

**CEQA INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION**

**CENTER STREET SUBDIVISION, VESTING TENTATIVE TRACT 8223
CASTRO VALLEY, CALIFORNIA**

Prepared for:

Alameda County Community Development Agency
224 West Winton Avenue
Hayward, California 94544

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LSA Project No. SCI1402

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September 2016

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MITIGATED NEGATIVE DECLARATION

Project Name. Center Street Subdivision, Vesting Tentative Tract 8223

Project Location. The project site is a 1.34 acre parcel (APN 084C-1061-018), located at 19430 Center Street in Castro Valley, an unincorporated portion of Alameda County. Access to the site is via a private gravel roadway from Center Street, which is also used by nine other homes.

Project Description. The proposed project would subdivide the existing 1.34 acre parcel to create a seven-lot subdivision and install related infrastructure on the property, and to pave the access easement to Center Street. The seven parcels would range in size from approximately 6,000 to 7,300 square feet. No home designs are proposed with the current application.

Findings. It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment.

Mitigation measures, necessary to avoid potentially significant effects on the environment, are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration. Alameda County has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program.

Christine Green, Planner, for

Albert Lopez, Planning Director

September 23, 2016

Date

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- 1. Project title:**
Center Street Subdivision, Vesting Tentative Map 8223

- 2. Lead agency name and address:**
Alameda County Community Development Agency
224 West Winton Avenue
Hayward, CA 94544

- 3. Contact person and phone number:**
Christine Greene, Planner
510-670-5400, christine.greene@acgov.org

- 4. Project location:**
The project site is a 1.34 acre parcel (APN 084C-1061-018), located at 19430 Center Street in Castro Valley, an unincorporated portion of Alameda County. Refer to Figure 1, Regional Location and Figure 2, Aerial Photo and Photo Locations.

The parcel is rectangular in shape, with approximate dimensions of 307 feet by 190 feet. Access to the site is via a gravel roadway from Center Street, which is also used by nine other homes. The vacant property was previously occupied by a residence and an accessory structure, both of which were razed in January 2015 following the County's issuance of a demolition permit.

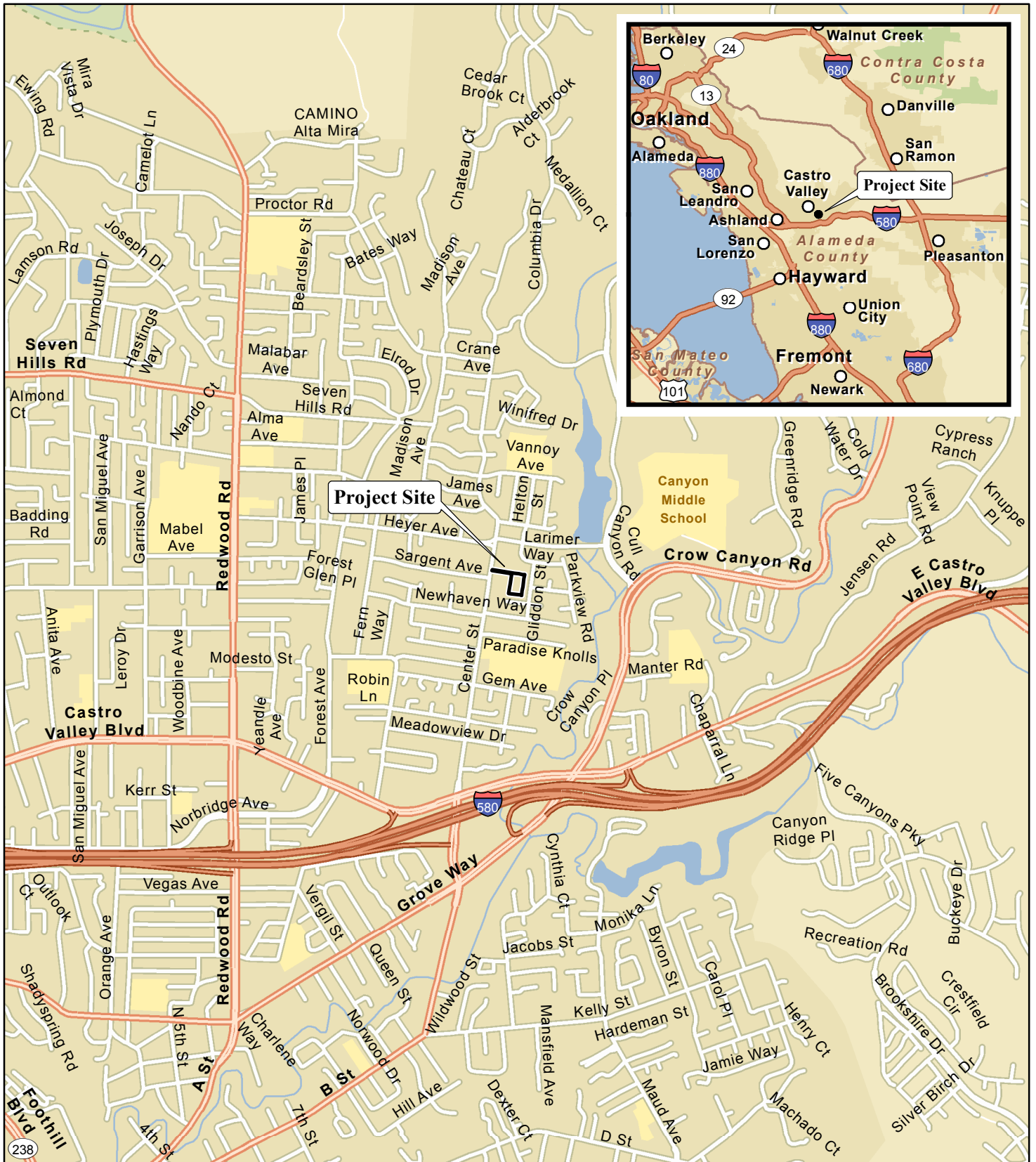
The project site contains non-native grasses, trees, and shrubs, and a driveway at the north side of the property, all remnants from the previous residential use. The site is relatively flat, sloping gently from north to south with the exception of a ten to fifteen foot high cut slope located at the southeastern corner of the parcel. This slope is a remnant from previous grading for adjacent surrounding residential developments. The project site includes an approximately 300-foot long by 25-foot-wide access and public utility easement. Overhead utility lines and street lights supported by wooden poles are located within the easement. Refer to Figures 3a-c, Site Photos, for images of the access easement and project site.

- 5. Project sponsor's name and address:**
Sunny City Investment Corporation
c/o Greenwood & Moore, Inc.
3111 Castro Valley Boulevard, Suite 200
Castro Valley, CA 94546

- 6. General plan designation:**
Residential Small Lot (RSL)

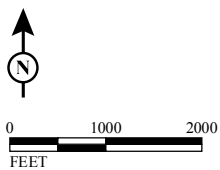
- 7. Zoning:**
R-1-CSU-RV (Single Family Residential, Secondary Unit and Recreational Vehicle parking)
District

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FIGURE 1

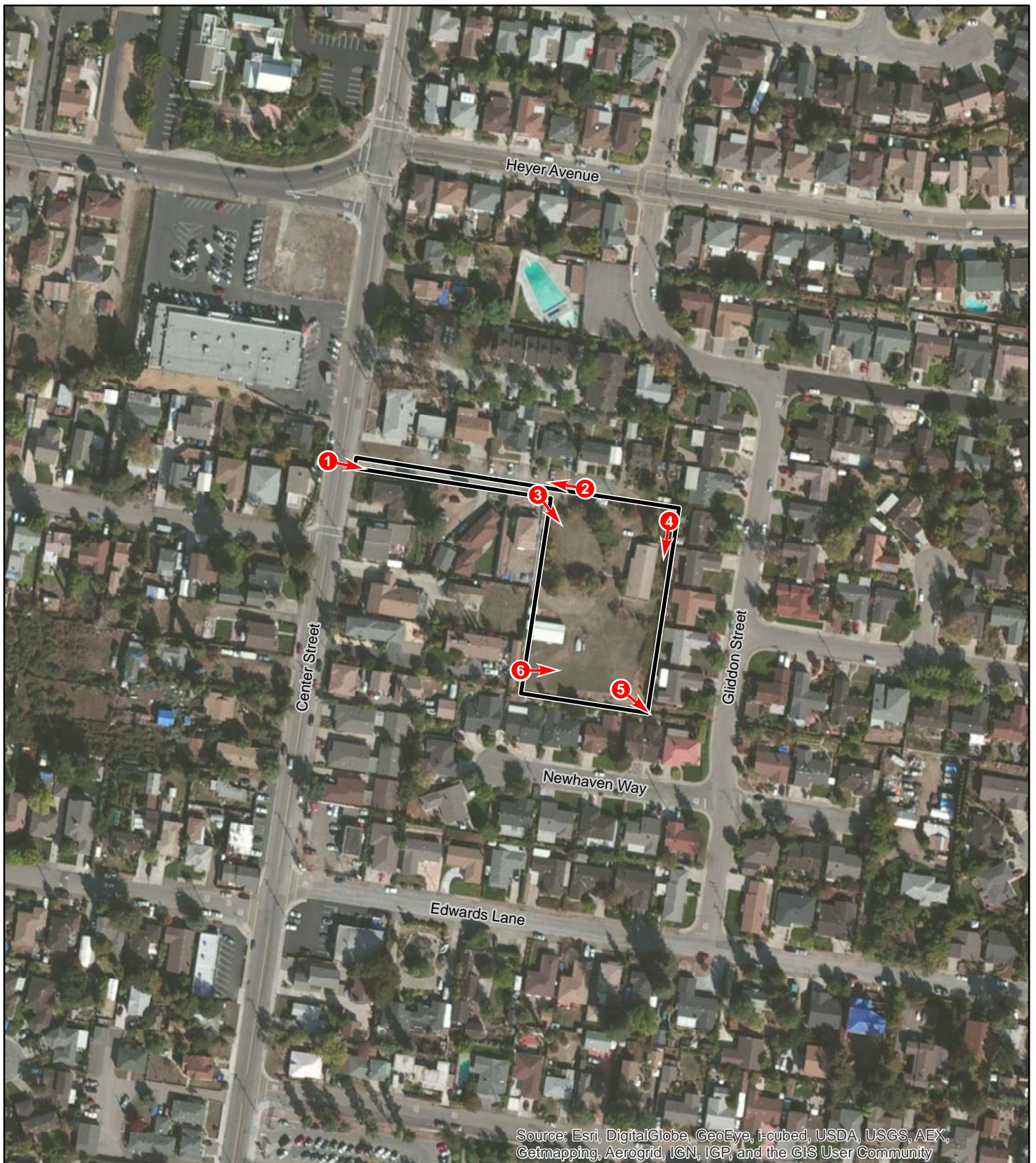


SOURCE: ESRI StreetMap North America (2012).

F:\SCH1402\GIS\Maps\Initial Study\Figure 1_Regional Location.mxd (1/7/2015)

Center Street Subdivision, Vesting Tentative Tract 8223
 Castro Valley, Alameda County, California
 Regional Location

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LEGEND

 Project Site

 Photo Location



SOURCE: Esri Imagery Service.

I:\SCH1402\GIS\Maps\Initial Study\Figure 2_Aerial Photo and Photo Locations.mxd (1/7/2015)

FIGURE 2

Center Street Subdivision, Vesting Tentative Tract 8223
 Castro Valley, Alameda County, California
 Aerial Photo and Photo Locations

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Photograph 1 - Access driveway looking east from Center Street



Photograph 2 - Access driveway looking west toward Center Street

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FIGURE 3a

*Center Street Subdivision, Vesting Tentative Tract 8223
Castro Valley, Alameda County, California
Site Photographs*

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Photograph 3 - Northwest corner of Project Site, looking southeast



Photograph 4 - East property line looking south

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FIGURE 3b

*Center Street Subdivision, Vesting Tentative Tract 8223
Castro Valley, Alameda County, California
Site Photographs*

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Photograph 5 - Storm drain inlet and easement at southeast corner of Project Site



Photograph 6 - South side of property looking east

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FIGURE 3c

*Center Street Subdivision, Vesting Tentative Tract 8223
Castro Valley, Alameda County, California
Site Photographs*

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8. Description of project:

The proposed project would subdivide the existing 1.34 acre parcel to create a seven-lot subdivision, install related infrastructure on the property, and pave the access easement to Center Street. The seven parcels would range in size from approximately 6,000 to 7,300 square feet. No home designs are proposed with the current application. Figure 4, Preliminary Site Plan, shows the proposed lot lines, conceptual building footprints, conceptual driveway and garage locations, and private street design, as well as the improvements to the Center Street access. The project is described in greater detail below.

