is no longer recommending that the Thresholds be used as a generally applicable measure of a project's significant air quality impacts. Lead agencies will need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Although lead agencies may rely on the CEQA Guidelines for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, the BAAQMD has been ordered to set aside the Thresholds and is no longer recommending that these Thresholds be used as a general measure of a project's significant air quality impacts (BAAQMD 2012). Lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance and they may continue to make determinations regarding the significance of an individual project's air quality impacts based on the substantial evidence in the record for that project.

Considering this information, the Lead Agency for this project has decided to use the BAAQMD's 2011 CEQA Guidelines because the Lead Agency finds that the guidelines provide substantial evidence and support for its thresholds and methodology.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The project is consistent with the land use assumptions that underlie the Bay Area 2010 Clean Air Plan and would not obstruct its implementation.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it were inconsistent with the regional growth assumptions, in terms of population, employment, or regional growth in vehicle miles traveled. The emission reduction strategies in the 2010 Bay Area Clean Air Plan were developed, in part, on regional population, housing, and employment projections prepared by the Association of Bay Area Governments.

The project does not require a general plan amendment, because the construction of a medical office building and associated parking lot is an allowable use within the Ashland Cherryland Business District Transit Access zone, as described in the Ashland Cherryland Business District Specific Plan.

In addition, based on the BAAQMD screening criteria, it is anticipated that emissions during operation would be less than significant. Based on the BAAQMD screening criteria in Table 3-1 of the BAAQMD Air Quality Guidelines, if a project meets the screening criteria then it would not result in the generation of operational-related criteria air pollutants or precursors that exceed the threshold of significance. For the land use category of medical office building, the operational screening size is 117,000 square feet and the construction-related screening size is 277,000 square feet. The project is a 20,000-square-foot medical office building and is well below the BAAQMD's screening sizes for construction and operational emissions. Therefore, a more detailed analysis is not required and the project's emissions are anticipated to be less than significant.

The project would not generate emissions beyond what was already assumed in the development of the 2010 Clean Air Plan; therefore, impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact with Mitigation Incorporated. This section includes discussion of key criteria pollutants: CO; PM_{10} and $PM_{2.5,}$ ROG and NO_x in both the construction and operational periods. As discussed, the project would not result in a significant impact during construction or operation, assuming that best practices for the control of construction dust are implemented.

Project Operations

Carbon Monoxide. Carbon monoxide (CO) emissions from traffic generated by the project would be the greatest pollutant of concern at the local level, since congested intersections with a large volume of traffic have the greatest potential to cause high, localized concentrations of CO.

The BAAQMD, in its 2011 Guidelines, recommends a screening analysis to determine if a project has the potential to contribute to a carbon monoxide hotspot. The screening criteria identify when site-specific carbon monoxide dispersion modeling is necessary. The proposed project would result in a less than significant impact to air quality for local carbon monoxide if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Section 16, Transportation/Traffic discusses the potential to conflict with an applicable congestion management plan; it was determined that the project would have a less than significant impact. Therefore, it follows that the project would not result in a significant CO hotspot at project-impacted intersections. This potential impact is less than significant.

PM_{10} and $PM_{2.5}$, ROG and NO_x. In general, long-term air quality emissions related to the project could result from the operation of vehicles by employees, patients, and visitors to the health center, and potentially emergency generators). Vehicle emissions such as ROGs and NO_x typically develop into ozone in the atmosphere. As noted in the response to question a), the project size is well below the BAAQMD's screening threshold, indicating that ongoing project operations would not be considered to have the potential to generate significant quantities of air pollutants. Therefore, emissions during operation would be less than significant and would not violate an air quality standard or significantly contribute to an existing violation.

Project Construction

Exhaust. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. PM_{10} is the pollutant of greatest concern with respect to construction activities, because most construction equipment is powered by diesel motors, which emit soot in addition to CO and ozone precursors (ROG and NO_x). As discussed in (a) above, the project's emissions are anticipated to be less than the BAAQMD's significance thresholds. Therefore, exhaust emissions are anticipated to be less than significant.

Particulate Matter - Dust. The BAAQMD does not have a quantitative threshold for fugitive dust. However, the BAAQMD does recommend minimizing fugitive dust during project construction to avoid localized impacts to nearby receptors, and identifies in its 2011 Guidelines several best management practices to reduce localized dust impacts during construction. The project does not currently include any dust control measures, resulting in the potential for a significant impact. Incorporation of Mitigation Measure AIR-1, which includes all of the BAAQMD best management practices, would reduce this impact to less than significant.

Mitigation Measure

MM-AIR-1 During construction activities, the following air pollution control measures identified in the BAAQMD CEQA Guidelines shall be implemented:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install windbreaks, or plant trees/vegetative windbreaks at the windward side(s) of construction areas.
- Suspend excavation and grading activity when sustained winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

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)?

Less than Significant Impact. The non-attainment pollutants of concern for this impact are ozone, PM_{10} and $PM_{2.5}$. The BAAQMD CEQA Guidelines state the following:

> In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

As discussed in impact (a) above, the project is under the BAAQMD's screening thresholds, which means that the project's emissions would be under the BAAQMD's significance thresholds. Therefore, impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant with Mitigation Incorporated. A sensitive receptor is defined as the following (from BAAQMD 2011): "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals and residential areas." The project is not considered a sensitive receptor, since the project would not house sensitive individuals for an extended period. Sick people would come to the health center but would leave shortly after. The health center's proposed hours are 7:30 a.m. to 5:30 p.m., Monday through Friday, and some Saturdays depending on demand.

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy, long-term air pollutant levels.

Construction activities, however, would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to the surrounding residential developments. Construction and grading activities produce combustion emissions from various sources, including heavy equipment engines, asphalt paving, and motor vehicles used by the construction workers. Dust would be generated during site clearing, grading, and construction activities, with most dust occurring during grading and excavation activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed, amount of activity, soil conditions, and meteorological conditions. Nearby sensitive land uses, particularly the multi-family residential development located directly south/southeast of the project site, could be adversely affected by dust generated during construction activities.

Although grading and construction activities would be temporary, there still would be the potential to cause both nuisance and health air quality impacts. PM_{10} is the pollutant of greatest concern associated with dust from construction activities, and if uncontrolled, PM_{10} levels downwind of actively disturbed areas could possibly exceed state standards. According to BAAQMD, when appropriate measures are implemented to reduce fugitive dust, then the residual impact of future development would be considered to be reduced to a less than significant level.

Emissions of diesel particulate matter from the construction equipment would be minimal and short-term in duration. Cancer risk estimates are based on exposure over 70 years; construction would only occur for months rather than years. Therefore, impacts are less than significant.

Mitigation Measure

Implementation of Mitigation Measure AIR-1, above, would reduce this impact to a less than significant level.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The BAAQMD does not have a recommended odor threshold for construction activities; however, it recommends screening criteria based on distance between types of sources known to generate odor and the receptor. For projects within the screening distances, the BAAQMD uses the following threshold for project operations:

> An odor source with five (5) or more confirmed complaints per year averaged over three years is considered to have a significant impact on receptors within the screening distance shown in Table 3-3 [of the Bay Area Air Quality Management District's guidance].

Two circumstances have the potential to cause odor impacts:

1) A source of odors is proposed to be located near existing or planned sensitive receptors, or
2) A sensitive receptor land use is proposed near an existing or planned source of odor.

As discussed in (d) above, the project is not considered a sensitive receptor. The operation of the proposed health center is not expected to produce any offensive odors that would result in odor complaints. During construction and grading, diesel powered vehicles and equipment used on the site could create localized odors, but odors would be temporary and would dissipate in prevailing westerly winds. Construction-period and operation-period odor impacts would therefore be considered less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. 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?	☐	☐	☐	☒
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 wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Environmental Setting

The analysis in this section is based on field reconnaissance and biological assessment by a qualified biologist. Field reconnaissance was completed on July 26, 2012. The biological assessment included describing the wildlife habitat present (Mayer and Laudenslayer 1988); identifying common plant and wildlife species observed; determining the potential presence of any special habitat features, such as waters of the U.S. or state, including wetlands; and identifying any linkages within the project site to

important adjacent wildlife habitats. Habitat types were evaluated for their potential to support special-status plant and wildlife species and any other sensitive biological resources.

The proposed project is located on a vacant parcel, predominantly covered by ruderal and weedy vegetation, with in an area surrounded by urban development consisting of a church and existing commercial operations. Average temperatures range from January and December lows of 42.7°F to September highs of 76.1°F. Average annual precipitation is approximately 16.11 inches; precipitation falls primarily as rain with most precipitation occurring between the months of October and April (Western Regional Climate Center 2012). The topography of the project site is level.

The following information sources were reviewed:

- The Hayward, California USGS 7.5-minute topographic quadrangle (Hayward);
- Aerial photography of the project site (Google Earth undated);
- Natural Resource Conservation Service (NRCS) soils map of the project site (Soil Survey Staff undated);
- California Department of Fish and Game (CDFG) California Natural Diversity Data Base (CNDDB) records for the Hayward, California 7.5-minute topographic quadrangle and the surrounding eight quadrangles (CNDDB 2012);
- CDFG California Wildlife Habitat Relationship System (CWHR) (CDFG 2012);
- U.S. Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur, or be affected by the project, in the Hayward, California quadrangle (USFWS 2012);
- The California native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California (CNPS 2012);
- Pertinent literature including the Jepson Manual, Higher Plants of California (Hickman 1993); Amphibian and Reptile Species of Special Concern in California (Jennings and Hayes 1994); California Birds: Their Status and Distribution (Small 1994); California Bird Species of Special Concern (Shuford and Gardali, eds. 2008); and Mammalian Species of Special Concern in California (Williams 1986).

Environmental Evaluation

Would the project:

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?

Less than Significant Impact with Mitigation. Although the region in which the site occurs supports special-status plant and animal species (Exhibit 6), the site is fragmented from other areas of open space that are more suitable for special status species, and its immediate surroundings do not provide suitable habitat for sensitive species because of its developed nature. A list of Special Status Species obtained from the California Natural Diversity Database (CNDDB) is in Appendix A, Biological Resources. In addition, Appendix A includes a table that lists plant and animal species that occur within the Hayward USGS 7.5-minute quadrangle (in which the project site is found) and the eight surrounding quadrangles (Oakland East, Las Trampas Ridge, Diablo, San Leandro, Dublin, Redwood Point, Newark, and Niles). The ruderal habitat found on the undeveloped parcel and trees offsite bordering 14th Street may provide nesting habitat for several ground and tree-nesting avian species known to occur in the area. Since the project site contains possible nesting and foraging habitat for several tree and ground-nesting avian species, Mitigation Measure BIO-1 is designed to reduce potential impacts to a less than significant level during the construction of the proposed project.

Mitigation Measure

MM BIO-1 Pursuant to the Migratory Bird Treaty Act and California Department of Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside of the avian nesting season. The nesting season generally extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions. Construction generally occurs during the dry season in the spring and summer months (during nesting season) to avoid inclement weather. If construction is planned during the nesting season (between February and August), the Applicant shall conduct pre-construction presence/absence surveys to determine if any birds are nesting within or adjacent to the project site. A write-up regarding the survey findings shall be submitted to the County for approval prior to construction.

A qualified biologist shall conduct a pre-construction survey for nesting migratory birds within all suitable habitat on the project site, and within 250 feet of the project site. The pre-construction survey shall be conducted within 15-days of the beginning of project related activities if construction occurs within the nesting season. If an active nest is discovered during the pre-construction survey, the survey will propose species-specific mitigation measures to be utilized during instruction including but limited to the incorporation of appropriate buffers during construction. No construction activities shall encroach within the identified buffer. If construction activities must occur within the buffer with the active nest, a biological monitor will

be required to be onsite during the construction phase to ensure no direct or incidental take of the active nest occurs. If the biological monitor determines that construction activities will result in take of the active nest, then all construction activities must halt within the established buffer for the nest.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site does not support riparian or other sensitive natural communities; therefore, there would be no impact to any of these habitat types.

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?