Vehicle Access and Parking

Center Street Access Easement. Currently, vehicle access to the project site and adjacent properties occurs through two 25-foot-wide parallel access easements that extend approximately 300 feet from Center Street. Legally, properties to the north only have access to the northerly 25-foot-wide easement, while the project site and other lots to the south have legal access to the southerly 25-foot-wide easement. In practice, property owners utilize both easements for vehicular access. The property owners also use portions of these easements adjacent to their homes for landscaping or parallel parking.

The proposed project would improve the existing southerly 25-foot-wide access easement to Center Street with a 20-foot-wide permeable paved surface with a rolled curb. The access road would extend east of the intersection with the new private street serving the subdivision in order to provide a hammerhead turn-around for fire trucks and other large vehicles. The existing driveway apron at Center Street would be replaced, and a new stop sign would be installed. No improvements would be made to the northerly 25-foot-wide access easement.

Internal Private Street. The proposed subdivision would connect to the Center Street easement with a new 30-foot wide private street (access and public utility easement) running north-south through the center of the subdivision. The street would slope gradually from north to south following the graded terrain. As stated above, a hammerhead truck turnaround would be located at the north end of the street for fire trucks and other large vehicles. "No Parking Fire Lane" signs and/or red curbs would be provided along the east side of the private street to ensure adequate travel width for fire trucks, garbage trucks, delivery trucks, and automobiles. Seven guest parking spaces would be located on the west side of the private street. These guest parking spaces are indicated by Keynote Number 1 on the plan.

Grading and Drainage. The project site would be re-graded to slope from north to south, generally following the existing topography. Building pads would be prepared for each of the lots. To prepare the site, pipes and other infrastructure serving the prior structures would be removed, and artificial fills would be excavated. Organic materials and potentially expansive topsoil would be removed from the site. A total of 1,920 cubic yards of cut and 1,750 cubic yards of fill would be required to prepare the project site, requiring the export of approximately 170 cubic yards.

Drainage from the subdivision would flow south and be collected in a bioretention / detention area at the southeast corner of the property, and would then be discharged to the storm drain within Gliddon Street via an existing 12-inch storm drain pipe within a private easement. The

access easement to Center Street would be improved with pervious paving and rolled curbs, and drainage would be collected in storm drain inlets east of the Center Street sidewalk.

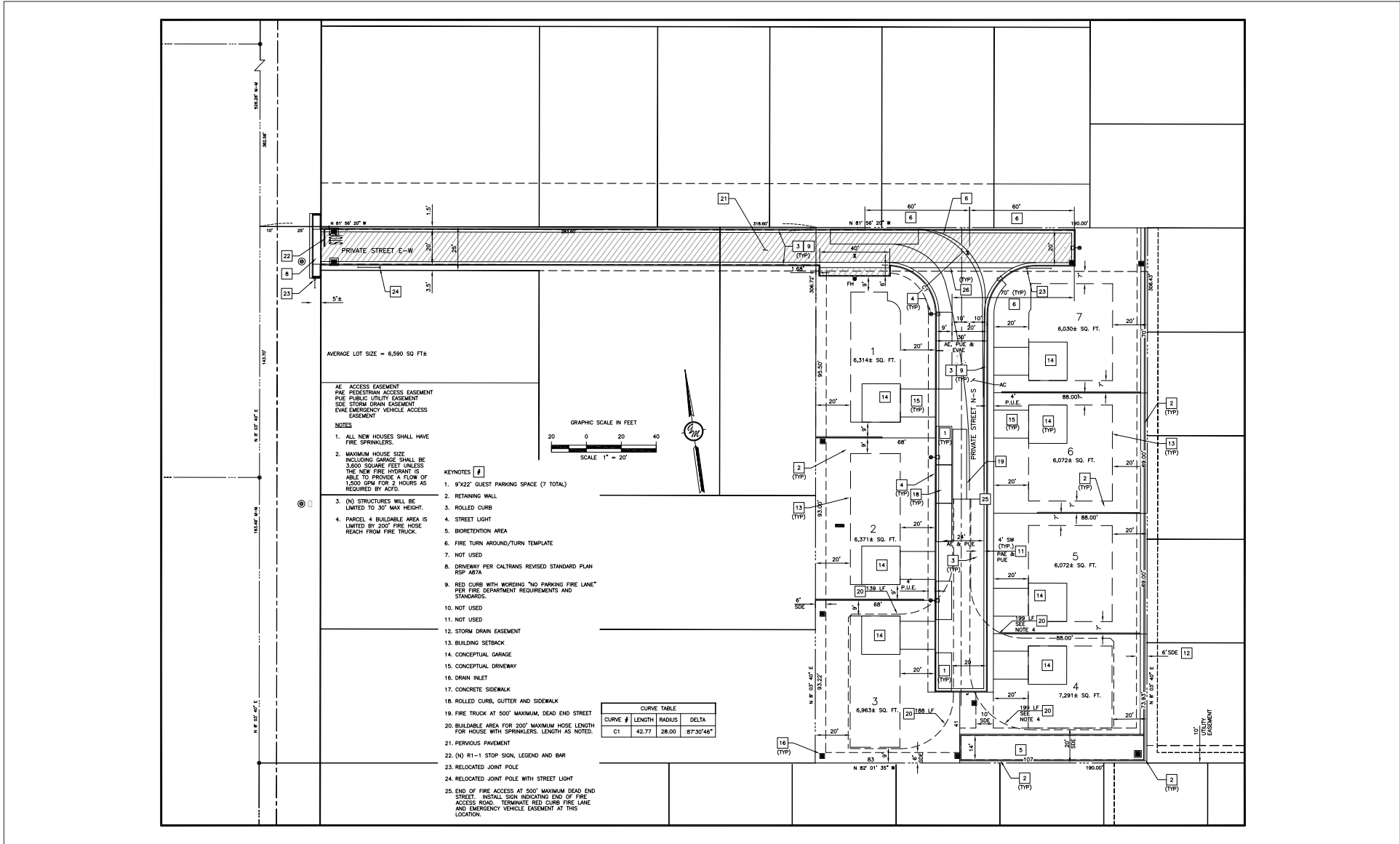
Overhead utility lines (i.e., electrical, phone, cable) supported by wooden poles are located along the Center Street easement. Street lights are located on these same wooden poles. All on-site domestic water and wastewater infrastructure for the future homes would connect to and share the existing utility infrastructure connecting to main service lines beneath Center Street.

9. Surrounding land uses and setting:

The project area is characterized primarily by low density residential neighborhoods and neighborhood-serving commercial uses, as shown in Figure 2. Properties surrounding the project site are all single-family residential lots, consistent with the neighborhood development pattern. Abutting homes either front on the access easement to the north, Center Street to the west, Gliddon Street to the east, or Newhaven Way to the south. Most have privacy fences that abut the property. The surrounding area was generally developed in the post-World War II building boom (late 1940s-1950s).

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

- Alameda County Public Works Agency
- San Francisco Bay Regional Water Quality Control Board
- East Bay Municipal Utility District
- Alameda County Fire Department



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FIGURE 4

Center Street Subdivision, Vesting Tentative Tract 8223
Castro Valley, Alameda County, California

Preliminary Site Plan

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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” or “Potentially Significant Unless Mitigated” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural/Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Albert Lopez, Planning Director
Community Development Agency

Date

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EVALUATION OF ENVIRONMENTAL IMPACTS

This section identifies the environmental impacts of this project by answering questions from Appendix G of the CEQA Guidelines, the Environmental Checklist Form. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agricultural and Forest Resources
- Air Quality
- Biology
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Services Systems
- Mandatory Findings of Significance

All analyses take account the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Impacts are categorized as follows:

Potentially Significant Impact is appropriate if there is substantial evidence that an effect is significant, or where the established threshold has been exceeded. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) may be required.

Less Than Significant with Mitigation Incorporated applies where the incorporation of mitigation measures would reduce an effect from Potentially Significant Impact to a Less Than Significant Impact. Mitigation measures are prescribed to reduce the effect to a less than significant level.

Less Than Significant applies when the project will affect or is affected by the environment, but based on sources cited in the report, the impact will not have an adverse effect. For the purpose of this report, beneficial impacts are also identified as less than significant. The benefit is identified in the discussion of impacts, which follows each checklist category.

A **No Impact** answer is adequately supported if referenced information sources show that the impact simply does not apply to projects like the one involved. A No Impact Answer is explained where it is based on project-specific factors as well as general standards.

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ENVIRONMENTAL CHECKLIST

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

Affected Environment

The project site consists of a 1.34 acre parcel, located within Castro Valley, an unincorporated portion of Alameda County. Access is provided via an easement on a gravel roadway to Center Street, which is shared by nine other homes fronting on the parallel access easements. The site is located in an area characterized by single family residential neighborhoods.

The project site is vacant with non-native grasses, trees, and shrubs. A 10- to 15-foot high cut slope, located at the southeastern corner of the parcel, is likely a remnant from previous excavation for adjacent residential development surrounding the property. Overhead utility lines supported by wooden poles are located along Center Street and the access easement. Street lights are located on these same wooden poles.

The site is visually isolated from surrounding areas that are accessible to the public. The site is not visible from Center Street, Giddon Street or Newhaven Way due to screening by existing homes, fencing, and landscaping. The project site is visible from the access easement, including homes on adjacent properties abutting the project site.

Discussion

a) Scenic Vistas

Significance Criteria: For the purpose of assessing impacts of a proposed project on scenic vistas, the threshold of significance is exceeded when a project would result in the obstruction

of a designated public vista, such as one recognized in a general or specific plan, or the placement of an arguably offensive or negative-appearing project within such a vista.

Less Than Significant Impact. The Alameda County General Plan, Scenic Route Element¹, identifies scenic resources in the County, including scenic routes, natural slopes and natural formations, water courses, vegetation and wildlife habitats. Scenic routes in the project area include Crow Canyon Road, Cull Canyon Road and Redwood Road. Scenic resources identified in the Castro Valley General Plan² include the hills, canyons, creek, and rural corridors and views to those natural areas. The project site consists of relatively level terrain with non-native trees and shrubs. The project site is not in the vicinity of the scenic resources identified in the General Plan, and there are no designated scenic vistas adjacent to the project site. Further, the proposed project would generally not be seen from surrounding areas that are accessible to the public. Therefore, the proposed project would have a less than significant impact on scenic vistas.

b) **Scenic Resources**

Significance Criteria: For the purposes of assessing impacts of the proposed project on scenic resources, the threshold of significance is exceeded by any project-related action that would substantially damage scenic resources (i.e., trees, rock outcroppings, and historic buildings within a state [or local] scenic highway).

Less Than Significant Impact. The project site is approximately ½ mile from Interstate 580, which is an eligible State Scenic Highway in the vicinity of the project site.³ Designated State Scenic Highways in Alameda County include Interstate 680 from Mission Boulevard in Fremont to the Contra Costa County line and Interstate 580 from the San Leandro city limit to State Route 24 in Oakland and from the San Joaquin County line to State Route 205. As described above, the Alameda County General Plan identifies scenic routes in the project vicinity including Crow Canyon Road, Cull Canyon Road and Redwood Road. The project site is not visible from any portion of Interstate 580 or County-designated scenic routes due to distance and screening by topography, vegetation, and structures. The proposed project would not substantially damage scenic resources within a State scenic highway.

c) **Visual Character**

Significance Criteria: A project would have a significant environmental impact if it were to substantially degrade the existing visual character or quality of the site and its surroundings.

¹ Alameda County Community Development Agency, 1966 (as amended 1994). Alameda County General Plan Scenic Route Element. Available online at: <http://acgov.org/cda/planning/generalplans/index.htm> (Accessed December 30, 2014).

² Alameda County Community Development Agency, 2012. Castro Valley Area Plan. March. Available online at: <http://acgov.org/cda/planning/generalplans/index.htm> (Accessed December 30, 2014).

³ California Department of Transportation, 2014. California Scenic Highway Program. Available online at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (Accessed December 30, 2014).

Less Than Significant Impact. The proposed project would subdivide the site into seven single-family residential lots and associated infrastructure. Home designs are not a part of the proposed project, but single family homes would eventually be constructed on the lots. The site is currently vacant, and residents of adjacent properties may prefer the current visual character of the vacant lot to the visual character of a graded subdivision, or to residential homes on the site. The areas that surround the project site are suburban in visual character. While the proposed project would modify the current appearance of the site, the resulting visual character would be similar in kind to that which currently exists in the project vicinity (suburban residential). Further, the project site is substantially screened from surrounding areas that are accessible to the public.

In October 2014, Alameda County adopted the Design Standards and Guidelines⁴ to update previous standards and establish design guidelines for new residential construction and redevelopment projects in the unincorporated areas of West Alameda County, including Castro Valley. The proposed project and future home designs would be required to comply with the design standards and guidelines established for Single-Family Homes, including parking standards, setbacks, driveway lengths, decorative paving and landscaping.⁵

Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact would be less than significant.

d) **Light and Glare**

Significance Criteria: A project would have a significant environmental effect if it would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Potentially Significant Unless Mitigation Incorporated. Night lighting in the project area currently occurs due to adjacent residential development, street lights, and vehicle headlights/tail lights on area roadways. The proposed project would increase night lighting in the project area since it would result in new street lights along the private street, as well as residential lighting associated with the eventual development of seven homes on the existing vacant site abutting existing residential uses. Implementation of Mitigation Measure AES-1 below would reduce this potential impact to less than significant. Through compliance with these requirements, the proposed project would not create a new source of substantial glare in the area.

Mitigation Measure AES-1: The Applicant shall design lighting to be sensitive to neighboring land uses and to minimize energy use according to County lighting guidelines. The Alameda County Planning Department shall review the design plans to

⁴ Alameda County Community Development Department, 2014. Residential Design Standards and Guidelines for the Unincorporated Communities of West Alameda County. Available online at: <http://www.acgov.org/cda/planning/design.htm> (Accessed December 30, 2014).

⁵ Gilbert, Peter David, Architect. Pers. Comm. (December 16, 2014)

ensure compatibility of the proposed project with all applicable guidelines. The general lighting guidelines for County projects include the following items:

- Applicant shall submit a lighting plan for review and approval by the Planning Director prior to issuance of grading permits.
- Applicant shall design public area lighting so as to evenly illuminate areas of concern, but so as not to intrude upon private areas any more than necessary. Public areas not essential to security should be illuminated only when necessary for occupation by use of timers or motion detector circuits.
- Applicant shall use the lowest wattage lamps reasonable for illumination of the area of concern.
- Applicant shall install only full cutoff-shielded lights for illumination of public areas.
- Applicant shall design and place night time lighting and security lighting so that it is no higher than necessary to illuminate the area of concern for security or visual comfort, and that the lighting is directed toward the area of concern, and always below the horizontal.
- Applicant shall not position night lighting to illuminate areas beyond the site boundaries, nor shall the applicant position general lighting to radiate above the horizontal, but shall place lights or install shielded lights to illuminate only the area of concern.
- Residents shall extinguish any lights not required for onsite security reasons.
- The Homeowners Association shall enforce these conditions through Codes, Covenants and Restrictions (CC&Rs) for the Project.
- Residents shall extinguish any lights not required for onsite security reasons.

Resulting Level of Significance

Implementation of Mitigation Measure AES-1 would reduce this impact to a level of *less than significant*.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURAL AND FOREST 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 a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 forestland to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Affected Environment

The project site is mapped as “Urban and Built-Up Land” by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP).⁶ Urban and Built-Up Land is occupied by

⁶ California Department of Conservation, Division of Land Resource Protection, 2014. *Alameda County Important Farmland 2012*. April. Available online at: <ftp://ftp.consrv.ca.gov/pub/dlrp/fmmp/pdf/2012/ala12.pdf> (accessed December 17, 2014).

structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment and water control structures.

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The project site is not zoned for agricultural use, and is not under a Williamson Act contract⁷.

No forest land or timberland is identified on or near the project site, and the project site is not zoned for forest or timber uses.

Discussion

***a-e)* Farmland, Forests, and Williamson Act Contracts**

Significance Criteria: The Project would have a significant environmental impact if it would result in the conversion of farmland to non-agricultural use, conflict with current zoning for agricultural or forest use or the provisions of a current Williamson Act contract, result in the loss of forest land or involve any environmental changes that could result in the conversion of farmland currently in agricultural uses to non-agricultural uses or conversion of forest land to non-forest use.

No Impact. No portion of the project site is designated agricultural land, farmland, or timberland, nor is it mapped as Prime Farmland, Farmland of Statewide Importance or zoned for agricultural uses. No land on the project site is under Williamson Act contract. All surrounding properties are developed with residential uses. The proposed project would subdivide the existing parcel to accommodate the future construction of seven single-family homes. Implementation of the proposed project would have **no impact** on agricultural and forest resources.

⁷ California Department of Conservation, Division of Land Resource Protection, 2013. *Alameda County Williamson Act FY 2013/2014*. Available online at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Alameda_13_14_WA.pdf (accessed December 17, 2014).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment

The proposed project is located in Alameda County within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Alameda County and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

The Air Monitoring Program of the BAAQMD operates a 28-station monitoring network which provides the data required to determine whether the Bay Area is in compliance with State and federal air quality standards. Pollutant monitoring results for the years 2011 to 2013 at the Alameda County ambient air quality monitoring station is described below.

Ozone levels, as measured by peak concentrations and the number of days over the State 1-hour standard, have declined substantially as a result of aggressive programs by the BAAQMD and other regional, State and federal agencies. The reduction of peak concentrations represents progress in improving public health; however the Bay Area still exceeds the State standard for 1-hour and 8-hour ozone levels. In addition, the Bay Area was designated as a nonattainment area for the federal 8-hour ozone level. Exceedances of the State’s 1-hour standard were recorded eight times at Alameda

County air monitoring stations between 2011 and 2013. In addition, there have been 17 exceedances of the State 8-hour standard over the 3-year period and six exceedances of the federal 8-hour standard during the 3-year period.⁸

National and State standards have also been established for fine particulate matter (diameter 2.5 microns or less, PM_{2.5}), over 24-hour and yearly averaging periods. Fine particulate matter, because of the small size of individual particles, can be especially harmful to human health. Fine particulate matter is emitted by common combustion sources such as cars, trucks, buses and power plants, in addition to ground-disturbing activities. PM_{2.5} levels exceeded the federal 24-hour standards five times in 2011 and eight times in 2013.

No exceedances of the State or federal carbon monoxide (CO) standards have been recorded at the monitoring stations during the 3-year period. The Bay Area is currently considered an attainment area for State and federal CO standards.⁹

Discussion

a) Conflict with Air Quality Plan

Significance Criteria: The Project would be considered to have a significant impact if it were to be in conflict with the *Clean Air Plan*.

Less Than Significant Impact. The air quality plan applicable to the project area is the Bay Area Air Quality Management District's (BAAQMD) Bay Area 2010 Clean Air Plan (Clean Air Plan), which was adopted on September 15, 2010.¹⁰ The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. An evaluation of the project's consistency with each of these criteria is provided below. As described below, the proposed project would not conflict with or obstruct implementation of the Clean Air Plan and this impact would be less than significant.

Alameda County and the project site are located in the San Francisco Bay air basin and are within the jurisdiction of the BAAQMD. BAAQMD uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the air quality plans are based on local General Plans, projects that are deemed consistent with the applicable General Plan are usually found to be consistent with the air quality plans. Development of the proposed project would not significantly change the overall build out

⁸ California Air Resources Board, 2014. iADAM Air Quality Data Statistics. Available at <http://www.arb.ca.gov/adam/>. (accessed December 30, 2014)

⁹ Ibid.

¹⁰ Bay Area Air Quality Management District, 2010. *Bay Area 2010 Clean Air Plan*. September 15.

scenario for Alameda County envisioned in the County's General Plan. The proposed project would increase residents and trips and therefore contribute to regional air emissions, but this growth is consistent with assumptions in the Clean Air Plan. As such, the project would not conflict with the strategies outlined in the Clean Air Plan for bringing the area into compliance, therefore; this impact is considered less-than-significant.

b) **Air Quality Standards**

Significance Criteria: The Project would have a significant environmental impact if it would exceed BAAQMD's emission rate thresholds of any criteria pollutant.¹¹

Potentially Significant Unless Mitigation Incorporated. Air pollutant emissions associated with the proposed project would occur over the short-term in association with construction activities, such as vehicle and equipment use. Long-term emissions would result from vehicle trips associated with use of the project site. The following discussion describes potential air quality violations that could occur as a result of: construction equipment exhaust emissions; fugitive dust; long-term vehicular emissions; and local carbon monoxide hot spots.

Short-Term (Construction) Emissions. Construction activities could generate exhaust emissions from utility engines, on-site heavy duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting construction crews. Exhaust emissions during construction would vary daily as construction activity levels change. The use of construction equipment would result in localized exhaust emissions.

The project would require the operation of approximately 2-3 pieces of equipment at any given time during the construction period. The BAAQMD screening size (the size for which additional emission analysis would be required to determine if a project would exceed the daily emission threshold) is 67 acres for City Park or for example, 6 acres for more intensive land uses such as offices space or retail space. The proposed project is 1.4 acres, which is well below the screening size for any land use type and would therefore not approach or exceed the BAAQMD's screening criteria and would not have a significant impact related to construction emissions.

Fugitive dust emissions are associated with excavation, land clearing, exposure, and cut-and-fill operations. Dust generated daily during construction would vary substantially, depending on the level of activity, the specific operations, and weather conditions. On a limited basis, sensitive receptors in the vicinity and on-site workers may be exposed to blowing dust, depending on the prevailing wind. BAAQMD specifies mitigation measures for dust control related to construction projects. These mitigation measures are intended to reduce PM₁₀ emissions to less than significant levels during the construction period. Implementation of Mitigation Measure AIR-1, described below would reduce this short-term construction period air quality impact to a less than significant level.

¹¹ The BAAQMD CEQA Guidelines updated in June 2010 included reference to thresholds of significance and were further updated in May 2011. On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the Thresholds. (<http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQAGUIDELINES.aspx>)

Mitigation Measure AIR-1: Consistent with guidance from the Bay Area Air Quality Management District, the following controls shall be implemented at the construction site to control construction emissions:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points regarding maximum idling time.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Alameda County phone number shall also be visible to ensure compliance with applicable regulations.

Long-Term (Operational) Emissions. The proposed project would result in both stationary and mobile sources of long-term air emissions. The stationary source emissions from the residential uses would come from the consumption of natural gas. Assuming the trip generation rate of 9.52 trips per home assumed in the project traffic study¹², the seven single-family homes would add approximately 67 daily trips. The project would add less than ten AM or PM peak hour trips to the local roadways. The net increase in long-term vehicular emissions generated by the proposed project would not exceed the BAAQMD's operations thresholds and would have a less than significant impact on local or regional air quality. No mitigation measures are required.

Resulting Level of Significance

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

¹² PHA Transportation Consultants, 2016. 19430 Center Street Subdivision Traffic Impact Study. January

Cumulatively Considerable Net Increase

Significance Criteria: The proposed project would have a significant environmental impact if it would contain any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Potentially Significant Unless Mitigation Incorporated. As discussed in Section III.b, with implementation of Mitigation Measure AIR-1, construction of the proposed project would not be expected to result in significant levels of criteria air pollutants or pollutant precursors. The proposed project would result in minimal long-term increases in air pollutants. Therefore, construction and operation of the project would not significantly contribute cumulatively to pollution levels in the air basin. This impact is considered less than significant.

d) Sensitive Receptors

Significance Criteria: For the purpose of assessing impacts of a proposed project on exposure of sensitive receptors to risks and hazards, the threshold of significance is exceeded when the project-specific cancer risk exceeds 10 in one million or the non-cancer risk exceeds a Hazard Index of 1.0 and ambient PM_{2.5} increases greater than 0.3 micrograms per meter squared annual average. Examples of sensitive receptors are places where people live, play or convalesce and include schools, hospitals, residential areas and recreation facilities.

Potentially Significant Unless Mitigation Incorporated. Construction of the proposed project may expose surrounding land uses to airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment). Implementation of Mitigation Measure AIR-1, described above, would reduce construction-related emissions to a less than significant level. As discussed in Section III.b, the proposed project would not result in any long-term air quality impacts. Therefore, nearby sensitive receptors would not be exposed to substantial pollutant concentrations.

e) Objectionable Odors

Significance Criteria: The proposed project would result in a significant environmental impact if it were to create objectionable odors affecting a substantial number of people.