No Impact. The project site is devoid of wetlands, marshes, vernal pools, etc. Therefore, there would be no impact to any federally protected wetlands under the Clean Water Act.

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 wildlife nursery sites?

No Impact. The project site is vacant and vegetation onsite consists of ruderal and weedy vegetation. Because the site is immediately surrounded by urban development, it does not support habitat for the movement of any native resident or migratory fish or wildlife species. Furthermore, there were no nests or roosts observed onsite; therefore, development of the site would not impede the use of wildlife nursery sites. No impacts would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The project site does not contain any trees or significant biological resources. There are four street trees abutting the property on 14th Street, all of which are located in Caltrans right-of-way outside of the County's jurisdiction.

Alameda County's tree preservation ordinance (Sec. 12.11.100) protects any woody perennial plant characterized by having a single trunk or multi-trunk structure at least ten feet high and having a major trunk that is at least two inches in diameter at a height 4.5 feet from the ground. As noted above the project site does not contain any trees or significant biological resources and would not therefore conflict with any local policies or ordinances protecting these resources.

The project would remove one street tree, which would be replanted pursuant to a Caltrans encroachment permit.

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?

No Impact. There is no Habitat Conservation Plan or similar habitat conservation plan for the project area. This condition precludes the possibility of the proposed project conflicting with the provisions of such a plan. No impacts would occur.

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

Environmental Setting

Record Searches

Northwest Information Center

To determine the presence of cultural and historical resources within the project area and a 0.25-mile radius, MBA Senior Project Archaeologist conducted a record search at the Northwest Information Center (NWIC) on July 24, 2012. The record search included a review of National Register of Historic Places (NRHP), the California Register of Historic Resources (CR), the California Inventory of Historic Resources (CRHR), the California Historical Landmarks, the California Points of Historical Interest Listing, the Directory of Properties in the Historic Property Data File, the Archaeological Determinations of Eligibility, and other pertinent historic map data available at the NWIC. The NWIC results indicate that no prehistoric or historic resources have been recorded within the project area or a 0.25-mile radius.

Ten previous investigations have been conducted within the 0.25-mile radius of the project area and three included or were directly adjacent to the project area. Three of the investigations were linear surveys conducted adjacent to the west side of the project area. None of the investigations resulted in recordation of prehistoric or historic resources at or within 0.25-mile of the proposed project area.

The project area does not contain features such as springs, ponds or elevated ground such as ridges and knolls that are typically considered archaeologically sensitive areas. Nor are there any historic buildings or structures located within or within a 0.25-mile radius of the project area.

Native American Heritage Commission (NAHC)

A request was sent on August 1, 2012 to the NAHC requesting a search of their search their Sacred Lands File and a list of interested Native American tribal members who may have additional information about the project area. A response was received from the NAHC on October 25, 2012, stating that the "record search of the Sacred Lands File has failed to indicate the presence of Native American cultural resources in the immediate project area." If deemed necessary at a later date, letters may be sent to specific tribal entities requesting additional information from them about the proposed project area.

Pedestrian Survey

On July 30, 2012, an MBA Senior Project Archaeologist conducted a pedestrian survey of the project area. The survey consisted of 10- to 15-meter transects when possible, walked in a zigzag pattern to ensure proper coverage. Ground surface visibility was fair to good. No prehistoric or historic resources were discovered during the course of the survey.

Environmental Evaluation

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact with Mitigation. There are no structures within the project area and the record search conducted at the NWIC indicates that there are no known historic structures within the project area or a 0.25-mile radius. As such, no impacts to known historical resources would occur.

Although there were no indications of historic resources being present within the project area, there is always the possibility that previously unknown historic resources exist below the ground surface. Therefore, implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-1) would ensure that this impact is less than significant.

Mitigation Measure

MM CUL-1 It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried historic resources. In the event that buried historic resources are discovered during construction, operations shall stop within 50 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the

CEQA Guidelines. Historic resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation. The project area does not contain any watercourses such as springs, ponds, creeks or rivers, nor is it located on elevated ground such as a ridge or a knoll that are typically considered archaeologically sensitive areas. Therefore, the project area is not considered sensitive for prehistoric resources.

No known prehistoric archaeological resources exist within the project area or a 0.25-mile radius, therefore, no archaeological resources are expected to be encountered during construction activities associated with the project. However, it is possible that subsurface earthwork activities may encounter previously undiscovered archaeological resources. The implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-2) would ensure that this impact is less than significant.

Mitigation Measure

MM CUL-2 It is always possible that ground-disturbing activities during construction may uncover previously unknown, archaeological resources. In the event that archaeological resources are discovered during construction, operations shall stop within 50 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Cultural resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation. The proposed project area is not located in an area that is considered likely to have paleontological resources present. Fossils of plants, animals, or other organisms of paleontological significance have not been discovered at the project site, nor has the site been identified to be within an area where such discoveries are likely. The type of depositional environment at the project area typically does not present favorable conditions for the discovery of paleontological resources. In this context, the project would not result in impacts to paleontological resources or unique geologic features. However, if significant paleontological resources are discovered, implementation of Mitigation Measure CUL-3 will reduce this potential impact to a less than significant level.

Mitigation Measure

MM CUL-3 In the event a fossil is discovered during construction for the proposed project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation. No human remains are known to exist within the project area. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-4 would reduce this potential impact to a less than significant level.

MM CUL-4 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the

NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:

   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
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?	☐	☐	☒	☐
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Setting

Seismicity

The project site is situated in the seismically active San Francisco Bay Area, a region traditionally characterized by numerous active faults and moderate to high seismic activity. The Hayward Fault—identified on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist—is located 2,300 feet northeast of the project site. Other major faults with in the Bay Area include the San Andreas Fault System, which is approximately 16 miles southwest of the project site, also the Calaveras Fault, which is approximately 9.5 miles to the northeast.

There are no known active faults traversing the site, and the site is not located within a fault zone, (being directly above an area which surface faulting is anticipated to occur, which is based on studies in the region). Based upon a Soil Investigation report provided by Geotechnical Engineering Inc. (GEI), the project site did not reveal any geomorphic features indicating active faulting on or in the vicinity of the site property. Depending upon the intensity and magnitude of a seismic event, the new building may experience very strong shaking, due to the site's proximity to the active Hayward fault, located about 2,300 feet northeast of the property, an unnamed fault located about 1,200 feet northeast of the site, and other active Bay Area faults. (However, this unnamed fault, as shown on the new Hayward map, just issued by the State was identified as an active fault and was named the "Ashland" fault.)

Liquefaction

Within the region, the project area is located on the alluvial plain of the East Bay shoreline, which has been determined to be particularly prone to strong ground shaking also including structural instability due to liquefied soils. When saturated, the loose granular sand layers, and in some instances silty soils, change from a rigid structure to a near-liquid condition without shear strength, or the ability to support overlying soil layers. Liquefaction hazards are limited to the upper 40 feet of soil and earth layers but can result in sand 'boils' at the surface as well as lurching, differential settlement and lateral spreading of the topmost soil and structures. The soils found in the borings are consistent with the geological mapping of the area by Helley and Graymer (1997) and generally similar from one boring to the next. Beneath the top soils and upperfill, medium expansive silty clay with lenses of silty sand and some gravel, were generally encountered. Beneath top soils, upper silty clay fill containing construction debris was encountered from 2.5 to 5 feet deep. Beneath the upper fill soils, silty clay crust was encountered in the borings. Below about 12 to 15 feet deep, approximately 15 feet of generally medium-stiff to stiff silty clay soils were encountered in the borings. This medium stiff silty clay would be slightly expansive. Beneath medium stiff strata, medium to slightly plastic silty clay containing a few lenses of silty sand were encountered from depths of 27 to 50 feet.

The subject site is located within an area by the State Geologist as a "zone of required investigation" due to potential for earthquake-induced liquefaction. This fact together with the presence of high historic groundwater, zones of alluvium within various depths of the subsurface soils, and a nearby fault system capable of causing strong ground motion, suggests that the site may be subject to liquefaction. ES Geotechnologies performed a Soil Study dated February 28, 2007 and GEI completed a soil report in June 1, 2012. Based upon results from the liquefaction analysis, GEI found that the clayey earth materials encountered in the borings are not susceptible to liquefaction during further earthquakes. Also, from the liquefaction analysis, liquefaction-induced loss of strength of foundation soils can cause foundation bearing failures; particularly in cases where foundation spread footing are directly underlain by liquefiable soils. The upper three feet of existing soil will be lime treated and properly compacted and the building will be designed and constructed on properly reinforced slab on grade thereby bridging over liquefaction areas and reducing anticipated settlement

during future earthquakes. Considering that the shallow soils would not experience liquefaction-induced strength loss and that no potential liquefiable layers were encountered, it is anticipated that lightly to moderately loaded foundations would not be subject to bearing failure caused by liquefaction.

Environmental Evaluation

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

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.

Less than Significant. Based on the information provided in Hart and Bryant (1997), the site is not located within a State-designated, Alquist-Priolo Earthquake Fault Zone where site specific studies addressing the potential for surface fault rupture are required. The Hayward fault is located about 2,300 feet northeast of the project site, and as a result the site would probably experience "very strong: shaking" during the duration of the project's life, and would be required to comply with the California Building Code as well as the County's Building Code, which would reduce impacts to a less than significant level.

ii) Strong seismic ground shaking?

Less than Significant Impact. All of California including the project site is subject to earthquake risks. That being said, the project site area is situated within a region traditionally characterized by numerous active faults and moderate to high seismic activity the new building would probably experience "very strong" shaking therefore it is recommend that the building should be appropriately reinforced and designed by a structural engineer and at least in accordance with the most recent applicable Seismic Code to resist earthquakes. Based on probabilistic seismic hazard assessment (PSHA) maps produced by the State of California, the peak ground acceleration (PGA) for the project site, based on a 10-percent exceedance in 50 years, would be approximately 0.68 PGA (CGS 2012). The proposed project would comply with California seismic design requirements, which would ensure that the project would not expose persons or property to strong seismic ground shaking hazards, therefore a less than significant impact would occur.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact with Mitigation Incorporated. Based upon the results of the liquefaction analysis by GEI, the clayey earth materials encountered in the borings are not susceptible to liquefaction during earthquakes. Nevertheless, it is recommended that the rigidity of the foundation floor system of the planned structure be increased to ensure that the structure can withstand potential occurrence of liquefaction. Implementation of Mitigation Measure GEO-1 would reduce the potential impact to less than significant, subject to review and approval by the County Public Works Agency .

Mitigation Measure

MM-GEO-1 Subject to to review and approval by the County Public Works Agency, the following construction treatments are identified to address the potential for liquefaction: In order to increase the rigidity of the foundation, the continuous footings shall be reinforced either with two No. 5 rebars both top and bottom, or with stiffened grade beams with the same reinforcing. Floor slabs shall also be reinforced using No. 4 reinforcing bars 18 inch on center running in both directions with the slab securely connected to perimeter foundations using No. 5 rebars at 24-inch intervals.

iv) Landslides?

No Impact. Since the site is located in a relatively flat area, it is determined that there is no impact from landslides or other forms of natural slope instability to represent a hazard to the project.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Site grading, excavation, and construction have the potential to result in soil erosion or the loss of topsoil. Wind-blown soil erosion would be prevented through the implementation of Mitigation Measure AIR-1, which requires the use of water trucks to stabilize soils during project construction per BAAQMD requirements. With the implementation of this mitigation measure, potential impacts would be less than significant.

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?

Less than Significant with Mitigation Incorporated**.** As stated in REPORT - SOILS INVESTIGATION INCLUDING LIQUEFACTION ANAYSIS, dated June 1, 2012 for the planned medical center building, soil liquefaction potential of the site was evaluated using computer models. The post-liquefaction ground surface subsidence considered to be within tolerable level, provided that the foundation systems are designed in accordance with the recommendation detailed in the Report. The Report will be subject to peer review by the County.

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?