No Impact. The *BAAQMD CEQA Guidelines* lists potential odor sources that could cause significant environmental impacts. The types of operations that would occur on the project site are not included in this list and would not generate objectionable odors.

Some objectionable odors could be generated from the operation of diesel-powered construction equipment during the project construction period. However, these odors would be short-term in nature and would not result in permanent impacts to surrounding land uses, including sensitive receptors in the vicinity of the project site. Implementation of the proposed project would not create objectionable odors affecting a substantial number of people or subject persons to objectionable odors.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. 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 Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

LSA conducted a reconnaissance-level biological resources survey¹³ of the project site that included background research and a reconnaissance field survey. Pre-field investigations entailed reviewing aerial photography of the project site and querying the California Natural Diversity Data Base (CNDDB) for records of special-status species in the vicinity of the project site. LSA staff surveyed the

¹³ Kellner, Clint. "Results of the Biological Survey of 19430 Center Street, Castro Valley, Alameda County, California." Letter to Wai Han Yip, Sunny City Investment Corporation. LSA Associates, Inc. Point Richmond, CA. July 16, 2014. E-mail.

property on July 1, 2014. The survey entailed searching the entire property for special-status plant species, habitat of special-status animals, and sensitive habitats, such as wetlands and native grasslands.

For the purpose of this IS/MND, special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA)
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA)
- Plant species assigned to California Rare Plant Ranks 1A, 1B, 2A, 2B, 3, and 4
- Animal species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW)
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines
- Species considered to be a taxon of special concern by local agencies

Affected Environment

Vegetation. The cover types of the project site consist of non-native grassland, ornamental plants and fruit trees, blackberry, and developed (residential structures, driveway).

- **Non-native Grass.** The non-native grass is cut yearly and had been cut at the soil level at the time of the site visit. Species of non-native grass include wild oats (*Avena* sp.), hare barley (*Hordeum murinum* ssp. *leporinum*), ripgut brome (*Bromus diandrus*), and annual fescue (*Festuca* sp.). Non-native forbs that were observed in the grassland include hairy cat's ear (*Hypochaeris radicata*), wild radish (*Raphanus* sp.), field bindweed (*Convolvulus arvensis*), prickly lettuce (*Lactuca serriola*) and sow thistle (*Sonchus* sp.). A few saplings and small coast live oak (*Quercus agrifolia*) trees, to 10 feet tall, were the only native plants observed on the project site.
- **Ornamental Plants and Fruit Trees.** Ornamental species and fruit trees were planted on the project site. Ornamental trees consist of Deodar cedar (*Cedrus deodara*), elm (*Ulmus* sp.), London plane tree (*Platanus x acerifolia*), tree-of-heaven (*Ailanthus altissima*), and Italian cypress (*Cupressus sempervirens*). The tree-of-heaven and Italian cypress were approximately 25 feet tall while the other trees were 35 to 40 feet tall. Fruit trees on the project site include peach (*Prunus persica*), plum (*Prunus domestica*), pomegranate (*Punica granatum*), apple (*Malus domestica*), loquat (*Eriobotrya japonica*), and English walnut (*Juglans regia*). The walnut grew to approximately 35 feet tall while the other fruit trees were 15 to 20 feet tall.

Ornamental shrubs grow adjacent to the house and former lawn and include roses (*Rosa* sp.), privet (*Ligustrum* sp.), pyracantha (*Pyracantha* sp.), photinia (*Photinia* sp.), and escallonia (*Escallonia* sp.). Although shorter than 10 feet tall, the shrubs produce dense foliage and provide good cover. Herbaceous ornamental plants observed include periwinkle (*Vinca major*), English ivy (*Hedera helix*), nasturtium (*Tropaeolum majus*), and aloe (*Aloe* sp.). These plants provide

dense ground cover in areas mostly close to the residential structure, but the aloe grows on the southern edge of the property.

- **Blackberry.** Himalayan blackberry (*Rubus armeniacus*) grows in two patches: the eastern edge of the site beside the residential structure and on the southeastern corner of the property. The Himalayan blackberry patches had been cut to the ground at the time of the site visit.
- **Developed.** At the time of LSA's field survey, the project site consisted of two structures and a gravel driveway. The structures were demolished in January 2015.

Wildlife. Wildlife that occurs on the project site would be those species adapted to live in urban environments. The project site is distant from natural areas thus reducing the number mammals, reptiles, and amphibians that would occur on the site.

California slender salamander (*Batrachoseps attenuatus*) and arboreal salamander (*Aneides lugubris*) are common in urban areas and may occur on the site. The salamanders would be active during the wet season and seek protected moist locations during the dry season. Western fence lizards (*Sceloporus occidentalis*) and other reptiles are not likely to occur on the site because of its isolation from any natural areas. Despite suitable weather, none were observed during the site visit.

Bird habitat on site is restricted to the grassland, ornamental trees and shrubs, and fruit trees. Common urban bird species observed on site include California towhee (*Melospiza crissalis*), Anna's' hummingbird (*Calypte anna*), and house finch (*Carpodacus mexicanus*). American robin (*Turdus migratorius*) would also be expected to occur on site. Other birds observed on the project site are American crow (*Corvus brachyrhynchos*) and Nuttall's woodpecker (*Picoides nuttallii*).

Sign or observation of mammals was absent from the project site indicating that mammals would be scarce. On-site mammals may be limited to house mice (*Mus musculus*) and fox squirrels (*Sciurus niger*) two common species that occur in urban areas.

Special-Status Species. Special-status species are unlikely to occur on the project site because of the dominance of non-native plant species, the former residential use of the site, the urban setting, prior disturbance to the site, and the absence of native plant species.

Discussion

a) **Special Status Species**

Significance Criteria: The proposed project would have a significant environmental impact if it were to 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 Wildlife or U.S. Fish and Wildlife Service.

Potentially Significant Unless Mitigation Incorporated. The potentially occurring special-status plant species are unlikely to occur on the project site because they were not observed during surveys and on-site habitat is unsuitable for their occurrence.

Potentially occurring special status species of animals are unlikely to occur on the project site due to its urban setting the prior disturbance to the site. Nevertheless, two species of birds, Cooper's hawk (*Accipiter cooperii*) and black-crowned night heron (*Nycticorax nycticorax*) nest in residential areas and the trees on the project site provide potential nesting habitat for these two species. These species and their nests were not observed on site but they could nest on the project site during subsequent nesting seasons.

The federal Migratory Bird Treaty Act and Sections 3503 and 3505 of the California Fish and Game Code protect most species of native birds, their nests, and eggs from harm. Birds could be harmed if bird nests and eggs are present in areas proposed for construction during the breeding season. Birds usually nest between the middle of February and middle of August.

Implementation of the following mitigation measures would reduce potential impacts to nesting birds to less than significant:

Mitigation Measure BIO-1: Preconstruction surveys shall be initiated within 14 days prior to earth-disturbing activities during the breeding season. The breeding season begins February 15 and ends August 15. Breeding bird surveys shall be conducted for species that could nest in the grassland, blackberry, and eucalyptus trees. If a nesting bird is encountered, a buffer shall be established (approximately 250 feet from the nest for raptors and 25 feet for other bird species). People, construction equipment, and all human activity shall be prohibited within the buffer area. If the biologist determines that the nesting birds are acclimated to human activity, the buffer may be reduced. If a reduced buffer is established, birds shall be periodically observed to ensure that human activity is not causing stress or otherwise disrupting their normal behavior. Once the young birds have fledged, the buffer can be removed from the nest.

Resulting Level of Significance

Implementation of Mitigation Measure BIO-1 would reduce this impact to a level of **less than significant**.

b) Riparian Habitat

Significance Criteria: The proposed project would have a significant environmental impact if it were to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

No Impact. No riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service were identified on the project site. Therefore, the proposed project would have no impact on riparian habitat or other sensitive natural community.

c) Wetlands

Significance Criteria: The proposed project would have a significant environmental impact if it were to 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. Two small depressions, each less than 100 square feet, are located on the project site. These depressions were evaluated for wetland hydrology and hydric soil indicators and neither would constitute federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the proposed project would have no impact on wetlands.

d) **Wildlife Movement/Nursery Sites**

Significance Criteria: The proposed project would have a significant environmental impact if it were to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites.

No Impact. The term “corridor” as applied to wildlife habitat and movement has been defined in a variety of ways by ecologists, wildlife biologists, and landscape planners. For the purposes of this Initial Study, a corridor is defined as “any space, usually linear in shape that improves the ability of organisms to move among patches of their habitat.”¹⁴ Corridors in highly modified landscapes can be beneficial for generalist species adapted to human disturbance, but may not serve habitat specialists.¹⁵

The project site is small and entirely surrounded by urban development. There is no corridor to the site and there is no habitat on the site that would be of value to wildlife. The proposed project would therefore not have any effect on movement corridors or valuable wildlife habitat that would be used as a nursery site.

e) **Conflict with Local Policies**

Significance Criteria: The proposed project would have a significant environmental impact if it were to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation ordinance or the Castro Valley Biological Resources Overlay Zone (BROZ).

No Impact. The proposed project is subject to the local policies and ordinances of Alameda County. The Alameda County Tree Ordinance (Chapter 12.11 of the Alameda County General Ordinance Code) requires preservation of trees within the County right-of-way. The proposed project would not impact trees within the County right-of-way; therefore, the proposed project would not conflict with the Alameda County Tree Ordinance.

Figure 7-2, Biological Resources Overlay Zone (BROZ), in the Castro Valley General Plan identifies the biological resource priority levels throughout Castro Valley. The purpose of the BROZ is to protect areas with important biological resources such as creeks, hillsides, and riparian areas, by requiring special review of proposed development projects. The project site is

¹⁴ Hilty, J.A., W.Z. Lidicker Jr., A.M. Merenlender. 2006. Corridor ecology: The science and practice of linking landscapes for biodiversity conservation. Island Press, Washington

¹⁵ Hilty et.al. 2006

not located within the BROZ; therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

f) **Conflict with adopted Habitat Conservation Plan or Natural Community Conservation Plan**

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in a conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

No Impact. No adopted HCP, NCCP, or other approved conservation plan applies to the project area. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved habitat conservation plan. The proposed project would have no impact on such plans.

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

Affected Environment:

LSA conducted a cultural resources assessment¹⁶ consisting of background research, consultation with the Native American Heritage Commission, and a field review for the proposed project. The cultural resources assessment was completed to identify potential cultural resources constraints at the project site.

Cultural Resources. No cultural resources have been recorded in the project site.

A house and two buildings are visible on a 1946 aerial photograph but are not visible on a 1939 U.S. Geological Survey (USGS) topographic quadrangle.¹⁷ Prehistoric archaeological site P-01-80/CA-Ala-60 has been recorded approximately 0.25-miles south of the project site. P-01-80/CA-Ala-60 consists of bedrock mortars and a midden in an area measuring approximately 500 meters long (north-to-south) by 300 meters wide (east-to-west) in the San Lorenzo Creek drainage.

A geoarchaeological study prepared for Caltrans District 4 identifies the project site as consisting of soils that pre-date the Holocene Epoch (11,800 years before present [B.P.] to present) and “cannot contain buried archaeological materials.”¹⁸

Paleontological Resources. Map research and an online fossil locality search at the University of California Museum of Paleontology (UCMP) identified the project site within sediments of the

¹⁶ Kaptain, Neal. “Cultural Resources Constraints Assessment for Center Street Subdivision at 19430 Center Street, Castro Valley, Alameda County, California (LSA Project #SCI1402).” Memorandum to Steve Ross, Associate/Senior Environmental Planner. LSA Associates, Inc. December 30, 2014. E-mail.

¹⁷ National Environmental Title Research, 2014. *Hayward, Calif.*, U.S. Geological Survey topography quadrangles and aerial photographs of Castro Valley, accessed on December 30, 2014.

¹⁸ Meyer, Jack and Jeffrey Rosenthal, 2007. *Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4*. Davis, California: Far Western Anthropological Research Group, Inc.

paleontologically sensitive Panoche Formation, a Cretaceous Period (145 to 66 million years before present) geological formation. The shallow depth of the proposed project, however, indicates that the project is unlikely to disturb any fossil resources.

Discussion:

a) Historical Resources

Significance Criteria: The proposed project would have a significant environmental impact if it were to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the *CEQA Guidelines*, if it is associated with events important to California's history, is associated with the lives of important persons, embodies distinctive construction characteristics, or contributes important prehistoric or historic information.

Potentially Significant Unless Mitigation Incorporated. LSA's background research and field survey did not identify any archaeological cultural resources or sensitivity for buried archaeological cultural resources in the project site. The background research identified three buildings in the project site. These buildings have since been demolished. No cultural resources that qualify as "historical resources" under PRC Section 21084.1 or "unique archaeological resources" under PRC Section 21083.2 were identified in the project site. Therefore, no impacts to cultural resources are anticipated to occur. In the unlikely event that archaeological deposits are discovered during construction, implementation of Mitigation Measure CULT-1, described below, would mitigate this potential impact to less than significant.

Mitigation Measure CULT-1: If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 50 feet of the discovery should be redirected and a qualified archaeologist contacted to evaluate the finds and make recommendations. It is recommended that such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their significance in accordance with the California Register of Historical Resources. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, they will need to be avoided by impacts or such impacts must be mitigated. Upon completion of the archaeological assessment, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the Northwest Information Center and the Alameda County Community Development Agency.

Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials can include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse.

Resulting Level of Significance

Implementation of Mitigation Measure CULT-1 would reduce this impact to a level of *less than significant*.

b) **Archaeological Resources**

Significance Criteria: The proposed project would have a significant environmental impact if it were to cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5 of the *CEQA Guidelines*.

Potentially Significant Unless Mitigation Incorporated. The sensitivity statement and discussion presented above, applies here, as well. The project site is not mapped as sensitive for buried prehistoric archaeological deposits. However, in the unlikely event that archaeological deposits are discovered during construction, implementation of Mitigation Measure CULT-1, described previously, would mitigate this potential impact to a less than significant level.

Resulting Level of Significance

Implementation of Mitigation Measure CULT-1 would reduce this impact to a level of *less than significant*.

c) **Paleontological Resources**

Significance criteria: The proposed project would directly or indirectly destroy a unique paleontological resource or unique geologic feature.

Potentially Significant Unless Mitigation Incorporated. Due to the shallow depth of excavation, the proposed project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. However, in the unlikely event that paleontological resources are discovered during construction, implementation of CULT-2 would mitigate this impact to a less than significant level.

Mitigation Measure CULT-2: If paleontological resources are encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with Alameda County Community Development Agency representatives, and make recommendations for the treatment of the discovery. If the find is determined to be significant, and project activities cannot avoid impacting the resource, the impact to the resource shall be mitigated in accordance with the recommendations of the consulting paleontologist. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations of the investigation shall be prepared and submitted to the Alameda County Community Development Agency, and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

Resulting Level of Significance

Implementation of Mitigation Measure CULT-2 would reduce this impact to a level of **less than significant**.

d) **Disturbance of Human Remains**

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in the disturbance of any human remains, including those interred outside of formal cemeteries.

Potentially Significant Unless Mitigation Incorporated. LSA's background research and field survey did not identify any archaeological cultural resources or sensitivity for buried archaeological cultural resources on the project site. In the unlikely event that archaeological deposits or human remains are discovered during construction, the following accidental discovery procedures presented below should be followed. The implementation of Mitigation Measure CULT-3, described below, would mitigate this potential impact to a less than significant level.

Mitigation Measure CULT-3: If human remains are encountered, work within 50 feet of the discovery should be redirected and the County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Northwest Information Center and the Alameda County Community Development Agency.

Resulting Level of Significance

Implementation of Mitigation Measure CULT-3 would reduce this impact to a level of **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment

A Geotechnical Investigation¹⁹ was prepared for the project by Wayne Ting & Associates, which included site reconnaissance, subsurface investigation, laboratory soils testing, engineering analysis, and geotechnical design recommendations for the proposed project. The following summarizes the results of the Geotechnical Investigation.

¹⁹ Wayne Ting & Associates, Inc. Geotechnical Consultants, 2014. Geotechnical Investigation, Proposed 12 Lots Subdivision, 19430 Center Street, Castro Valley, CA 94546. 8 May.

The project site is located in the Coast Ranges geomorphic province of California, which extends approximately 600 miles from the Santa Ynez River in Santa Barbara County to the Oregon border. Much of the Coast Range province contains marine sedimentary and volcanic rocks that form the Franciscan Assemblage. In the valleys and lowland areas, these older, consolidated rocks are buried beneath younger, unconsolidated alluvial fan and fluvial sediment. Castro Valley, specifically, is largely underlain by Quaternary-age (1.6 million years old to the present) alluvial fan deposits consisting of sand, silt, gravel and clay. Upland areas of Castro Valley are underlain by bedrock deposits consisting mainly of sandstones and shales of Cretaceous/Jurassic age (65 to 190 million years old).

Soils encountered on the project site include:

- Boring 1: Soils consist of 3.0 feet of dark brown and brown sandy clay mixtures, very moist and soft (uncontrolled fills), followed by brown sandy clay and silty clay, very stiff and moist, to 13.0 feet below the existing ground surface. Following this clay, light brown clayey sand, dense and moist, was encountered to the maximum depth explored of 15.5 feet.
- Boring 2: Soils consist of 4.0 feet of dark brown and brown sandy clay and silty sand mixtures, very moist and soft (uncontrolled fills), followed by brown silty clay, very stiff and moist to 8.5 feet below the existing ground surface. Following this clay, light brown silty sand and clayey sand, dense and moist, was encountered to the maximum depth explored of 16.5 feet.
- Boring 3: Soils consist of 3.0 feet of brown silty clay very moist and stiff, followed by brown silty sand with gravel, dense and slightly moist, to the maximum depth explored of 15.5 feet.
- Boring 4: Soils consist of 3.0 feet of medium brown silty clay, stiff and moist, followed by brown silty sand to 10.0 feet below the existing ground surface. Following this sand, light brown sandy gravel, dense and slightly moist, was encountered to the maximum depth explored of 15.0 feet.

No groundwater was encountered in the borings during the investigation. Fluctuations in the groundwater table are anticipated to vary with respect to seasonal rainfall.

Discussion

a) Seismic Hazards

Seismic hazards are generally classified as two types, primary and secondary. Primary geologic hazards include surface fault rupture. Secondary geologic hazards include ground shaking, liquefaction, dynamic densification, and seismically induced ground failure. The project site is located in a seismically active area and may be subject to moderate to strong ground shaking. Earthquake faults in the region include the Hayward, Calaveras, Concord-Green Valley, Greenville-Marsh Creek, and San Andreas faults.

i) Surface Fault Rupture

Significance Criteria: The proposed project would have a significant environmental impact if it were to expose people or structures to potential substantial adverse effects associated with the surface rupture of a known earthquake fault.

No Impact. Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of surface rupture generally can be assumed to be along an active or potentially active major fault trace. The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone²⁰; therefore, the potential for fault rupture at the site is low. The proposed project would not expose people or structures to potential substantial adverse effects from the rupture of a known earthquake fault.

ii) **Seismic Ground Shaking**

Significance Criteria: The proposed project would have a significant environmental impact if it were to expose people or structures to potential substantial adverse effects associated with strong seismic ground shaking.

Less Than Significant Impact. The project site and the entire San Francisco Bay Area is in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The nearest active fault to the subject site is the Hayward Fault, located approximately 3.5 kilometers (2 miles) southwest of the project site.

The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. Seven habitable structures would eventually be constructed on the lots created by the proposed project. The Geotechnical Investigation includes recommendations for site preparation and grading; fill slopes; foundation recommendations; concrete slab-on-grade; retaining wall design; trench backfill; driveway design; general construction practices; review of plans; and construction observation and testing. In addition, the proposed project would be designed and constructed consistent with the most current version of the California Building Code (CBC), which includes specifications for site preparation, such as compaction requirements for foundations. With incorporation of geotechnical recommendations, compliance with building code requirements, and oversight of earthwork activities by a California licensed geotechnical engineer, the potential impacts associated with ground shaking would be less than significant.

iii) **Liquefaction**

Significance Criteria: The proposed project would have a significant environmental impact if it were to expose people or structures to potential substantial adverse effects associated with seismic-related ground failure, including liquefaction.

²⁰ California Department of Conservation, 2013. Earthquake Fault Zone Maps. Available online at: <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm> (Accessed October 16, 2014).

Less Than Significant Impact. Liquefaction is the transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake shaking or other rapid loading. Soils most susceptible to liquefaction are loose to medium dense, saturated sands, silty sands, sandy silts, non-plastic silts and gravels with poor drainage, or those capped by or containing seams of impermeable sediment. Regions within Castro Valley that have high to very high levels of liquefaction susceptibility include the western edge of the city and other areas underlain by alluvial deposits. The project site is mapped regionally as lying within a zone of “very low” liquefaction susceptibility.²¹ As described above, the Geotechnical Investigation prepared for the proposed project provides recommendations for design and construction of the project, including review of project plans and construction monitoring by a California licensed geotechnical engineer. In addition, the proposed project would comply with the most current version of the CBC. Therefore, the proposed project would not expose people or structures to potential adverse effects related to seismic ground failure. This impact is considered less than significant.

iv) **Landslides**

Significance Criteria: The proposed project would have a significant environmental impact if it were to expose people or structures to substantial hazards from landslides.

No Impact. The proposed project is located on gently sloping terrain and the potential for landslide is low. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects from landslides.

b) **Erosion**

Significance Criteria: The proposed project would result in a significant environmental impact if it were to result in substantial soil erosion or in the loss of topsoil.

Less Than Significant Impact. Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated water runoff. The project site is relatively flat in most areas so the risk of widespread erosion affecting the proposed project would be minor.

Construction specifications require the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) prior to any ground disturbance activities as required by the National Pollutant Discharge Elimination System (NPDES) General Permit (GP) for Construction (Order 2009-009-DWQ). The SWPPP will provide the details of the erosion control measures to be applied on the project site during the construction period, including Best Management Practices (BMPs) for erosion control that are recognized by the Regional Water Quality Control Board (RWQCB).

²¹ Association of Bay Area Governments, date. Earthquake and Hazards Program, Liquefaction Susceptibility Map. Available online at: <http://resilience.abag.ca.gov/earthquakes/> (Accessed December 19, 2014)

Implementation of a SWPPP and the recommendations provided in the Geotechnical Investigation would reduce potential impacts related to soil erosion or the loss of topsoil to less than significant.

c) **Geologic Instability**

Significance Criteria: The proposed project would have a significant environmental impact if located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Less Than Significant Impact. The project site is not located on Karst formations and has not been subjected to mining activities; thus, the risk of subsidence or collapse is expected to be low. As described above, the potential for landslide and liquefaction at the project site is low. The proposed project would be designed and constructed with adequate foundations in accordance with the recommendations in the geotechnical investigation and the CBC to address the possible effects of unstable soils. No significant geologic hazards to the proposed project from landslide, lateral spreading, subsidence, liquefaction, or collapse would occur. This impact would be less than significant.

d) **Expansive Soil**

Significance Criteria: The proposed project would have a significant environmental impact if located on expansive soil, creating substantial risks to life or property.

Less Than Significant Impact. Expansion and contraction of volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly. Expansive soils are common throughout California and can cause damage to foundations and slabs unless properly treated during construction. According to the geotechnical investigation, site soils are moderately expansive. Damage from expansive soils would be minimized or eliminated using the site-specific engineering techniques as recommended in the geotechnical investigation and compliance with requirements outlined in the CBC. This impact would be less than significant.

e) **Septic Systems**

Significance Criteria: The proposed project would have a significant environmental impact if it involved construction of septic systems in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

No Impact. Septic tanks and alternative wastewater disposal systems would not be installed on the project site. Therefore, implementation of the proposed project would not result in impacts to soils associated with the use of such wastewater treatment systems.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Affected Environment

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) that contribute to global climate change have a broader global impact. Global climate change is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. These gases allow visible and ultraviolet light from the sun to pass through the atmosphere, but they prevent heat from escaping back out into space. Among the potential implications of global climate change are rising sea levels, and adverse impacts to water supply, water quality, agriculture, forestry, and habitats. In addition, global warming may increase electricity demand for cooling, decrease the availability of hydroelectric power, and affect regional air quality and public health. Like most criteria and toxic air pollutants, much of the GHG production comes from motor vehicles. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county and subregional level, and other measures to reduce automobile use. Energy conservation measures can also contribute to reductions in GHG emissions.