Less than Significant with Mitigation. Soils that contain significant amounts of clay materials are considered expansive. Onsite soils have a clay content of more than 80 percent, and these materials will shrink and swell in response to moisture content. To address potential impacts associated with expansive soils, the project is required to adhere to the structural design requirements of the County building ordinance (Chapter 15.08 of County General Ordinance Code). Implementation of the following measures would reduce any potential impacts related to expansive soils to less than significant.

MM-GEO-2 The Applicant shall address the related risks of differentials settlement and expansive soils by designing the foundations, structural bearing walls and beams, and underground utility connections to include the appropriate features. Design features include but are not limited to tying isolated column footings to concrete flatwork slabs, compacting subgrade soils to meet appropriate water-content guidelines, use of capillary breams and/or vapor barriers and similar measures. Pavement areas shall be designed to withstand severe seismic disruption, with appropriate compaction, site preparation, grading, drainage, utility trenching, pipe bedding, and concrete work. The contractor shall enable the authors of the geotechnical engineering study to review the final project plans prior to construction and report to the Department of Public Works on the adequacy of the plans.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Sewer service would be available for the disposal of wastewater. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Climate change, the warming of the earth's temperature, is caused by the emission of greenhouse gases (GHGs) into the atmosphere changing the average weather of the earth, which may be measured, by changes in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes that have occurred in the past, such as during previous ice ages.

Gases that trap heat in the atmosphere are GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere regulate the earth's temperature. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

There have been significant legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California Air Resources Board (ARB) is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs.

The ARB Governing Board approved the 1990 GHG emissions level of 427 million metric tons of CO_2 equivalent ($MMTCO_2e$) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 $MMTCO_2e$.

The ARB approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (ARB 2008). The measures in the Scoping Plan were intended to be developed within two years of plan adoption through rule development at the ARB and other agencies, and are expected to be in place by the end of 2012.

As noted in the Scoping Plan, the projected total business-as-usual emissions for year 2020 (estimated at 596 $MMTCO_2e$) must be reduced approximately 30 percent to achieve the ARB's approved 2020 emission target of 427 $MMTCO_2e$. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

The BAAQMD adopted the CEQA Air Quality Guidelines in 2011 (2011 Guidelines), which address the recommended threshold of significance and assessment methodology for determining a project's potential significance for greenhouse gas impacts under CEQA. The thresholds contained in the BAAQMD's Air Quality Guidelines are discussed in the Environmental Evaluation below.

The BAAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. The BAAQMD June 2010 adopted thresholds of significance were challenged in a lawsuit. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds. The court found that the adoption of the thresholds was a project under CEQA and ordered the BAAQMD to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits. The court issued a writ of mandate ordering the District to set aside the thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. The court's order permits the BAAQMD to develop and disseminate these CEQA Guidelines, as long as they do not implement the thresholds of significance. In light of the court's order, all references of the BAAQMD's adopted thresholds, including related screening criteria, have been removed from its 2012 CEQA Guidelines.

The BAAQMD's 2011 Guidelines provide substantial evidence and support for its thresholds and screening levels. Considering this information, the Lead Agency for this project has decided to use the BAAQMD's 2011 Guidelines for this analysis as well as the 2012 Guidelines where applicable.

Environmental Evaluation

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Both construction-period and operational-period activities have the potential to generate GHG emissions. The project would generate GHG emissions (carbon dioxide, methane, and nitrous oxide) during temporary (short-term) construction activities such as site grading, construction equipment engines, onsite heavy duty construction vehicles, vehicles hauling materials to and from the project site, asphalt paving, and motor vehicles used by the construction workers. Onsite construction activities would vary depending on the level of construction activity.

Long-term, operational GHG emissions would result from project generated vehicular traffic, onsite combustion of natural gas, operation of any landscaping equipment, offsite generation of electrical power over the life of the project, the energy required to convey water to and wastewater from the project site, the emissions associated with the hauling and disposal of solid waste from the project site, and any fugitive refrigerants from air conditioning or refrigerators.

As with criteria pollutants, the BAAQMD has developed screening levels to help determine when additional analysis is necessary to determine significance for greenhouse gas emissions. For the land use category of medical office building, the screening size is 22,000 square feet. The project is a 20,000-square-foot medical office building that is well below the BAAQMD's screening size; therefore, the project's GHG emissions are considered less than significant.

To strengthen the less than significant finding for GHG emissions, the operational GHG emissions from the project were estimated using CalEEMod (for assumptions and model output, please refer to Appendix F). As shown in Table 1, the GHG emissions are less than the threshold and are less than significant.

Table 1: Project Operational Greenhouse Gas Emissions

Source	Greenhouse Gas Emissions ($MTCO_2e$/year)
Mobile	364
Reduction from walking/transit (10% of mobile)	*- 36*
Natural gas	22
Electricity	81
Reduction from solar panels (85% of electricity)	*- 69*
Water	7
Waste	98
Total	**467**
Threshold	**1100**
Significant Impact?	**No**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and/or nitrous oxide)
Source of emissions: CalEEMod output, as estimated by Michael Brandman Associates, output is in Appendix XX. The reduction from mobile sources is as noted in the project specific traffic study. The reduction from the solar panel was estimated as a reduction of 85 percent of the project's electricity emissions.
Source of threshold: Bay Area Air Quality Management District Guidelines 2011.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The project is within the jurisdiction of Alameda County, which adopted a Climate Action Plan (CAP) in 2011. The CAP outlines a course of action to reduce community-wide GHG emissions generated within the unincorporated areas of Alameda County. Successful implementation of the CAP will reduce GHG emissions to 15 percent below 2005 levels by 2020 and set the County on a path toward reducing emissions to 80 percent below 1990 levels by 2050. The CAP contains strategies to reduce emissions, some of which are applicable to the project as discussed below.

Strategy T-3 states, "Retrofit bicycle racks and parking facilities in under-served civic and commercial areas." The strategy identifies new commercial development minimum bicycle parking requirements of 10 percent the number of automobile spaces. As a project design feature, the project would incorporate 27 bicycle parking spaces, which is 23 percent of the total parking. Therefore, the project is consistent with that strategy.

Strategy T-13 states, "Enhance rideshare infrastructure and services to increase community participation in this important travel mode." The project description states that electric vehicle plug-in stations and carpool surface parking spaces would be provided. Therefore, the project complies with this strategy.

Strategy E-13 states, "Establish Solar Empowerment Districts that remove barriers to and facilitate the installation of solar photovoltaic systems on eligible commercial and industrial buildings and parking lots." The project description indicates that the project would install a solar array that could provide up to 85 percent of the health center's energy needs. Therefore, the project complies with this strategy.

Project-related construction and operation will contribute incrementally to cumulative increases in GHG emissions. However, no aspect of the project would conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas. The project is consistent with the applicable policies in the County's CAP. The proposed project is consistent with the applicable local plans, policies, and regulations and would not conflict with the

provisions of AB 32, the applicable air quality plan, or any other state or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

This section contains a description of the setting regarding hazardous materials handled by the project. The discussion is based primarily on a Phase I Environmental Site Assessment prepared by Denali, Inc. on March 2012, which is included in Appendix C.

Hazardous materials are defined by the California Code of Regulations as substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic - causes human health effects.
- Ignitable - has the ability to burn.
- Corrosive - causes severe burns or damage to materials.
- Reactive - causes explosions or generates toxic gases.

The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. The project site is currently not listed on any federal, state, regional or local hazardous materials databases.

The Alameda County Environmental Health has primary responsibility for enforcing most regulations pertaining to hazardous materials within the area, while the Alameda County Fire Department acts as first responder to hazardous materials incidents. Hazardous waste programs are also governed by the Alameda County Hazardous Waste Management Plan and the Alameda County Integrated Waste Management Plan. These plans include forecasts for the generation of hazardous waste and provide policies for the management of this waste in Alameda County. The primary focus of both plans is to reduce the amount of hazardous waste generated in the County and to safely reuse, recycle or store any waste that is generated.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans (HMBPs). HMBPs contain basic information on the location, type, quantity, and health risks of hazardous materials and/or waste. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous material in quantities greater than or equal to the following:

- 55 gallons for a liquid
- 500 pounds of a solid
- 200 cubic feet for any compressed gas
- Threshold planning quantities of an extremely hazardous substance

County Policies Related to Hazardous Materials

P1: The County shall strive to reduce hazardous waste using the following hierarchy of waste management strategies:

- Reduce the sources of hazardous waste.
- Recycle and reuse hazardous wastes.
- Treat or incinerate residual hazardous waste.
- Place reduced or untreatable waste in secure land disposal units.

P2: New or expanding businesses shall be required to demonstrate compliance with the hierarchy of waste management strategies listed in Policy 1 of this Goal as a condition of receiving land use and business permits.

P3: All existing hazardous waste generators shall be required to implement the hazardous waste management hierarchy listed in Policy 1 of this Goal to the maximum extent feasible, both technically and economically.

P4: The County shall assist the Alameda County Waste Management Authority with the implementation of the Alameda County Integrated Waste Management Plan and the Alameda County Hazardous Waste Management Plan.

P5: Adequate separation shall be provided between areas where hazardous materials are present and sensitive uses such as schools, residences and public facilities.

P6: Developers shall be required to conduct the necessary level of environmental investigation to ensure that soil; groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos in building materials will not have a negative impact on the natural environment or health and safety of future property owners or users. This shall occur as a pre-condition for receiving building permits or planning approvals for development on historically commercial or industrial parcels.

P7: The safe transport of hazardous materials through the Eden Area shall be promoted by implementing the following measures:

- Maintain formally designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.
- Prohibit the parking of empty or full vehicles transporting hazardous materials on County streets.
- Require new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.
- Encourage businesses to ship hazardous materials by rail.

P8: Emergency response plans shall be submitted as part of all use applications for any large generators of hazardous waste.

P9: To the extent feasible, the County shall continue to support the removal of hazardous wastes from the solid waste stream in the Eden Area in accordance with countywide plans.

Environmental Evaluation

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact with Mitigation Incorporated. The Tiburcio Health Center would transport, use, and dispose of hazardous materials associated with the medical facility in compliance with local, state, and federal regulations. Any changes that would occur in the transport, use, or disposal of hazardous materials must be in compliance with both the Certified Unified Program Agency (CUPA) and internal hospital plans and policies. Implementation of Mitigation Measure HAZ-1 would reduce such potential impacts to a less-than-significant level.

Mitigation Measure

MM-HAZ-1 Prior to the issuance of building permits, the Applicant shall prepare a hazardous waste plan that identifies disposal methods in compliance with applicable federal, state, county, regulations including the Department of Toxic Substances Control (DTSC) regulations pertaining to hazardous waste. The hazardous waste plan shall be prepared pursuant to CUPA guidelines. Additionally, prior to the issuance or building permits, the Applicant shall prepare a hazardous material transportation program.

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?

Less than Significant Impact. The project would involve the transport and use of hazardous materials during the operation of the project, including medical waste associated with operation of the health center. The handling and transport of all hazardous materials onsite would be performed in accordance with applicable laws and regulations. Furthermore, the types and quantities of hazardous materials to be used and stored onsite would not be of a significant quantity to create a reasonably foreseeable upset or accident.

According to the Phase I Environmental Site Assessment prepared by Denali, Inc on March 2, 2012, there are no known or suspect Recognized Environmental Conditions (REC) on the site. Two formerly used 8,000 gallon fuel storage tanks were identified as Historical Recognized Environmental Conditions (HREC). The tanks had been removed in 1990 and a "No Further Action" letter was

issued by the Alameda County Environmental Health Department in 1995. The former underground storage tanks have been satisfactory remediated or addressed in a manner that is not considered to be a current REC. Therefore, impacts are considered less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. Edendale Middle School is located within one-quarter mile to the southwest of the project site. As previously discussed, all hazardous materials would be properly handled in accordance with applicable regulations, and Mitigation Measure HAZ-1 would ensure that a hazardous waste plan and hazardous material transport plan are in place to document the procedures to be followed. With the implementation of Mitigation Measure HAZ-1, impacts are determined to be less than significant.

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?