The *BAAQMD CEQA Guidelines*, recommend that all GHG emissions from a project be estimated, including a project's direct and indirect GHG emissions from operations. The *BAAQMD CEQA Guidelines* include thresholds of significance for operational GHG emissions to provide lead agencies with a conservative indication of whether a proposed project could result in potentially significant GHG emissions. If all of the screening criteria are met by a proposed project, then the lead agency would not need to perform a detailed air quality assessment of the project's air pollutant emissions, including GHG emissions. The BAAQMD has established a 1,100 metric tons of CO₂e/year GHG threshold of significance.

The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. However, BAAQMD recommends that the Lead Agency quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of

these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals. The Lead Agency is encouraged to incorporate best management practices, such as recycling at least 50 percent of construction waste or demolition materials, to reduce GHG emissions during construction, as applicable.

The primary existing sources of human-caused GHGs in the project area are vehicle emissions.

Discussion:

a) Greenhouse Gas Emissions

Significance Criteria: The proposed project would have a significant environmental impact if it would exceed BAAQMD's Greenhouse Gas (GHG) emissions rate threshold of 1,100 metric tons CO₂e per year.

Less Than Significant Impact. GHG emissions associated with implementation of the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust.

Short-Term GHG Emissions. Construction would produce combustion emissions from various sources. During site preparation and construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. At approximately 1.34 acres, the proposed project size is well below the screening criteria for any land use type and would therefore, not exceed the BAAQMD's screening criteria and would not have a significant impact related to construction emissions.

Long-Term GHG Emissions. The proposed project would construct of seven lots that would eventually be occupied by single-family residences. Once occupied, the single-family residences would generate approximately 67 daily trips including less than 10 AM PM peak-hour trips. The proposed project would generate less than 100 trips per day and therefore would not generate a substantial amount of daily regional emissions. Therefore, the proposed project would not cause a long-term increase in GHG emissions.

b) Consistency with Greenhouse Gas Reduction Plans

Significance criteria: The proposed project would have a significant impact on the environment if it were in conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

No Impact. As part of its General Plan, Alameda County has adopted a Community Climate Action Plan (CCAP) to reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels by 2020 and set the County on a path to reduce emissions to 80 percent below 1990 levels by 2050 through a variety of measures and policies for new development, transportation improvements, promotion of renewable energy, energy and water efficiency improvements, and

green infrastructure. As indicated above, the proposed project would not generate significant operational GHG emissions. Therefore, the proposed project would be consistent with the CCAP as well as other 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.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment

Land uses in the project area include residential development and several schools.

The project site is not on a state-listed hazardous materials clean-up site. According to the California State Water Resources Control Board (SWRCB) Geotracker website,²² two state-listed hazardous materials clean-up sites are located within 1,000 feet of the project site:

- Anthony's Auto Service, 19592 Center Street (Leaking Underground Storage Tank)
- Chevron #9-3356, 19201 Center Street (Leaking Underground Storage Tank)

Both of these sites are designated "closed." A closed site indicates that regulatory requirements for response actions, such as site assessment and remediation, have either been completed or were not necessary and therefore potential migration of residual contaminants in groundwater beneath the project corridor (if any) does not likely pose a risk to human health and the environment. According to the California Department of Toxic Substances Control (DTSC) EnviroStor website,²³ there are no listed hazardous sites within 1,000 feet of the project site.

Discussion:

***a-b)* Transport, Use or Disposal of Hazardous Materials**

Significance Criteria: The proposed project would have a significant environmental impact if it were to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or if it were to 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. Implementation of the proposed project would result in the development of seven single-family residential lots and associated infrastructure. Single family homes would eventually be constructed on the lots. Although small quantities of commercially-available hazardous materials could be used within the new residences consistent with residential uses, and potentially for landscape maintenance within the project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health.

The hazardous materials most likely to be used during construction include typical construction materials such as gasoline, diesel, motor oil, lubricants, solvents, and adhesives. Drips and small spills would be the most likely potential hazardous materials releases to occur. Best Management Practices (BMPs) would be utilized to ensure that no construction-related fuel hazards occur. Use, storage, transport and disposal of hazardous materials (including any hazardous wastes) during construction activities would be performed in accordance with existing local, state, and federal hazardous materials regulations. Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or

²² State Water Resources Control Board, 2014. Geotracker website. Available online at: <http://geotracker.waterboards.ca.gov/> (Accessed December 30, 2014)

²³ Department of Toxic Substances Control, 2007. Envirostor website. Available online at: <http://www.envirostor.dtsc.ca.gov/public/> (Accessed December 16, 2014)

disposal of hazardous materials. This impact is considered less than significant.

As part of the building permit process, all plans are reviewed for compliance with applicable Building and Fire Department requirements, pursuant to the Uniform Building and Fire Codes, and all other related County requirements. No additional measures would be required.

c-d) **Presence of Hazardous Materials**

Significance Criteria: The proposed project would have a significant environmental impact if it were to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter (1/4) mile of an existing or proposed school, or if it was located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (“Cortese List”).

Less Than Significant Impact. Several schools are located in the vicinity of the project site. Creekside Middle School is located just under ¼ mile south of the project site on Center Street. Other schools in the project area include: Canyon Middle School, approximately ½ mile northeast of the project site; Marshall Elementary School, approximately ½ mile southwest of the project site; and Castro Valley High School, approximately 1 mile northwest of the project site. As described in Section VIIa, the proposed project includes the construction of residential units and would not result in the routine use, transport, or disposal of substantial quantities of hazardous materials.

The project site is not located on the list of hazardous materials sites prepared pursuant to Government Code Section 65962.5 and would not pose a significant health hazard to the public or environment.

e-f) **Safety Hazards Due to Nearby Public or Private Airport**

Significance Criteria: The proposed project would have a significant environmental impact if it were 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), if it would result in a safety hazard for people residing or working in the project area; or if it were located within the vicinity of a private airstrip, if it would result in a safety hazard for people residing or working in the project area.

No Impact. The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. The closest airports to the project site are the Oakland International Airport, approximately 9 miles west; the Hayward Executive Airport, approximately 4.5 miles southwest; and the Livermore Municipal Airport, located approximately 13 miles east. Therefore, given that the proposed project is not located within an airport land use plan or within two miles of an existing airport, the proposed project would not result in a safety hazard for people residing or working in the project area.

g) **Emergency Response Plan**

Significance Criteria: The proposed project would have a significant environmental impact if it were to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

No Impact. The proposed project is the development of a residential site and associated infrastructure, and would not impair implementation or physically interfere with an adopted emergency plan or emergency evacuation plan.

h) **Exposure of People or Structures to Wildland Fires**

Significance Criteria: The proposed project would have a significant environmental impact if it were to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

No Impact. The project site is located in an area of moderate wildfire fire threat²⁴ (ABAG 2009). The project site is in a suburban area and development of the proposed project would not expose people or structure to an increased risk of wildland fires. In addition, as part of the building permit process, all plans are reviewed for compliance with applicable Building and Fire Department requirements, pursuant to the Uniform Building and Fire Codes, and all other related County requirements.

²⁴ California Department of Forestry, 2003. State Responsibility Areas. Available as part of the Association of Bay Area Governments' Earthquake and Hazards Program: <http://quake.abag.ca.gov/wildfires/> (Accessed December 31, 2014).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment

The project site is surrounded by residential development. Cull Creek and the Cull Creek Dam are located approximately ¼ mile northeast. Cull Creek is located within the San Lorenzo Creek watershed, which includes San Lorenzo Creek and tributaries to Crow Creek, Cull Creek, Castro Valley Creek, Chabot Creek, Eden Canyon Creek, Palomares Creek, and Upper Sulphur Creek. According to the Alameda County Flood Control and Water Conservation District, extensive development in Castro Valley over the years has caused greater runoff to flow into the creeks.

Currently, drainage from the project site sheet flows across the land and into the existing municipal storm water system. The site is generally relatively flat and gently sloping and the streets do not generally exceed 2.5 per cent.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map prepared for the project area, the project site is not located within the 100-year floodplain (i.e., an area in which there is a one percent chance per annum of a one hundred-year storm event).²⁵ According to the Alameda County General Plan (Figure 10.2, Hydrology and Flooding Hazards), the project site is not located within a dam inundation area.

Water quality is regulated by the US Environmental Protection Agency's National Pollution Discharge Elimination System (NPDES), which controls the discharge of pollutants to water bodies from point and non-point sources. In the Bay Area, this federal regulatory program is administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB), which was expanded in 1990 to include permitting of stormwater discharges from storm sewer systems, industrial activities and construction sites that disturb more than 1 acre. The RWQCB permit for local construction sites like the project requires that individual landowners bear the responsibility for compliance.

In Alameda County, each of the 14 cities, the unincorporated area, and the two flood control district all share one NPDES permit through a consortium called the Alameda Countywide Clean Water Program (ACCWP). The NPDES permit outlines the requirements that jurisdictions must adhere to for the improvement and protection of water quality within their jurisdictions. The NPDES permit also provides requirements and standards for categories such as municipal maintenance, public outreach, illicit discharge controls, industrial and commercial discharge controls, and new development discharge controls. Consistent with the NPDES permit, Alameda County had adopted stormwater quality control requirements to which the proposed project must adhere.

The general NPDES stormwater permits for general industrial and construction activities require an applicant to file a public notice of intent (NOI) with the applicable RWQCB to discharge stormwater and prepare and implement a storm water pollution and prevention plan (SWPPP). The SWPPP includes a site map, description of stormwater discharge activities, and best management practices that would be employed to prevent water pollution. The SWPPP for general construction activity

²⁵ Federal Emergency Management Agency, 2009. National Flood Insurance Program, Flood Insurance Rate Map, Alameda County (06001C00285G). 3 August. Available online at: <https://msc.fema.gov/portal/search?AddressQuery=19430%20Center%20Street%2C%20Castro%20Valley%2C%20CA%2094546> (Accessed December 31, 2014).

permits must describe Best Management Practices (BMPs) that would be used to control soil erosion and discharges of other construction-related pollutants that could contaminate nearby water resources.

Discussion:

a,f) Water Quality Standards, Objectives and Waste Discharge Requirements

Significance Criteria: The proposed project would have a significant environmental impact if it were to violate or conflict with any water quality standards, objectives or waste discharge requirements, or substantially degrade any surface water body or groundwater, or adversely affect the beneficial uses of such waters, including public uses and aquatic, wetland and riparian habitat. Significant environmental impacts would also result if the proposed project were to increase pollutant discharges to receiving waters (marine, fresh, and/or wetlands) during or following construction (considering water quality parameters such as temperature, dissolved oxygen, turbidity, and typical stormwater pollutants such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).

Less Than Significant Impact. Development of the proposed project would result in an increase in the amount of impervious surface area and an associated increase in the rate and volume of stormwater runoff from the site. As part of the proposed project, a storm water detention basin is planned at the southeast corner of the project site to capture and treat site runoff prior to discharging into the municipal storm water system. The proposed project would comply with Alameda County regulations related to stormwater runoff and the requirements of the Municipal Regional Stormwater NPDES permit (NPDES Permit Order R2-2009-0074, Permit No. CAS612008). Compliance with these regulations would ensure that long-term operation of the proposed project would have a less than significant impact on water quality.

Construction activities have the potential to disrupt soil and cause erosion and increase sediment runoff. Materials used during construction of the proposed project may have chemicals that are potentially harmful to aquatic resources and water quality. Accidents or improper use of these materials could release contaminants to the environment. Additionally, oil and other petroleum products used to maintain and operate construction equipment could be accidentally released.

The NPDES General Permit (GP) for Construction (Order 2009-009-DWQ) requires construction sites over one acre that do not qualify for a waiver to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall incorporate Best Management Practices (BMPs) to control sedimentation and runoff. These measures would be consistent with the application for a stormwater permit from the RWQCB. Compliance with the NPDES Permit is mandated by State and federal laws and new construction projects are required to comply with storm water general permits. Consistent with the GP, the SWPPP shall adhere to the following requirements:

- The SWPPP shall include measures to avoid creating contaminants, minimize the release of contaminants, and water quality control measures to minimize contaminants from entering surface water or percolating into the ground during and following the completion of construction.

- Fluvial erosion and water pollution related to construction shall be controlled by the SWPPP and kept current throughout all site development phases.
- The SWPPP shall include BMPs, as appropriate, given the specific circumstances of the site and project.
- The SWPPP shall be submitted to the RWQCB in compliance with the requirements of the GP.
- A spill prevention and countermeasure plan shall be incorporated into the SWPPP.

Therefore, the proposed project would not result in a violation of water quality standards or waste discharge requirements. This impact would be less than significant.

b) Depletion of Groundwater Supplies

Significance Criteria: The proposed project would have a significant environmental impact if it substantially depletes groundwater supplies or interferes substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Less Than Significant Impact. The proposed project would not result in direct additions or withdrawals to existing groundwater; the proposed project would utilize the public water system. Therefore, impacts to groundwater supplies would be less than significant.

c-e) Drainage

Significance Criteria: The proposed project would have a significant environmental impact if it were to substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation; if it were to substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; if it were to 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; or if it were to degrade water quality.

Less Than Significant Impact. The proposed project would develop the site with seven residential lots and associated roadways. Single family homes and landscaping would eventually be constructed. The proposed project would increase the amount of impervious surface runoff from the site. However, the proposed project would include a detention basin at the southeast corner of the project site to capture and treat site runoff prior to discharging into the municipal storm water system. Drainage from the subdivision would flow south and be collected in a bioretention / detention area at the southeast corner of the property, and would then be discharged to the storm drain within Gliddon Street via an existing 12-inch storm drain pipe within a private easement. Drainage from the access easement to Center Street would be improved with pervious paving and rolled curbs, and would be collected at storm drain inlets east of the Center Street sidewalk. No significant change in either drainage patterns or on-site or off-site effects from erosion and siltation or flooding would occur. As described above in Response IX(a), during construction, BMPs would be implemented, consistent with the GP, so that on-site and off-site erosion and sedimentation and flooding would be controlled to the extent practicable. Therefore, this impact would be less than significant.

g-j) **Flood Hazards, Seiche, Tsunami**

Significance Criteria: The Project would have a significant environmental impact if it were to place any housing units within a designated 100-year flood hazard area; if it placed any structures in a manner which would impede or redirect flood flows; or if it were to result in the exposure of people or structures to flooding hazards or inundation by seiche, tsunami or mudflow.

No Impact. The project site is not located within the 100-year floodplain (i.e., an area in which there is a one percent chance per annum of a one hundred-year storm event) according to maps published by the Federal Emergency Management Agency (FEMA). Therefore, the proposed project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The project site is not located in the inundation area for any levee or dam in the project vicinity. Therefore, the proposed project would not 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.

The project site is not subject to hazards related to seiche or tsunami given its distance from the coast and large bodies of water.²⁶ Mudflows are characterized as the rapid downhill movement of a large mass of mud formed from loose soil and water. The project site is relatively level, therefore, the proposed project would not result in impacts resulting from inundation by seiche, tsunami or mudflow.

²⁶ California Emergency Management Agency, California Geological Survey, University of Southern California, 2009. Alameda County Tsunami Inundation Mapping website: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Alameda/Pages/Alameda.aspx (Accessed December 31, 2014).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment:

The project site is located at 19430 Center Street in Castro Valley, an unincorporated area of Alameda County. The site is surrounded by single-family residential development. Access to the site is via an easement on a gravel roadway to Center Street, which is shared by nine other homes fronting on two parallel access easements.

According to the Castro Valley General Plan²⁷, the project site is designated for Residential Small Lot. The current zoning designation for the project site is R-1-CSU-RV (Single Family Residential, Secondary Unit and Recreational Vehicle Parking District).²⁸ The Residential Small Lot designation is intended to provide for and protect small lot subdivisions where a variety of housing types are located on lots between 2,500 and 5,000 square feet in size. Housing types include one-family detached, duplexes, townhouses, and row-houses. The intended residential density range is from 8 to 17 units per net acre.

Discussion:

a) Dividing an Established Community

Significance Criteria: The proposed project would have a significant environmental impact if it were to physically divide an established community.

No Impact. The physical division of an established community typically refers to the construction of a physical 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

²⁷ Alameda County Community Development Agency, 2012.

²⁸ Alameda County Code of Ordinances, Title 17 – Zoning. Available online at: https://www.municode.com/library/ca/alameda_county/codes/code_of_ordinances?nodeId=TTT17ZO (Accessed December 31, 2014)

existing community, or between a community and outlying areas. The project site is surrounded by residential uses. The proposed project can be characterized as infill and would not divide an established community.

b) Conflicts with Land Use Plan or Zoning

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.

Less Than Significant Impact. As described above, the project site is designated in the current Castro Valley General Plan for Residential Small Lot. Its zoning designation is R-1-CSU-RV (Single Family Residential, Secondary Unit and Recreational Vehicle parking District). The proposed project would subdivide the existing 1.34 acre parcel to create a seven-lot subdivision. The seven parcels would range in size from approximately 6,000 to 7,300 square feet, resulting in a density of approximately 5 units per acre, which is less dense than the General Plan's intended density range of 8 to 17 units per acre. While the proposed density is less than envisioned by the General Plan for the Residential Small Lot district, it is consistent with the R-1-CSU-RV zoning district standards, including the minimum lot size of 5,000 square feet. Also, the proposed lots are consistent with average single family lot sizes in the vicinity. Therefore, the proposed project is considered consistent with the General Plan and Zoning Ordinance.

c) Conflict with Conservation Plan

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in a conflict with any applicable habitat conservation plan or natural community conservation plan.

No Impact. No habitat conservation plans or natural community conservation plans apply to the project site. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment:

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil bearing rock, but excluding geothermal resources, natural gas and petroleum. Rock, sand, gravel and earth are also considered minerals by the Department of Conservation when extracted by surface mining operations. No known mineral resources are located on or near the project site.

Discussion:

a-b) Loss of Mineral Resources

Significance Criteria: The proposed project would have a significant environmental impact if it were to 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, or if it were to 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 known mineral resources are present at the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment:

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

The primary existing noise source in the project area is vehicle traffic, including cars, trucks, buses, and motorcycles on roadways near or in the project vicinity. The level of vehicular noise generally varies with the volume of traffic, the number of trucks or buses, the speed of traffic, and the distance from the roadway. According to the Castro Valley General Plan (Figure 11.1 Noise Contours), the

noise level at the project site due to area roadways is 55 db CNEL. The Alameda Countywide Noise Element establishes interior and exterior noise average noise levels (Ldn) of 45 dBA and 55 dBA respectively for residential land uses based on Federal noise level standards. The Noise Element also references noise compatibility standards developed by the Association of Bay Area Governments, which identify a CNEL of 65 dBA or less as a basis for finding little noise impact on residential land uses. The County's Noise Ordinance (Chapter 6.60 of the County General Code) establishes exterior noise standards for land uses that augment the requirements of the Alameda County Building Code, which establishes standards for interior noise levels consistent with the noise insulation standards in the California State Building Code, using the A-weighted decibel scale (dBA).

The proposed project would construct seven single-family lots for future residences in an existing residential neighborhood. Existing residential units are located immediately adjacent to the project site.

Discussion:

***a-c)* Excessive Noise or Vibration; Effect on Ambient Noise Levels**

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in exposure of persons to or generation of noise levels in excess of standards established in the Castro Valley General Plan or the County's Noise Ordinance, generation of excessive groundborne vibration or groundborne noise levels, or a permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Potentially Significant Unless Mitigation Incorporated. The potential noise impacts of the proposed project are described below.

Long-Term Operational Impacts. The long-term use of the proposed project is residential. This land use would not generate high ambient noise levels. As described above, the expected noise level at the project site is anticipated to be 55 db CNEL due to traffic on area roadways, particularly Center Street. The proposed project is required to comply with the County's Noise Ordinance as well as the requirements of the Alameda County Building Code and the California State Building Code for interior noise levels. Therefore, no significant long-term noise impacts would occur after construction is completed.

Short-Term (Construction) Impacts. Construction of the proposed project would add short-term and intermittent noise from use of equipment and vehicles. Noise impacts from construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. However, the construction equipment pass-by noise would be similar to existing truck activity in the project vicinity. Therefore, traffic associated with worker commute and equipment transport to the project site would be less than significant.

Construction of the proposed project would not result in excessive ground borne vibration or noise levels. There may be relatively minor vibrations from the use of trucks or other equipment during construction activities such as excavation. However, this ground borne condition from such equipment would be relatively minor, intermittent, short-term, and restricted to daytime hours.

The proposed project would require the use of earthmoving equipment including excavators, loaders and dump trucks. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise typically associated with the use of construction equipment is estimated between 79 and 89 dBA L_{max} at a distance of 50 feet from the operating construction equipment. Noise associated with the use of pavers, pumps and haul trucks would be up to 90 dBA L_{max} at a distance of 100 feet.

Based on the findings of the noise analysis, the following measures shall be implemented by the project to reduce construction noise impacts to nearby sensitive receptors:

Mitigation Measure NOISE-1: The following multipart measure shall be implemented to reduce construction noise impacts to a less-than-significant level:

- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
- All equipment shall be properly maintained and operated.
- The contractor shall implement appropriate additional measures to reduce noise when adjacent to receptor locations including but not limited to, changing the location of stationary construction equipment, using temporary noise barriers, and placing noise blankets around pile drivers.
- The contractor shall notify adjacent residents in advance of construction of the work hours and scheduled work.
- The construction contractor's specifications shall stipulate that noise-generating construction activity shall be limited to the hours of 7:00 AM and 7:00 PM, Monday through Friday and 8:00 AM and 5:00 PM on Saturday and Sunday, consistent with the Alameda County Noise Ordinance.
- A Noise Control Plan shall be required of the construction contractor. The Plan would describe abatement measures to be utilized to comply with the noise regulations. The Plan shall also include a noise monitoring program to be implemented by the construction contractor. Special attention shall be given to minimizing noise effects near sensitive receptors.

Resulting Level of Significance

Implementation of Mitigation Measure NOISE-1 would ensure project compliance with local noise ordinances and would minimize noise levels at sensitive receptor locations. This impact would be less than significant.

d) Temporary Ambient Noise Levels

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Potentially Significant Unless Mitigation Incorporated. Temporary intermittent noise from short-term construction activities associated with the development of the proposed project would occur. At sensitive receptor locations, the noise level would increase during the short term construction period. However, this noise level increase would be a short-term source and therefore would not be considered significant with implementation of Mitigation Measure NOISE-1. No substantial increase in existing ambient noise levels would result from long-term operation of the proposed project. Compliance with applicable noise ordinances would reduce potential construction-related noise impacts to a level below significance.

Resulting Level of Significance

Implementation of Mitigation Measure NOISE-1 would ensure project compliance with local noise ordinances and would minimize noise levels at sensitive receptor locations. This impact would be less than significant.

***e-f)* Airport Land Use Plans and Aircraft Noise**

Significance Criteria: The proposed project would have a significant environmental impact if it were 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) or in the vicinity of a private airstrip and were to expose people residing or working in the project area to excessive noise levels.

No Impact. The project site is not subject to an Airport Land Use Plan and it not within two miles of a public airport, public use airport or private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Affected Environment:

The project site is located within unincorporated Alameda County. The designated use of the project site is residential.

Discussion:

a) Population Growth

Significance Criteria: The proposed project would have a significant environmental impact if it were to induce either directly or indirectly substantial population growth.

Less Than Significant Impact. The proposed project would develop the site with seven residential lots that would eventually be occupied by single family homes. Alameda County has an average household population of 2.76.²⁹ The proposed project would increase the net population of the site by approximately 19 persons (7 x 2.76 = 27.6). The additional 19 residents represent less than one hundredth of one percent of Alameda County’s existing population (1,510,261 in 2010 according to the US Census).³⁰ In addition, the proposed project is an infill development within an existing residential neighborhood; therefore, it would not induce any population growth beyond that anticipated for the area.

b-c) Displacement of Housing or People

²⁹ U.S. Census Bureau, 2014. State and County QuickFacts. Available online at: <http://quickfacts.census.gov/qfd/states/06/06001.html> (Accessed December 31, 2014).

³⁰ Ibid.

Significance Criteria: The proposed project would have a significant environmental impact if it would result in the displacement of substantial numbers of existing housing units or people living at the project site.

No Impact. No housing currently exists at the project site. Therefore, the proposed project would not displace any existing housing.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Affected Environment:

The project site, an infill property previously occupied by a residential use, is currently served by public services.

Discussion:

For the purposes of this section, the following significance criteria would hold for all impact assessments:

Significance Criteria: The proposed project would have a significant environmental impact if it were to result in substantial adverse physical impacts associated with the provision of 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 fire protection, police protection, schools, parks and recreational facilities, or other government facilities.