No Impact. Pursuant to CEQA, the California Department of Toxic Substances Control (DTSC) maintains a Hazardous Waste and Substances Sites List (Cortese List). As part of the Cortese List, DTSC also tracks "Calsites," which are mitigation or brownfield sites (previously used for industrial purposes) that are not currently being worked on by DTSC. Before placing a site on the backlog, DTSC ensures that all necessary actions have been taken to protect the public and environment from any immediate hazard posed by the site. The project is not included in the DTSC Cortese List; therefore, no impact would occur.

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?

No Impact. The nearest airports to the project site include the Hayward Air Terminal, located approximately 2.20 miles southwest of the project site, and the Oakland International Airport, which is located about 5 miles from the project site. The Alameda County Airport Land Use Policy Plan identifies safety zones for both these airports as substantially distant from the project site. No safety hazard would be associated with these airport facilities for people visiting or working at the project site, therefore there would be no impact.

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?

No Impact. The project site is not located within the vicinity of a private airstrip. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Construction of the proposed project would not create an obstruction to surrounding roadways or other access routes used by emergency response units and would not impair the implementation of an adopted emergency response plan. No impact would occur.

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?

No Impact. The site is located within a highly urbanized area and there are no wildlands on or near the project site. Surrounding land uses consist of commercial buildings, apartment complexes, and family residences. No impact related to wildland fire would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The project site is approximately 36 feet above sea level, and is relative flat and free of any impervious surfaces. The project site drains to the Estudillo Canal, which discharges to the Bay south of the San Leandro marina.

The California State Water Resources Control Board (SWRCB) is responsible for establishing water quality standards in California, and the San Francisco Regional Water Quality Control Board (RWQCB) is responsible for regulating discharges of wastes and stormwater runoff to San Francisco Bay. The RWQCB completed the most recent review and update of the Water Quality Control Plan (Basin Plan) for the San Francisco Bay region in 2007. Consistent with state law, the Basin Plan includes a statement of beneficial water uses to be protected, water quality objectives (or standards), strategies and schedules for achieving those objectives, and waste discharge requirements.

The RWQCB primarily regulates non-point discharges by issuing permits for stormwater runoff to municipalities and counties, contingent on the implementation of controls and practices (Best Management Practices [BMPs]) to protect water quality.

The RWQCB's Basin Plan requires that new development of one acre or more provide permanent, post construction measures to protect water quality and reduce pollution and the rate of runoff which typically results from new impervious surfaces such as roads and rooftops. To comply with the Basin Plan, Alameda County established a Clean Water Program and adopted a Stormwater Quality Management Plan (SQMP). Projects within the County are required to comply with Municipal Regional Stormwater Permit (NPDES No. CAS612008, adopted on October 14, 2009 and revised on November 28, 2011).

Stormwater discharge is regulated in Alameda County through the Municipal Code, Title 13: Public Services, Chapter 13.08 Stormwater Management and Discharge Control. Chapter 13.08 is designed to eliminate non-stormwater discharges to the municipal separate stormdrain; control the discharge to municipal separate stormdrains from spills, dumping, or disposal of materials other than stormwater; and reducing pollutants in stormwater discharges to the maximum extent practicable. Chapter 13.08 requires the issuance of a County Stormwater Permit for any project that is subject to the Municipal Regional Permit of the State.

Environmental Evaluation

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less than Significant. Development of the proposed project would require grading and construction activities, which could allow surface water to carry sediment from onsite erosion and small quantities of pollutants (e.g., oil or fuel used in construction equipment) offsite, thereby potentially affecting local waterways by degrading water quality.

Because the proposed project will create over one acre of new impervious surface, it is subject to the hydromodification management measures requirements of Provision C.3.g of the Municipal Regional Stormwater Permit. As such, the design includes a stormwater treatment system consisting of a series of bio-retention areas that are engineered to accept and treat all of the runoff from the building roof, the parking areas, and the other impervious areas on the site. These treatments will ensure that all project-related runoff can be accommodated in the existing storm drain, and would not increase the volume of runoff to the existing Alameda County Flood Control District's Zone 2, Line C storm drain facility (an underground culvert that traverses the site which cannot accommodate additional runoff that was not accounted for in its original design).

A modified runoff coefficient factor, C' of 0.40 had been assigned to this site in the District's hydrology calculations prepared for the sizing of the subject underground culvert. If the proposed development warrants a higher runoff coefficient than the original C' value of 0.40, mitigation measures with adequate outlet and/or metering works will need to be included and implemented by the Project Developer in the design of the on-site storm drainage facility.

The connection of the proposed on-site storm drain system to the Zone 2, Line C culvert will be subject to a District flood encroachment permit prior to construction.

The development of the project site must fully comply with Provision C.3 of the Municipal Regional Stormwater Permit. On-site storm drainage system must integrate in the design post-construction stormwater control measures so that storm runoff will be treated first before flowing to a downstream detention storage which then discharges into public flood control facilities further downstream. The Bay Area Hydrologic Model (BAHM) program should be used to size the on-site detention storage to mitigate hydromodification effects due to the change in storm runoff characteristics from a watershed caused by a change in the relationship of its pervious and impervious areas due to development. BAHM is a tool that generates flow duration curves for the pre- and post-project condition and then sizes a flow duration control 'basin' or 'vault' and outlet structure to match the pre-project curve.

The design of both the stormwater control measures and the on-site detention storage will be subject to review and approved by the Alameda County Public Works Agency and will be subject to issuance of a District stormwater permit prior to construction.

The project will also be subject to the special construction inspections mandated by Provision C.6 of the Municipal Regional Stormwater Permit, ensuring that best management practices are incorporated so that water quality standards are not adversely affected by construction activities.

Implementation of the standard provisions of the Municipal Regional Stormwater Permit ensure that potential impacts to water quality standards and waste discharge requirements would be less than significant.

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?

Less than Significant Impact. The project does not include any plan to withdraw groundwater. The East Bay Municipal Utility District (EBMUD) would provide domestic water to the project site, and does not use groundwater as a municipal water supply. Thus, groundwater quality and overall infiltration are not expected to be affected by project development and there would be no impact to groundwater. As such, impacts would be considered less than significant.

c) Substantially alter the existing drainage pattern of 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?

Less than Significant Impact. As discussed in subsection a) above, the project design includes a stormwater treatment system consisting of a series of bio-retention areas that are engineered to accept and treat all of the runoff from the building roof, the parking areas, and the other impervious areas on the site. These treatments will ensure that all project-related runoff can be accommodated in the existing storm drain, and would not increase the volume of runoff to the existing Alameda County Flood Control District's Zone 2, Line C. With the incorporation of standard provisions of the The design ensures that the project would not alter drainage patterns that could result in substantial erosion on or off-site. With implementation of the standard provisions of the Municipal Regional Stormwater Permit, potential impacts related to erosion and siltation are considered less than significant.

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?

Less than Significant Impact. As discussed in subsection a) above, the project design includes a stormwater treatment system consisting of a series of bio-retention areas that are engineered to accept

and treat all of the runoff from the building roof, the parking areas, and the other impervious areas on the site. These treatments will ensure that all project-related runoff can be accommodated in the existing storm drain, and would not increase the volume of runoff to the existing Alameda County Flood Control District's Zone 2, Line C. The design ensures that the project would not alter drainage patterns that could result in flooding on or off-site. With implementation of the standard provisions of the Municipal Regional Stormwater Permit, potential impacts to flooding are considered less than significant.

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?

Less than Significant Impact. Development on the lot would increase impervious surfaces (driveways, sidewalks, etc), which could increase stormwater runoff.

As discussed in subsection a) above, the project design includes a stormwater treatment system consisting of a series of bio-retention areas that are engineered to accept and treat all of the runoff from the building roof, the parking areas, and the other impervious areas on the site. These treatments will ensure that all project-related runoff can be accommodated in the existing storm drain, and would not increase the volume of runoff to the existing Alameda County Flood Control District's Zone 2, Line C. The design ensures that the project would not exceed the capacity of existing or planned stormwater drainage systems. With implementation of the standard provisions of the Municipal Regional Stormwater Permit, potential impacts to the capacity of existing or planned drainage systems are considered less than significant.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. Construction on the project site could produce pollutants that would have the potential to temporarily degrade the quality of receiving waters if not properly managed. The primary pollution of concern is sediment that results from excessive erosion of disturbed soils. Other potential pollutants include metals, construction chemicals and fuel, and miscellaneous waste. No significant long-term impact to water quality is anticipated from construction activities.

Development would be required to comply with all applicable regulations to protect water quality, including the special construction inspections mandated by Provision C.6 of the Municipal Regional Stormwater Permit, which ensure that best management practices related to the control of erosion and sedimentation during construction are implemented. With implementation of the standard provisions of the Municipal Regional Stormwater Permit, potential impacts to water quality are considered less than significant.

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?

No Impact. No housing is proposed as part of the project. As such, no impact would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less than Significant Impact. The Federal Emergency Management Agency (FEMA) provides information on flood hazard and frequency for cities and counties on its Flood Insurance Rate Maps (FIRM). FIRM No. 06001C0278G, Panel 278 of 725, identifies the flood hazard potential for the project area (FEMA 2009). The project site is located in an area designated as Zone X, indicating that the site is located outside the annual 0.2 percent chance floodplain boundary. As such, impacts would be less than significant.

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?

Less than Significant Impact. According to the Eden Area General Plan much of the Ashland area of unincorporated Alameda County would be flooded in the event of dam failure at the Lake Chabot or Upper San Leandro Reservoirs. Such a flood could produce catastrophic damage and casualties in the Ashland area. The dams at both reservoirs have been seismically strengthened during the last 30 years, making the risk of dam failure extremely low. According to the Eden Area General Plan, continued maintenance and seismic reinforcement will continue to occur, also minimizing any risk of dam failure. Therefore, impacts related to exposure of people or structures to flooding as a result of dam failure would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Large earthquakes occurring in the Pacific Ocean can generate seismic waves such as tsunamis. According to the Eden Area General Plan, the San Francisco Bay will experience a 20-foot high tsunami at a frequency of once every 200 years. The wave height would reduce by half as it reaches the Albany/Berkeley shoreline and decrease further as it travels south. The Eden Area would be subject to some level of inundation from a tsunami of this magnitude, however the shoreline is protected by boulders and would not be seriously affected. Further, the project site is approximately 20 miles east of the Pacific Ocean and approximately three miles east of San Francisco Bay.

Seiches, caused by enclosed bodies of water, can also be generated by earthquakes. The largest seiche wave measured in San Francisco Bay was following the 1906 quake and was four inches high. Given this history and the projects location away from large bodies of water or hillsides, there is no risk related to tsunami, seiche, or mudslides. No impacts are anticipated, and no mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Setting

The Eden Area General Plan designates the land use of the project site as General Commercial with High Density Residential as a possible secondary land use. The Ashland Cherryland Business District (ACBD) Specific Plan designates the zoning of the project site as "Transit Access". Table 2 summarizes the land use and zoning designations for the project site and surrounding parcels.

Table 2: Land Uses and Zoning Designations of the Project Site and Surrounding Areas

Direction from Project Site	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant Commercial	General Commercial with High Density Residential as a secondary use	Ashland Cherryland Business District Specific Plan, "Transit Access"
North	Commercial Center	General Commercial with High Density Residential as a secondary use	R-S-D-15: 29 Dwelling Units/Acre
South	Commercial Center	General Commercial with High Density Residential as a secondary use	Ashland Cherryland Business District Specific Plan, "Transit Access"
East	Grace Baptist Church	Medium Density Residential	R-S-D-15: 29 Dwelling Units/Acre
West	Residential Trailer Park and Commercial	General Commercial with High Density	Ashland Cherryland Business District Specific Plan,

Direction from Project Site	Existing Land Use	General Plan Designation	Zoning Designation
		Residential as a secondary use	"Transit Access"
Source: MBA, 2012.			

Environmental Evaluation

Would the project:

a) Physically divide an established community?

Less than Significant Impact**.** The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a community and outlying area. The project site is surrounded by an established, built-up urban area. Construction of a health center would strengthen the community and would enhance community services. Implementation of the project would not result in the division of an established community

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?

Less than Significant Impact with Mitigation. The project site is within the Ashland area of unincorporated Alameda County and is also within the boundary of the Ashland/Cherryland Business District Specific Plan (ACBD), adopted in 1995. The ACBD designates the site as "Transit Access", which is a designation intended to identify priorities for the revitalization of two economically disadvantaged, unincorporated communities along a strip commercial highway corridor in western Alameda County. This designation is applied to properties fronting or across the street from the approximately 250 foot length of a light rail transit stop, or from that same distance if it contains a bus stop providing service levels at or higher than 10 minute intervals during peak hours. Primary goals of the Plan are greater utilization of existing transit infrastructure, rehabilitation of blighted apartment buildings and a major streetscape improvements program for the East 14th Street, Mission Boulevard highway right-of-way; it is meant to create a mixture of residential, commercial, and employment opportunities that benefit from and are supportive of high access transit service.

Currently, the “Transit Access” District contains the largest number of vacant or underutilized properties within the ACBD Plan Area. However, there are some successful businesses that provide goods and services for people in the adjacent neighborhoods. Convenient access and low rents are

two primary factors for the current viability of a number of these businesses. Many opportunities exist to upgrade existing vacancies and for new infill development such as the project. ACBD does not have a concentration of key business tenants, and there are few large sites available for new development. Introduction of the proposed project to the area would effectively serve the immediate market demand of nearby households and make use of one of the existing vacant and underutilized properties within the District.

Generally, all new development on properties with "Transit Access" designation must adhere to the following regulations:

- Support and specialty retail for all or a significant portion, and in no case less than 50%, of ground floor space;
- Minimum floor area to site area ratio (FAR) of 0.75:1 for new non-residential development, the purpose of being to create more intense development oriented to pedestrian use;
- Special consideration, as PUD, when development includes underground or parking structure, special pedestrian amenities such as plazas or access pathways, transit facilities, or a mix of residential and commercial uses (such development projects also must qualify for special redevelopment funding assistance);
- Height restrictions, based on a 45 degree slope line from the property line, for frontage immediately adjacent to properties zoned for lower density residential development (where there is no roadway or other public right-of-way separation between property lines);
- Minimum height limit for commercial street frontage of 25 feet (can be false front), and maximum height as set by restrictions of fire department equipment and visual impacts analysis;
- Residential densities permitted to a maximum of 50 dwelling units to the acre; and
- Parking for commercial uses not to exceed 3.5 spaces per 1000 net leasable square feet.

The project does not meet three of the development regulations: 50% ground floor space, minimum floor area to site area ratio (FAR) of 0.75:1 for new non-residential development, and maximum parking of 3.5 spaces per 1,000 net leasable square feet of commercial development, the project will require a Conditional Use Permit (CUP) pursuant to mitigation measure LU-1 below.

The project would result in a positive economic development impact by providing access to medical care facilities to the surrounding community. Further, the proposed project proposes a number of exceptional design features including Electric Vehicle parking facilities; bicycle parking facilities; energy management controls for efficient HVAC systems and lighting; and a Solar Array that could provide up to 85 percent of the health center's needs.

The overall planned use of the site for a health center would be consistent with the overall goals and objectives of the Transit Access zoning designation and the ACBD Specific Plan, which includes out-

patient health services as an illustrative example of ideal "Transit Access" development through the use of infill development.

If the County grants a conditional use permit for the project, it would ensure consistency with the ACBD Plan. If the County does not grant the conditional use permit, the project would need to be redesigned to comply with the development regulation of the ABCD Plan without the need for any exceptions.

Mitigation Measure

MM-LU-1 The applicant shall apply for a Conditional Use Permit (CUP) from the County. The CUP will include a special study to analyze the following findings:

- Is the granting of the Use Permit necessary to allow development to occur?
- Does the project result in significant positive Economic Development impacts such as: increase sales tax and/or property tax revenue; or provide living wage jobs; or provide a needed service or product not available nearby in the corridor; or invlude local hiring practices and/or apprenticeship program?
- Are there project amenities and exceptional design features integrated into the project to support ACBD Specific Plan sustainability goals?
- Are there project amenities and exceptional design features integrated into the project to support ACBD Specific Plan sustainability goals?
- Does the project promote the goals and land use objections of the Eden Area General Plan regarding primary and secondary uses?
- Has the project been the subject of adequate environmental analysis pursuant to the California Environmental Quality Act?

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. There are no habitat conservation plans that apply to the project site; therefore, there would be no impact on such plans.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act of 1975 (SMARA). Mineral Resource Zones (MRZ) have been designated to indicate the significance of mineral deposits. The MRZ categories are as follows:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4: Areas where available information is inadequate for assignment to any other MRZ.

Environmental Evaluation

Would the project:

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?

No Impact. The project site contains no known mineral resources, and it is unlikely that the underlying soils would have any extractive value. Extraction would be infeasible due to the small size of the project site. The Conservation Element of the Alameda County General Plan does not describe or identify any such mineral resources of importance in the vicinity of the project site.

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?

No Impact. No mineral extraction activities exist on the project site and mineral extraction is not included within the project's design. Additionally, the project site is not designated as a locally important mineral resource recovery site. As such, no impact in this regard would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The human ear can detect changes in sound levels of approximately 3 dBA under normal, controlled conditions. A change of 5 dBA is noticeable to most people in an exterior environment.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, Ldn (day/night average sound level), was developed. The Ldn divides the 24-hour day into the daytime of 7:00 a.m. to 10:00 p.m. and the nighttime of 10:00 p.m. to 7:00 a.m. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average, which includes both an evening and nighttime weighting.

Existing Conditions

The project site is currently located on a vacant lot, on East 14th Street one property northwest of 162nd Avenue, along an urban commercial corridor. A noise level of up to 70 dBA CNEL is allowable for businesses or commercial buildings and would be compatible with the proposed health center use of the site.

County noise standards are specified in the Noise Element of Alameda County General Plan. Exhibit 7 presents the County's applicable noise standards for the project and adjacent uses. Descriptions of adjacent uses are given below.

West

E. 14th Street is located west of the project site. Residential housing consisting of a residential trailer park and commercial development is found directly across E. 14th Street, southwest of the project site. This area has a General Plan land use designation of General Commercial with High Density Residential allowed as a secondary use.

North

Two commercial lots, used for vehicle and equipment storage, are located immediately north of the project site. Businesses aligning E. 14th Street are primarily commercial in nature (such as a cigarette retail outlet), with residential development occurring approximately 150 to 200 feet northwest of the project site. This area has a General Plan land use designation of General Commercial and High-Density Residential allowed as a secondary use.

East

Grace Baptist Church grounds and related parking is located to the northeast of the project site. This area has a General Plan land use designation of Medium-Density Residential. To the east of the project site is the parking lot for Thrift Town, located on the corner of 162nd Avenue and E. 14th Street. This area has a General Plan land use designation of General Commercial and High-Density Residential allowed as a secondary use.

South

South of the proposed project site is an existing commercial building known as Thrift Town. This area has a General Plan land use designation of General Commercial and High-Density Residential allowed as a secondary use.

Noise monitoring was performed using an Extech Model 407780 Type 2 integrating sound level meter. The Extech meter was programmed in "slow" mode to record the sound pressure level at one second intervals for in "A" weighted form. The sound level meter and microphone was mounted approximately five feet above the ground and was equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using an Extech calibrator, Model 407766. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the vicinity of the project site and to provide a baseline for any potential noise impacts that may be created by development of the proposed project. The sites can be seen below in Exhibit 8 and Exhibit 9. Appendix D includes Noise Modeling Data.

The noise measurements were recorded for 15-minute durations, between 1:09 p.m. and 1:45 p.m., on Tuesday, July 30, 2012. At the start of the noise monitoring, the sky was sunny with a few clouds, and calm winds from the west (about 3 mph).

The noise measurements were taken at two (2) locations at and adjacent to the project site. The results of the noise level measurements are provided below in Table 3.

Table 3: Existing Noise Level Measurements

Site Location	Description	L_{eq}	L_{MAX}	L_{MIN}
Site 1	Along southwestern edge of property site (East 14th Street). Area contained light vegetation, mostly dirt and small rocks. Noise sourced from car stereos and traffic.	63.8	74.1	46.2
Site 2	Along northeastern edge of site, 15 ft from fencing adjacent to a church.	52.8	68.5	46.2

Exhibit 7: Land Use Compatibility for Community Noise Environments

Exhibit 8: Noise Measurement Locations

Exhibit 9: Noise Reading Site Photos

Environmental Evaluation

Would the project result in:

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?

Less than Significant Impact. Noise levels in the project area would be influenced by construction activities and from the ongoing operation of the proposed project.

Construction Noise

According to Goal N-2, Policy P4 in the County GP Noise Element,

> All construction in the vicinity of noise sensitive land uses, such as residences, hospitals or convalescent homes, shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday, and to 8:00 a.m. to 5:00 p.m. Saturday and Sunday. These noise source standards may be exceeded as specified in the Alameda County Noise Ordinance in order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events.

Short-term noise impacts could occur during construction activities from either the noise impacts created from the transport of workers and movement of construction materials to and from the project site, or from the noise generated onsite during: demolition and ground clearing/excavation, grading, and building activities.

Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the workday, and types of equipment employed, as indicated in Figure 1. A typical construction day with an eight-hour duration will generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 to 4 minutes at lower power settings.

Table 4: Construction Equipment Noise Levels

Equipment Description	Noise Level (L_{max} dBA) at 50 feet	Distance to Receptor[1] (feet)	Maximum Noise Level (L_{max} dBA) at Receptor	Average Noise Level (L_{eq} dBA) at Receptor
Grader	85	283	69.9	66
Backhoe	77.6	283	62.5	58.5
Scraper	83.6	283	68.5	64.5
Tractor	84	283	68.9	65

Compactor	83.2	283	68.2	61.2
Excavator	80.7	283	65.7	61.7

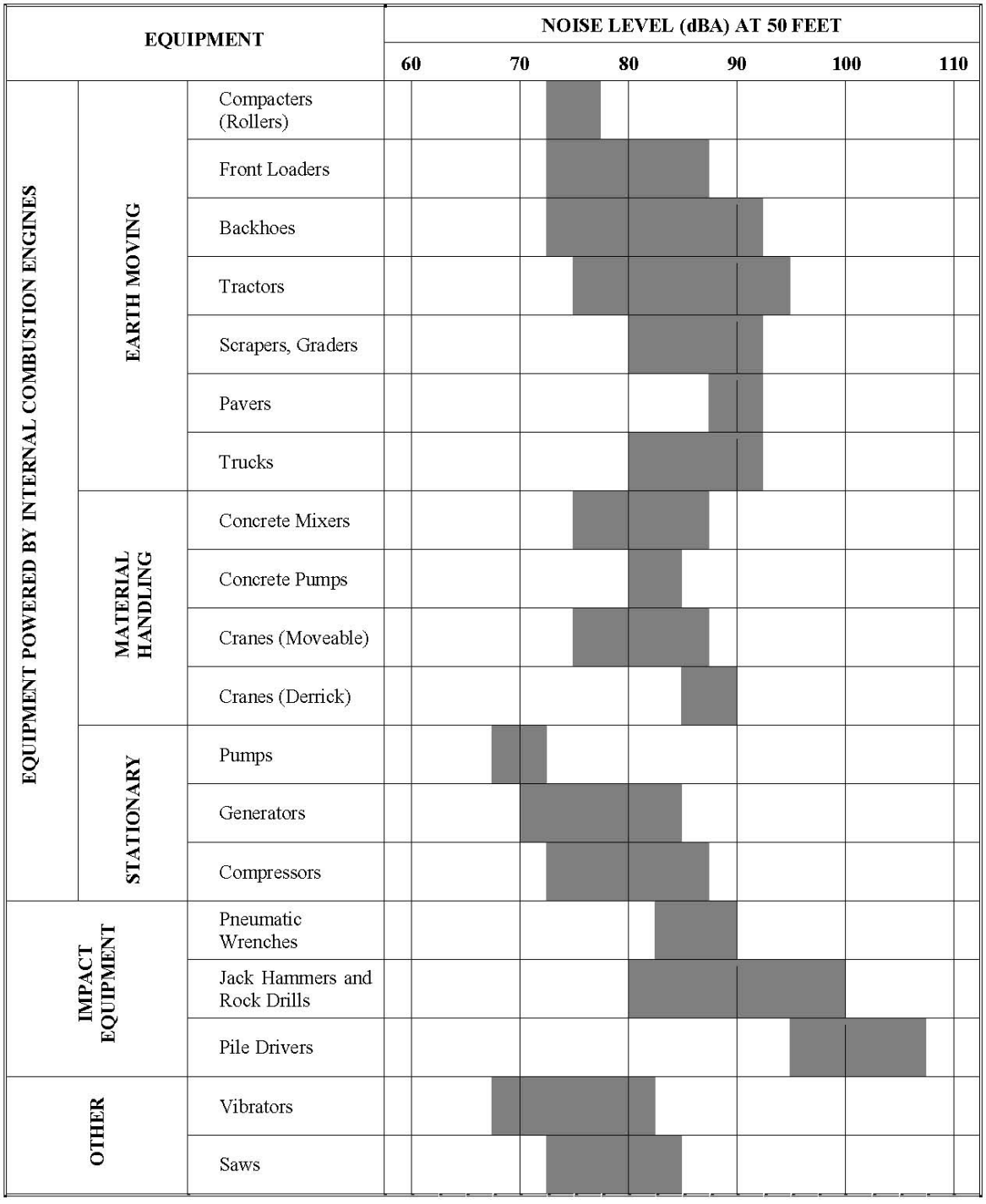
Note:
[1] Average distance of equipment to receptor boundary
Source: FHWA Roadway Construction Noise Model (Appendix G).

As seen above, typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Although there would be a relatively high, single-event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer time (24 hours for CNEL/L_{dn}). As shown by the ambient noise level measurements in Table 3, the maximum noise level in the project vicinity is already 74.1 dBA.

The results in Table 4 show that construction equipment would generate maximum noise levels of 69.9 dBA (L_{max}) at a distance of 283 feet (average distance of equipment use from sensitive receptor to northeast). The noise from construction equipment would be transitory, intermittent, and not a source of continuous noise. Grading of the project site is anticipated to take approximately 34 days.

Construction-related noise is exempt from noise standards and will generate maximum noise levels that are similar, or less than, those currently experienced by receptors in the project vicinity. Further, although there would be a relatively high, single-event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over a longer period of time. The project is expected to comply with the County's Municipal Code requirements (Noise Ordinance, Chapter 6.60 of the Alameda County Municipal Ordinance Code). As construction noise is exempt from noise standards (as long as the activities occur within the times designated in Goal N-2, Policy P4 of the County's General Plan), impacts from construction noise are considered to be less than significant.

Figure 1: Typical Construction Equipment Noise Levels



Operational Noise

Potential noise impacts associated with the operations of the proposed project are a result of project-generated vehicular traffic on the project vicinity roadways and from stationary noise sources associated with the proposed project. The following section provides an analysis of potential long-term offsite and onsite noise impacts associated with the ongoing operations of the proposed project.

Potential Onsite Noise Impacts

The proposed project would generate onsite noise from new roadways plus stationary sources such as the rooftop mechanical equipment and automobile parking lot areas.

Parking Lot Areas

Sources of noise from parking lots are primarily from engine and tire noise, slamming of doors, and pedestrians. The facility proposes parking spaces for 90 cars that will be located on the northern and northwestern portions of the site. A parking lot is not considered a serene environment, and the traffic noise from the adjacent streets will provide a masking effect over the short-term, single-event noise occurrences common to parking lots. Furthermore, the proposed Tiburcio Vasquez Health Center is not a high turnover facility and parking lot activity is expected to be relatively low.

Rooftop Mechanical Equipment

Since details were not available pertaining to rooftop forced air units, a reference noise level for a rooftop unit was used. Noise impacts from rooftop mechanical equipment are anticipated to be at a level of 59.5 dBA L_{eq} at a distance of 10 feet. As there are no sensitive receptors within 50 feet of the building, impacts from noise generated by rooftop forced air units would be less than 59 dBA, and are considered to be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Neither the County of Alameda's General Plan nor its Municipal Code contains provisions specifically regarding groundborne vibration or groundborne noise levels.

The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include certain construction activities, while transient sources include large vehicle movements. Generally, thresholds of perception and agitation are higher for continuous sources.

Table 5 illustrates the human response to both continuous and transient sources of groundborne vibration.

Table 5: Human Response to Groundborne Vibration

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible
Source: California Department of Transportation, 2004.		

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration (Table 6). Acceptable vibration levels for an office environment would be 84 VdB, while levels for a residential use would be 78 VdB.

Table 6: Vibration Levels Generated by Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L_V) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

While long-term operations of the proposed project would not generate excessive groundborne vibration or groundborne noise levels, short-term construction could potentially introduce groundborne vibration to the project site and the surrounding area. Specialty construction equipment such as pile drivers or large earthmovers, as well as construction activities such as well drilling, can be a continuous source of excessive groundborne vibration.

Construction activities can produce vibration that may be felt by adjacent uses. While grading and earthmoving activities would occur on the project site, the use of pile drivers, large earthmovers, and other construction equipment and activities associated with groundborne vibration are not expected to occur. Therefore, the primary source of vibration during project construction would likely be from a small bulldozer (tractor), which would generate 0.003 inch per second PPV at 25 feet with an approximate vibration level of 58 VdB. The vibration from the small bulldozer would be intermittent and not a source of continual vibration.

The closest sensitive receptor to the project site would be the church buildings located approximately 90 feet northeast of the site boundary. It is anticipated that vibration levels generated by a small bulldozer and experienced at the nearest offsite structure would be approximately 52 VdB, which is below the acceptable level of 78 VdB for sensitive uses during the day.

Given the anticipated construction activities described above, impacts associated with the vibration from construction equipment are considered to be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Operation of a health center is not typically a high noise producing use. The analysis of permanent effects to ambient noise levels are therefore focused upon traffic noise. As discussed below, the project would not result in a significant or even a perceptible increase in traffic noise. (An increase of 3 dBA is considered barely perceptible to human ears, while an increase of 5 dBA or greater is considered significant.)

The Traffic Study performed for the project determined which roadways are likely to be used by vehicles accessing the project. Average daily traffic (ADT) volumes for those roadways under various scenarios were calculated from the peak hour intersection volumes and offsite noise levels were estimated along road segments in the project vicinity for the following scenarios: existing conditions; existing plus project conditions; year 2035 conditions, with and without project.

A maximum noise increase of 1.2 dBA due to project-related traffic would occur on 162nd Avenue, southeast of E. 14th Street (see Appendix D for calculation table). The increase in noise along E. 14th Street would be even less, because the number of new trips added by the project is a smaller percentage of the existing traffic volume along this busy corridor, creating a smaller effect on existing

sound levels. 162nd Street southwest of the site has a ADT of 550, and the project will add 170 vehicles, which represents an increase of approximately 30% over existing levels.

By comparison, traffic volumes along E. 14th Street would increase from 8,660 vehicles to 8,950 vehicles with the project, an increase of 3% (290 vehicles) over existing traffic volumes. The increase in noise over existing conditions is less than the 5-dBA threshold of significance and is therefore considered less than significant.

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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?

Less than Significant Impact. The closest airport to the project site is Hayward Executive Airport, approximately 2.5 miles south-southwest of the site. The Hayward Executive Airport (HWD) is owned and operated by the City of Hayward under the Public Works Department. The airport is classified by the City as an "Enterprise Fund," which means that it is operated like a private business enterprise. Because of the distance from the site and the function of the noise monitoring network (in place around the airport to report incidences of excessive noise levels from individual aircraft), impacts associated with excessive noise levels associated with airports would be less than significant.

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?

No Impact. No private airstrip occurs within 10 miles of the project site. As such, the proposed project would not expose clinic users to excessive noise levels. Therefore, no impacts are anticipated regarding private airstrips.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
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 roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

This analysis is based on the potential demographic changes caused by the project in employees, residents, patients, and visitors associated with the proposed project.

Environmental Evaluation

Would the project:

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 roads or other infrastructure)?

No Impact. Construction of the proposed health center would not result in any substantial population growth as no residential use is proposed. The project's implementation would create only minimal new employment opportunities. In addition, there are no offsite improvements associated with the project that would result in population growth. Therefore, implementation of the project would not result in any project-level impacts related to substantial population growth during the short-term construction phase or long-term project operation.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. No existing residences in the immediate vicinity would be subject to removal or altered because of the proposed project. As such, no impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The project includes the demolition, grading, and construction of health center facilities and does not include any residential units. The project would not displace residential units

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services *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:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☒	☐

Environmental Setting

This section describes existing public services serving the project site, and evaluates the effects on those services from the proposed Tiburcio Vasquez Health Center. To evaluate the impacts of health center development, the study area is defined as the project site, the vicinity of the health center, and the Ashland area of unincorporated Alameda County, as relevant to the topic being evaluated.

Environmental Evaluation

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:

a) Fire protection?

Less than Significant Impact. The Alameda County Fire Department (ACFD) provides fire protection services to the unincorporated areas of Alameda County. Fire protection by the ACFD also includes provision of services related to hazardous materials, paramedic services, urban search and rescue, fire protection, building code enforcement, risk management, and public education. All of these services help contribute in prevention of fires accidents or other related injuries before they occur.

The service area of ACFD covers approximately 506 square miles, encompassing the cities of Dublin, Newark, San Leandro, Union City, and other unincorporated areas of Alameda County, including

Lawrence Berkeley National Laboratory and the Lawrence Livermore National Laboratory. The ACFD is comprised of four battalions, 28 fire stations, 25 engine companies, seven ladder truck companies, and one heavy rescue vehicle. There are 425 sworn positions and 80 reserve firefighters employed by the ACFD. In the Ashland area of unincorporated Alameda County, the ACFD serves the community from five fire stations (ACFD Station #9 through #13). The first response station for emergencies at the project site would be an ACFD Station on 164th Avenue, located approximately 0.31 miles southeast from the site. The ACFD has a response time goal of five minutes for 90 percent of all service calls. The ACFD currently meets this goal 97 percent of the time. Response times tend to be quicker in areas that are more urban due the fact that fire stations in urban areas are often closer together.

According to conversations with the Alameda County Fire Department, the project represents a limited increase in the amount of development in the vicinity. There would be a less than significant impact on fire protection services which would require the construction of new facilities, or compromise the service level or response time of the ACFD.

b) Police protection?

Less than Significant Impact. The Alameda County Sheriff's Office provides police protection in the project area, as well other unincorporated areas of the county. The Sheriff provides numerous other services, including operations of the County Office of Emergency Services, operating the two County jails, Coroner services, and other duties. The Sheriff's Office is headquartered at 15001 Foothill Boulevard, approximately 0.8 miles north of the project site. The project would not require the construction of new facilities to meet service demands, and the impact on Sheriff's Office services or facilities would be less than significant.

c) Schools?

No Impact. The proposed project does not include a residential element and it is expected that local residents would fill employment opportunities. As such, the proposed project does not have the potential to generate an increase in school-age children and would not result in the need for new or expanded school facilities. No impact would occur.

d) Parks?

No Impact. The proposed project does not include a residential element and it is expected that employment opportunities would be filled by local residents. As such, the proposed project would generate substantial park usage resulting in the need for new or expanded park facilities. No impact would occur.

e) Other public facilities?

Less than Significant Impact. Public facilities are typically provided to serve a residential population. Because the project would not include any residential development, it would not be expected to generate demand for other public facilities typically serving residential populations. Therefore, the project would not create additional demands other public facilities near the project site. Thus, impacts to parks and other facilities would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

This section analyzes the proposed project in light of the existing recreation conditions around the proposed project, and summarizes potential recreation-related impacts associated with the Tiburcio Vasquez Health Center.

Environmental Evaluation

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?

No Impact. The proposed project consists of the construction of a health center that would be constructed on the vacant lot. The closest recreational facility is Endale Park, approximately 0.18 mile southwest of the project site. This facility is available to serve any recreational needs of the community. However, no change in the usage of recreational facilities is likely to result from project implementation. Therefore, no project-level impacts to neighborhood or regional parks would result from project implementation.

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?

No Impact. The proposed project does not include a recreational component. Further, no residential use is proposed as part of the project. As explained in response to question 15.a), above, new or expanded recreational facilities would not be necessary. Therefore, because the proposed project does not propose recreational facilities or require the construction or expansion of recreational facilities, no project-level recreational facility-related impacts to the environment would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation / Traffic *Would the project:*				
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 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☒	☐	☐

Environmental Setting

PHA Transportation consultants prepared a Transportation Impact Analysis (TIA) in August 2012, included in Appendix D. The TIA evaluated project impacts to traffic conditions on intersections in the project vicinity, and also evaluated the project design in relation to standards for parking and provision of pedestrian and bicycle amenities.

Traffic impacts are evaluated by determining the number of new trips that the project would be expected to generate, distributing these trips to the surrounding street system based on existing or anticipated travel patterns specific to the project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments.

Operating conditions during the AM and PM peak hours were evaluated under Existing, Existing plus Project, Future and Future plus Project conditions. The traffic study area includes the project frontage along E. 14th Street as well as the intersections of 159th Avenue/E. 14th Street, Ashland Avenue/E. 14th Street, and 162nd Avenue/E. 14th Street.

The project site is located at 16110 E. 14 th Street, in the unincorporated Ashland area of Alameda County. The directional distribution of project traffic, which predicts the potential routes of travel, was determined based on examinations of the study area street layout, area land use, current circulation patterns, and traffic volumes.

There is a raised median on E. 14 th Street in front of the project site. This means motorists would be unable to make left-turns in or out from the project driveway. Clinic visitors and staff traveling from the north via E. 14 th Street by cars must drive south to the 162nd Avenue intersection and make a U-turn there to get back to the project driveway. On the other hand, visitors and staff leaving the clinic traveling to the south via E. 14 th Street must first go north to the Ashland intersection and make a U-turn there before heading south. Both of these two intersections have left-turn lanes and permit U-turns. The directional distribution of project traffic, which predicts the potential routes of travel, was determined based on examinations of the study area street layout, area land use, current circulation patterns, and traffic volumes.

Study Intersection

The following is a brief description of roadways that provide access to the Ashland area of unincorporated Alameda County and the project site:

- E. 14 th Street is a north south regional facility connecting cities of Oakland, San Leandro, Hayward and several unincorporated areas in Alameda County. It has two travel lanes in each direction in the vicinity of the project site. Land use near the project site is predominantly commercial and retail. The posted speed limit near the project site is 35 mph. On-street parking is permitted on both sides of the street. All project generated traffic will use E. 14th Street to access the project site.
- 159th Avenue is a two-lane collector street running in northeasterly direction. It connects E. 14th Street with Foothill Boulevard and the residential areas on the other side of Interstate 580 (I-580). Land use along the street is mostly residential except near the intersection with E. 14th Street, which is commercial. The posted speed limit is 25 miles per hour (mph) and parking is

permitted on both sides of the street. About 20 percent of the project traffic is expected to use 159th Avenue, in conjunction with E. 14th Street to access the project site.

- 162nd Avenue is a two-lane collector street running in a northeasterly direction and terminates at Liberty Street. Land use along the street is a mixture of retail commercial, wholesale commercial, multi-family homes and single-family homes. Parking is permitted on both sides of the street. The posted speed limit is 25 mph. About 10 percent of the clinic's clientele is expected to use 162nd Avenue and E. 14th Street to access the facility.

- Ashland Avenue is a two-lane collector street providing access to and from the adjacent residential neighborhoods and the Edendale Middle School. The posted Speed limit is 25mph and parking is permitted on both sides of the street except where no-parking signs are posted. The project trip distribution analysis indicated that about 10 percent of the clinic's patients would use Ashland Avenue in conjunction with E. 14th Street to access the clinic.

Existing Transit Facilities

AC Transit (Alameda and Contra Costa Transit) provides public transit services to the study area and surrounding unincorporated areas and cities. Lines that provide service in the close vicinity of the proposed project site include Line 32, 48, 75, 93, 99, and 801. The TIA's Table 1 (Appendix D) shows a brief description and schedules of the bus lines that service the study area. Most of these lines have stops along E. 14th Street or other streets near the site. The operator of another Tiburcio Vasquez Health Clinic in Hayward indicated that many of its patients are without cars and would use public transportation to visit the facility; however, employees of the Tiburcio Vasquez Health Clinic generally reside out of the clinic service area, and provide the basis for the 90 parking spaces provided onsite.

Pedestrian and Bicycle Facilities

The study area is highly urbanized and pedestrian facilities such as sidewalks and pedestrian crosswalks are provided at most street intersections within the study area including the three study intersections. PHA observed many pedestrian and bicyclist activities in the study area during traffic surveys. While a majority of the clinic's employees will be commuting from outside of the clinic's service area, the project applicant has indicated that they expect a considerable number of their patients would walk or bicycle to the facility since its primary market area is Ashland, Cherryland, and San Lorenzo. The 2010 Eden Area General Plan shows proposed bike lanes for E. 14th Street, 159th Avenue and Ashland Avenue in the study area.

Study Intersections

The following 3 intersections were analyzed for potential traffic impacts associated with project development:

1. Intersection of 162nd Avenue and E. 14th Street.
2. Intersection of Ashland Avenue and E. 14th Street.

3. Intersection of 159th Avenue and E. 14th Street.

Existing Conditions

As shown in Table 7, under the Existing Conditions Scenario, assuming full access to the project driveway, the signalized study intersections operate acceptably at Level of Service (LOS) A during peak periods studied in the morning (AM) and LOS B during peak periods in the afternoon (PM). Alameda County General Plan LOS standard considers LOS D with an average delay of 55 seconds per vehicle as the lowest acceptable Level of Service for signalized intersections, and would require mitigation for intersections with an average delay higher than 55 second per vehicle.

Table 7: Summary of Existing Peak Hour Intersection Level of Service Calculations

Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. E. 14th Street/162th Avenue	8.1	A	11.2	B	8.1	A	12.2	B
2. E. 14th Street/Ashland Avenue	6.4	A	12.6	B	6.4	A	12.7	B
3. E. 14th Street/159th Avenue	17.8	B	20.5	C	17.8	B	21.0	C

Notes:
Delay is measured in average seconds per vehicle; LOS = Level of Service
Source: PHA Transportation Consultants, 2012.

Future Conditions

As shown in Table 8 under the anticipated future volumes (2035 Conditions), the study intersections are expected to continue to operate acceptably overall during both peak periods evaluated.

Table 8: Summary of Existing Peak Hour Intersection Level of Service Calculations

Study Intersection Approach	2035 Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. E. 14th Street/162th Avenue	9.2	A	17.2	B
2. E. 14th Street/Ashland Avenue	7.2	A	18.3	B
3. E. 14th Street/159th Avenue	25.7	C	42.32	D

Notes:
Delay is measured in average seconds per vehicle; LOS = Level of Service
Source: PHA Transportation Consultants, 2012.

Regulatory Context

Alameda County

Alameda County adopted Level of Service (LOS) Standard is contained in the Alameda County General Plan. The current operating standard adopted by the County is LOS D or better during peak travel periods and LOS C during non-peak periods. In locations where the level of service is exceeded, current County policy requires that improvements, consistent with other plan policies, should be undertaken.

Environmental Evaluation

Would the project:

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 and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. Operating conditions of intersections and queuing during the AM and PM peak hours were evaluated under existing and future conditions, with and without the project. Each scenario is described and evaluated below.

Intersection

The existing conditions scenario provides an evaluation of current operation based on existing traffic volumes during the AM and PM peak period. This condition does not include project-generated traffic volumes. PHA evaluated existing traffic operations with traffic counts collected from the field in July 2012. Since the traffic data was collected in the summer while schools are not in session, PHA adjusted the summer counts upward by 4 percent to reflect school traffic. This adjustment is determined based on review and comparison with traffic data collected for the recently approved Ashland Youth Center Project.

The traffic LOS analysis for current conditions indicated that the three signalized intersections currently operate between LOS A and C with delay ranges between 6 seconds and 20 seconds for AM and PM peak hours. Field observation made during traffic data collection indicates smooth traffic operation with minimal delays and short vehicle queues in the study area, consistent with the calculated results.

Existing (Near-Term) With Project

In determining the project trip generation, PHA reviewed trip rates published in the latest edition of ITE (Institute of Transportation Engineers) Trip Generation Manual 8th Edition, for similar uses and facilities. As a medical clinic (ITE Code 630), the site would generate 95 PM trips (38 inbound 57

outbound), but there are no data for the AM peak hour in the manual, presumably all surveyed facilities open after 9 AM As a dental and medical clinic (ITE code 720), the project is expected to generate 38 AM peak hour trips (32 inbound and 6 outbound), and 70 PM peak hour trips (19 inbound and 51 outbound).

To assume a conservative approach for the study, PHA applied the dental and medical clinic rates (ITE Code 630) for the AM peak hour while using medical clinic rates (ITE Code 720) for the PM peak hour. The facility operator indicated that a significant number of its patients are from the nearby areas. While medical professionals working at the clinic largely commute from outside of the clinic's service area,, the facility operator indicated that a significant number of its patients are from the nearby areas; many of these patients either walk to or use public transportation, based on data from its other facility in Hayward. Based on the above assumptions, PHA predicts proposed Tiburcio Vasquez Health Center would generate 38 AM and 95 PM peak hour trips.

Table 9: Trip Generation Summary

Land Use	Units	AM Peak Hour					PM Peak Hour					Daily Trips				
		Rates	In (%)	Trips	Out (%)	Trips	Rates	In (%)	Trips	Out (%)	Trips	Rates	In (%)	Trips	Out (%)	Trips
Medical Clinic (ITE 630)	20	NA	NA	NA	NA	NA	5.18	41%	42	59%	61	31.5	50%	315	50%	315
Medical/Dental Clinic (ITE 720)	20	2.3	79%	36	21%	10	3.46	27%	19	73%	51	8.96	50%	179	50%	179
Reduction for walk trips (-5%)	—	—	—	2	—	2	—	—	2	—	2	—	—	16	—	16
Reduction for public transit (-5%)	—	—	—	2	—	2	—	—	2	—	2	—	—	16	—	16
Total Trips	—	—	—	**32**	—	**6**	—	—	**38**	—	**57**	—	—	**283**	—	**283**

Notes:
ksf = 1,000 square feet (sq ft).
Source: W-Trans, 2011.

Project Impact on Public Transit, Pedestrian and Bicycle Facilities

The area is well served with public transit and pedestrian facilities. A proposed bike lane on E. 14th Street, within the study area, has been included in the County's Master Bike Plan.

While medical professionals working at the clinic largely commute from outside of the clinic's service area,, the project is expected to generate pedestrian and public transit traffic as many patients live in Ashland, Cherryland, and San Lorenzo area and would likely walk or use public transportation to visit the facility. This is considered a positive impact as it would reduce automobile use.

Future Conditions With Project

The above traffic operation analyses indicated that the proposed project would not cause any of the study intersections to operate at an unacceptable level of service. The intersections of E. 14th Street / Ashland Avenue and 162th Avenue would continue to operate at LOS A for the AM peak hour and B for the PM peak hour. The intersection at 159th Avenue would drop from LOS C to LOS D, but is considered acceptable by Alameda County's standard. The project would not create significant impacts according to CEQA Guidelines, thus resulting in a less than significant impact.

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?

Less than Significant Impact. The Alameda County Transportation Commission (Alameda CTC) is the countywide transportation planning and programming agency and maintains the Alameda Countywide Transportation Plan (CWTP). The CWTP is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon. The 2012 CWTP lays out a strategy for meeting transportation needs for all users in Alameda County and includes projects and other improvements for new and existing freeways, local streets and roads, public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking. Goals of the CWTP include:

- Increasing multimodal activity.
- Increasing accessibility for commuters.
- Providing affordable and equitable service.
- Integrated with land use patterns.
- Local decision making.
- Making transportation and transit options reliable and efficient, cost effective, well maintained, safe, and supportive of a healthy and clean environment.

The proposed project is within walking distance of existing commercial development and neighborhoods thereby reducing potential congestion and greenhouse gas emissions. Proposed pedestrian and bicycle facilities such as sidewalks, walkways, and bicycle racks onsite would connect to existing infrastructure. E. 14th Street is a major travel corridor and is well served by bus routes from the Alameda-Contra Costa Transit District. The proposed project would not conflict with applicable plans, ordinances, or policies of the CWTP or General Plan and as such, impacts would be less than significant.

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?

No Impact. No impact would occur as the project would neither involve use of air transit, nor is it expected to cause any change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project does not include any changes to local streets or intersections. Circulation on the project site includes standard drive aisles and parking stall configurations, and no hazard features are noted. Based on the traffic operation analysis the project would not cause any of the study intersection to operate at an unacceptable level of service that could create hazardous conditions. Impacts related to transportation hazards are considered less than significant.

e) Result in inadequate emergency access?

Less than Significant Impact. Construction and operation of the project would not adversely affect local streets or otherwise affect emergency access routes. The project would comply with all Alameda County Fire Department standards to ensure that implementation would not result in hazardous design features or inadequate emergency access to the site or areas surrounding the site. The project would use ingress-egress emergency access via E. 14th Street. Therefore, impacts would be less than significant.

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?

Less than Significant Impact with Mitigation. As discussed above in the Land Use Section, Section 10, the ACBD designates the site as "Transit Access", which is a designation intended to identify priorities for the revitalization of two economically disadvantaged, unincorporated communities along a strip commercial highway corridor in western Alameda County. This designation is applied to properties fronting or across the street from the approximately 250 foot

length of a light rail transit stop, or from that same distance if it contains a bus stop providing service levels at or higher than 10 minute intervals during peak hours. Transit access to the area is provided by BART service at the Bayfair and Hayward Stations and by AC Transit. The project site is located in close proximity to AC Transit routes 32, 48, 75, 93, 99, and 801. AC Transit's Line 82 runs along E. 14th Street/Mission Boulevard from downtown Oakland to the Hayward BART station providing continuous 24 hour service with 12 minute headways during peak hour. While medical professionals working at the clinic largely commute from outside of the clinic's service area; according to the TIA, another Tiburcio Health Center in Hayward has an elevated percentage of patients who use public transportation, and a similar percentage is expected to use public transit to visit the project site. Additional transit ridership is generally considered a positive impact.

Project-related traffic would not result in unsafe conditions for bicycle and pedestrian facilities. The project does not include any external circulation improvements on nearby roadways nor would the project conflict with existing or planned public transit, bicycle or pedestrian facilities.

The project would conflict with the adopted policies, goals, and regulations designed to reduce on-site parking and therefore encourage the use of alternative modes of transportation along the East 14th Street transit corridor. Specifically, the Ashland Cherryland Business District Specific Plan requires a maximum on-site parking ratio of 3.5 spaces per 1,000 sq. ft. of leasable floor area. The Alameda County Climate Action Plan has similar goals and policies, promoting walking and bicycling as climate neutral modes of travel and promoting public transit that generate considerably fewer GHG emissions than automotive travel. These programs all support use of public transit, bicycle, or pedestrian facilities.

Because the project is in conflict with the policies of the Ashland Cherryland Business District Specific Plan and the Alameda County Climate Action Plan, mitigation measure LU-1 requires the Applicant to obtain a Conditional Use Permit, including adoption of specific findings that demonstrate the project's consistency with the overall goals and objectives of the Transit Access zoning designation and the ACBD Specific Plan.

If the County grants a conditional use permit for the project, it would ensure consistency with the ACBD Plan. If the County does not grant the conditional use permit, the project would need to be redesigned to comply with the development regulation of the ABCD Plan without the need for any exceptions.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Wastewater and Water Treatment

Domestic water treatment services provided in unincorporated Alameda County is provided by the East Bay Municipal Utilities District. (EBMUD). The water requirements of the project would be typical of other commercial development, and would not require an unusually substantial amount of water. The Oro Loma Sanitary District (OLSD) provides wastewater treatment service and maintains sewer mains in the San Lorenzo and Hayward areas including the project vicinity.

Water Supplies

Water in the project vicinity is provided by EBMUD, which is regularly concerned with water supply and water conservation. Water conservation measures, related to bathroom fixtures, landscaping

materials and other characteristics of water consumption are incorporated into the Uniform Building Code, as required by Title 24 of the California Code of Regulations. New development, including the project, is required to meet these standards, and thereby avoid excessive, uncontrolled water consumption. The project will be required by EBMUD to incorporate water conserving fixtures and landscaping, and the project contractor will also be responsible for installing any local infrastructure improvements needed to accommodate the project's water needs. All landscaped areas will be required to meet the Alameda County Landscape Water Conservation Guidelines and the California Water Efficient Landscapes Ordinance (WELO).

Solid Waste

Solid waste generated in unincorporated Alameda County is collected by the Oro Loma Sanitary District. Currently, three active permitted landfills serve Alameda County's solid waste disposal needs: Altamont Sanitary Landfill and Vasco Road Sanitary Landfill in Livermore, and Tri-Cities Recycling and Disposal Facility in Fremont. The California Integrated Waste Management Board states that the total combined permitted remaining capacity of these landfills is 110,113,205 cubic yards.

Environmental Evaluation

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The proposed 20,000 sq ft medical office building and related infrastructure is anticipated to produce 1,000 gallons per day (gpd) of wastewater flow, which is typical of a health center and is similar to the wastewater demand generated by the Tiburcio Vasquez Health Center in Hayward, California. Wastewater onsite would be directed to the Ora Loma Sanitary District's water treatment plant, which has a dry weather flow of 10.95 million gallons per day (mgd) with a permitted capacity of 20 mgd. According to an interview with the Director of Water Quality Services at Ora Loma Sanitary District, the water treatment plant has sufficient capacity to accommodate the project, as the project would not require any unusually large amounts of water. As such, the project would have a less than significant impact related to wastewater treatment facilities.

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?

Less than Significant Impact. EBMUD oversees potable water distribution within Alameda County. On June 28, 2011, EBMUD's Board of Directors adopted the Urban Water Management Plan (UWMP) 2010, which contains the 2010 Water Shortage Contingency Plan. This document was

prepared in conformance with the requirements of the Urban Water Management Planning Act under the California Water Code and the Water Conservation Act of 2009. The project would be expected to require approximately 1,000 gallons of potable water per day, this derived from a similar 24,000 sq ft Tiburcio Health Center located on Mission Boulevard. According to a phone interview with EBMUD staff, adequate supplies are available to serve the proposed project. EBMUD's existing water treatment and supply capacity would be used and sufficient to serve the project's needs. Therefore, there would be a less than significant impact.

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?

Less than Significant Impact. The project design includes a stormwater treatment system consisting of a series of bio-retention areas that are engineered to accept and treat all of the runoff from the building roof, the parking areas, and the other impervious areas on the site. These treatments will ensure that all project-related runoff can be accommodated in the existing storm drain, and would not require expansion to accommodate project stormwater flow. As such, impacts related to stormwater drainage facilities are considered less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact with Mitigation. Water in the project's vicinity is provided by EBMUD. Water conservation measures are incorporated within the Uniform Building Code, as required by Title 24 of the California Code of Regulations. New development is required to meet these standards thereby avoiding excessive, uncontrolled water consumption. An interview with EBMUD staff indicates that sufficient water supplies are available to serve the proposed project. However, as previously discussed, the EBMUD's 2010 Urban Water Management Plan indicates that surface water supplies are subject to reductions during dry years. Implementation of Mitigation Measure USS-1 would ensure impacts are less than significant.

MM-USS-1 In order to ensure compliance with the Urban Water Management Planning Act the project applicant shall submit building plans to the East Bay Municipal Utility District for review and approval that identify and include the following indoor and outdoor water conservation measures:

- Separate metering of domestic water.
- Low-flow or ultra-low-flow toilets and urinals.
- Faucet aerators or low-flow faucets in bathrooms.
- Plans depicting details of irrigation and plants used for landscaping

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?

Less than Significant Impact. The Oro Loma Sanitary District has four pumps, which have a maximum potential to lift over 100 million gallons of water a day. Each pump processes an average 16.5 million gallons of wastewater per day, or up to 35 gallons of wastewater when needed during substantial rain events. The project would be expected to produce approximately 1,000 gallons of wastewater per day, an incremental change to wastewater in the service area. The Ora Loma Sanitary District's water treatment plant has a dry weather flow of 10.95 million gallons per day (mgd) with a permitted capacity of 20 mgd. According to an interview with the Director of Water Quality Services at Ora Loma Sanitary District, the water treatment plant has sufficient capacity to accommodate the project. As such, the project would have a less than significant impact related to wastewater treatment facilities.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The California Integrated Waste Management Board provides a standard medical office waste generation rate of 0.0108 tons per sq ft per year. Utilizing this rate, the proposed 20,000 sq ft medical office building would generate approximately 216 tons per year or approximately 0.59 tons of solid waste per day. The County of Alameda disposes of solid waste at two landfills within the County. These include Altamont Landfill and Resource Recovery Facility in the City of Livermore and Vasco Road Landfill in the City of Livermore. Table 10 provides a summary of the landfills and their remaining capacity.

Table 10: Landfill Summary

Landfill	Location	Permitted Daily Capacity (tons)	Remaining Total Capacity (cubic yards)	Estimated Closure Date
Altamont Landfill and Resource Recovery Facility	Livermore	2,000	45.7 million	2025
Vasco Road Sanitary Landfill	Livermore	2,250	9.8 million	2019
Source: California Integrated Waste Management Board, 2012.				

Based on the capacity of the landfills and the anticipated disposal rates associated with the project, the impact of the project on landfill capacity would be considered less than significant. Furthermore, the project would comply with all federal, state, and local statutes and regulations related to solid waste, resulting in no impact due to waste disposal law violations.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste disposal services must follow federal, state, and local statutes and regulations related to the collection of solid waste. The project will be required to comply with the County of Alameda Construction and Demolition Debris Management Ordinance diversion requirements. The Ordinance requires projects to divert at least 75 percent of all inert solids (asphalt, concrete, rock, stone, brick, sand, soil, and fines) and 50 percent of all remaining project-related construction and demolition waste. A Debris Management Plan will be prepared and submitted to the County Engineer for review and approval. The plan will include information regarding the estimated total volume or weight of waste generated by the project and means for diverting waste, including the facilities to be used. The proposed project would comply with Alameda County Department of Environmental Health, Office of Solid/Medical Waste Management requirements. In addition, the proposed project will comply with all State and local waste diversion requirements, including AB 939 and SB 1016. Complying with Mitigation Measure HAZ-1 would help reduce the impacts of hazardous materials that may be produced along with typical wastes, as such, impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

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?

Less than Significant with Mitigation. As discussed in the preceding sections, with the implementation of mitigation measures included in this IS/MND, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric resources.

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)?

Less than Significant with Mitigation. As discussed in the previous sections, impacts resulting from construction or implementation of the proposed project would be reduced to a less than significant level by project design characteristics or by implementing mitigation measures included in this IS/MND.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation. As described throughout this environmental checklist, the project would not result in substantial environmental effects on human beings. Mitigation measures are identified in this Initial Study to reduce potential significant impacts related to aesthetics, air quality, biological, cultural, geology, hazards, hydrology, noise, traffic, and utilities. Implementation of these mitigation measures would ensure that the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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Appendix A:
Biological Resources

A.1 - CNDDB Species List

A.2 - U.S. Fish and Wildlife Species List

A.3 - CNPS Inventory Results

A.4 - Special-Status Species Tables

Appendix B:
Geological Resources

Appendix C:
Hazardous Materials

Appendix D: Noise

Appendix E: Transportation

Appendix F:
Greenhouse Gas Assumptions