Less Than Significant Impact. The proposed project would eventually result in an increase of seven residences on the project site once homes are constructed. The level of public services required for the site would be greater than the current demand. As part of the building permit review process, all departments and agencies responsible for providing services are consulted to determine their ability to provide services to proposed development projects. Such services within the project area may include, but are not limited to fire and police protection, schools, maintenance of public facilities including roads, and other governmental services as anticipated by the County’s General Plan. Where required, the payment of in-lieu fees would further reduce potential impacts related to the provision of public services. Implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision, need, or construction of government facilities.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Affected Environment:

The proposed project would construct seven single-family lots that would ultimately be occupied by homes and increase the population on the site by approximately 19 persons. The proposed residences would include rear yards that would provide private open space with recreational opportunities.

Discussion:

***a-b)* Recreational Facilities**

Significance Criteria: The proposed project would have a significant environmental effect if it would 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, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Less Than Significant Impact. The increased use of existing neighborhood and regional parks or other recreational facilities as a result of the proposed project would not be such that substantial physical deterioration of these facilities would occur or be accelerated. The payment of in-lieu fees (required for residential development and totaling approximately \$80,500 for a 7-unit project³¹) would further reduce potential impacts related to the provision of parks.

³¹ According to the Castro Valley General Plan, the County’s park dedication ordinance requires residential developers to dedicate or improve land or facilities or pay in-lieu fee based on the amount of land needed to provide 5,000 acres per thousand persons or 218 square feet per person. As of July 2006, the fee for new single-family homes was \$11,550.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Affected Environment:

A Traffic Impact Study was prepared for the proposed project³² to evaluate the potential traffic impacts of the proposed 10-home subdivision. The traffic study was updated in January 2016 to reference the proposed seven-home subdivision, but the traffic data was not reevaluated for the seven lot project because the 10-home project did not result in any significant impacts. This section summarizes the analysis for the 10-home project analyzed in the traffic study. The information provided below summarizes the Traffic Impact Study.

Project Access. The project site is a vacant lot east of Center Street and south of an unpaved private road with no Center Street frontage. Access to and from the project site would be provided via the unpaved private road that currently provides access to nine homes in the area. The applicant is in discussion with area home owners regarding paving the access road. The project would create seven

³² PHA Transportation Consultants, 2016. 19430 Center Street Subdivision Traffic Impact Study. January.

lots that would accommodate the future construction of seven single family homes. All proposed homes would have a parking garage for two cars, and seven additional guest parking spaces would be provided for the subdivision on the west side of the private street serving the homes. The driveways (apron) in front of the homes would accommodate parking for two cars as well. A hammerhead turnaround space would also be provided at the north end of the private street to accommodate fire trucks, garbage trucks, or other UPS and/or FedEx delivery vehicles.

Existing Facilities. The proposed project is located about 500 feet south of Heyer Avenue and 300 feet east of Center Street in unincorporated Alameda County. The street network providing access and circulation to the immediate area and the project site consists of Heyer Avenue and Center Street. Direct property access to the project site would be provided via a private, unpaved street. Redwood Road, Castro Valley Boulevard and Interstate 580 (I-580) provide regional access to and from the project area. A brief description of the streets that provide immediate access to the project site is provided below:

- **Center Street** is a north-south, two-lane street connecting Heyer Avenue to the north and Castro Valley Boulevard to the south. The centerline is marked with solid double yellow lines. The posted speed limit near the project site is 25 mph. On-street parking is permitted at selected sections of the street. A neighborhood retail center is located on the southwest corner of the Center Street/Heyer Avenue intersection. Center Street also provides access to Creekside Middle School, located about 1,200 feet south of the project site near Circle Avenue.
- **Heyer Avenue** is an east-west, two-lane street connecting Redwood Road to the west and Cull Canyon Road to the east. Parking is permitted on both sides of the street. The posted speed limit in the project vicinity is 30 mph west of Center Street and 25 mph east of Center Street. Heyer Avenue provides direct access to Castro Valley High School to the west and Canyon Middle School to the east. It also provides access to Creekside Middle School in conjunction with Center Street.
- **Castro Valley Boulevard** is an east-west, four-lane arterial providing access to the Castro Valley BART station and various commercial and retail establishments in the area. The posted speed limit east of Center Street is 35 mph. Some of the project-generated traffic is expected to use this connection to travel to and from the BART station and I-580.
- **Redwood Road** is a major north-south arterial with six lanes between I-580 and Castro Valley Boulevard and 4 lanes north of Castro Valley Boulevard. The posted speed limit near Castro Valley Boulevard is 35 mph. Parking is permitted on both sides of the street at selected areas north of Castro Valley Boulevard. Redwood Road provides direct access to Castro Valley High School, the Castro Valley BART station, and I-580. Most of the traffic from the proposed project would use Redwood Road to travel to and from the project site.

AC Transit (Alameda and Contra Costa Transit) provides public transit services to the study area and surrounding cities. Lines that provide service in the vicinity of the project site include Line NX4, NXC, 48 and 32. Additionally BART provides regional public transportation service to various cities in the Bay Area via its Castro Valley station at Redwood Road.

The project area is urbanized and pedestrian facilities such as sidewalks are provided on both Heyer Avenue and Center Street to accommodate pedestrians. However, one section on the east side of Center Street, south of Heyer Avenue and north of the project site has no sidewalk or curb and gutters. Several sections of the sidewalk on the east side of the street near the access road to the project site are in poor condition, covered with loose gravels or unpaved. No striped bike lanes or bike route signs are located on Heyer Avenue or Center Street in the project vicinity.

Current Traffic Conditions. Study intersection traffic was evaluated and ranked with the traffic Level of Service (LOS) ranking scale, a qualitative measurement of traffic operations and flow characteristics. LOS A represents free flow conditions with little to no delays. LOS E represents conditions at capacity, and LOS F represents over saturation with excessive delays. For signalized intersections, traffic LOS is determined based on the average delay per vehicle for the intersection as a whole. For non-signalized intersections, traffic LOS is determined based on the average vehicle delay for approaches controlled by stop signs or yield signs at minor streets.

The Alameda County General Plan LOS standard considered LOS D with an average delay of 55 seconds per vehicle as the lowest acceptable LOS for signalized intersections. Alameda County does not have a specific standard and criteria for non-signalized intersections. In standard engineering practice, when a four-way, stop-controlled intersection reaches LOS E or when the side street approaches at a two-way, stop-controlled intersection reaches LOS E, mitigation should be considered.

Calculated LOS for intersections in the project area are shown in Table A. Based on traffic counts collected during peak hour periods³³ when schools were in session (June 2014), the calculated traffic LOS for current conditions indicated that all study intersections operate at LOS C or above. It should be noted that the calculated LOS does not reflect field conditions in this case. Field observation indicated that traffic moved smoothly early in the morning, but by 7:50 a.m., traffic would backup at all approaches with long vehicle queues at all three study intersections, apparently due to school traffic. Vehicle queues on Center Street in the northbound direction would extend well beyond Sargent Avenue, blocking traffic to and from side streets. Heyer Avenue and Center Street provide access to four schools in the area, Castro Valley High School near the Redwood Road/Center Street intersection to the west, Cull Canyon Middle School near the Heyer Avenue/Cull Canyon Road intersection to the east, Creekside Middle School near the Center Street/Circle Drive intersection to the south, and Marshall Elementary School near the Marshall Street/Omega Avenue intersection to the south. Traffic calmed at approximately 8:20 a.m. and moved smoothly again. No vehicle queues or backups were observed as school ends shortly after 3 p.m.

³³ Peak hour periods are from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Table A: Existing Conditions Traffic Operation (LOS) Analysis

Study Intersections	Existing Conditions			
	A.M Peak		P.M. Peak	
	Delay	LOS	Delay	LOS
1. Center Street/Heyer Avenue	19.8	B	19.9	B
2. Center Street/Site Access Road	--	--	--	--
-- Thru/Right traffic from NB Center St.	0.0	A	0.0	A
-- Left-turn traffic from SB Center St.	0.0	A	0.2	A
-- All traffic from Site Access Road	15.8	C	12.1	B
3. Center Street/ Sargent Avenue.	--	--	--	--
-- Thru/Right traffic from SB Center St.	0.0	A	0.0	A
-- Left-turn traffic from NB Center St.	1.0	A	0.0	A
-- All traffic from Sargent Ave.	14.5	B	12.7	B
Study intersection LOS was calculated with SYNCHRO computer software. The calculated LOS for a.m. peak are not reflective of field conditions as traffic backup at all three intersection and move slowly between 7:50 and 8:20 a.m. due to school traffic. The observed traffic operation is likely LOS E and/or F between 7:50 and 8:20 a.m.				

Source: PHA Transportation Consultants, 2016

Project Trip Generation. Trip rates published in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, for similar uses and facilities. As a single-family home development (ITE land use code 210), the previous ten unit subdivision would be expected to generate 96 daily trips, including 8 morning and 10 afternoon peak hour trips (using the same rates, the proposed seven lot subdivision would generate less traffic 67 average daily trips, and less than ten AM or PM peak hour trips). The directional distribution of project traffic, which predicts the potential routes of travel, was determined based on examinations of study area street layout, area land use, current circulation patterns and traffic volumes.

With the above trip generation estimates and directional distribution assumptions, traffic operation analyses for the three study intersections were conducted to determine their traffic LOS. The project scenario assumes the same roadway geometrics as occurs under existing conditions since no roadway improvements are planned for the area. The intersection LOS analyses indicated that all of the three study intersections would continue to operate at the same LOS. Therefore, the project’s impact on area traffic operation would be minimal. Table B shows the results of the study intersection analyses (for the previous 10-unit subdivision) and a comparison to existing conditions.

The proposed project, as a seven single-family home development is not likely to create a noticeable impact on area public transportation systems and bicycle and pedestrian facilities.

Table B: Project Conditions Traffic Operation (LOS) Analysis

Study Intersections	Existing Conditions				Project Conditions			
	A.M Peak		P.M. Peak		A.M Peak		P.M. Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Center Street/Heyer Avenue	15.5	B	18.2	B	15.9	B	18.2	B
2. Center Street/Site Access Road	--	--	--	--	--	--	--	--
-- Thru/Right traffic from NB Center St.	0.0	A	0.0	A	0.1	A	0.0	A
-- Left-turn traffic from SB Center St.	0.0	A	0.2	A	0.0	A	0.4	A
-- All traffic from Site Access Road	15.8	C	12.1	B	15.8	C	12.3	B
3. Center Street/ Sargent Avenue.	--	--	--	--	--	--	--	--
-- Thru/Right traffic from SB Center St.	0.0	A	0.0	A	0.0	A	0.0	A
-- Left-turn traffic from NB Center St.	1.0	A	0.1	A	1.0	A	0.1	A
-- All traffic from Sargent Ave.	14.5	B	12.7	B	14.5	B	12.8	B
Note: Traffic data above is calculated for the previous 10 lot subdivision. Study intersection LOS was calculated with SYNCHRO computer software. The calculated LOS for a.m. peak are not reflective of field conditions as traffic backup at all three intersection and move slowly between 7:50 and 8:20 a.m. due to school traffic. The observed traffic operation is likely LOS E and/or F between 7:50 and 8:20 a.m.								

Source: PHA Transportation Consultants, 2016

Discussion:

a) Conflict with Applicable Plans, Ordinances, or Policies Regarding the Performance of the Circulation System

Significance Criteria: The proposed project would have a significant effect on the environment if it were to 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. The above traffic operation analyses indicated that the proposed project would not cause any of the study intersections to operate at unacceptable conditions. All study intersections and traffic movements would continue to operate at LOS A, B, and C with or without the proposed project. As such, no mitigation is required per Alameda County policies.³⁴

During construction, an increase in traffic would occur in the project area from construction vehicles and construction workers accessing the site. However, these impacts would be short-term, occurring only during the construction period and are not expected to exceed a level of service standard for roads or highways in Castro Valley or Alameda County. This impact would be less than significant.

³⁴ As mentioned previously, all three study intersections operated poorly between 7:50 AM and 8:20 AM due to school traffic during field observation. This traffic delay represents an existing condition, not an environmental impact associated with the proposed project. No mitigation is required to address this existing condition.

b) **Conflict with the Congestion Management Plan LOS Standards**

Significance Criteria: The proposed project would have a significant effect on the environment if it were to 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 congestions management agency for designated roads or highways.

Less Than Significant Impact. See XV(a), above.

c) **Air Traffic Patterns**

Significance criteria: The proposed project would have a significant effect on the environment if it were to 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. The proposed project would not include any structures that would interfere with air traffic patterns; nor would it increase traffic levels. There is no impact related to air traffic.

d) **Increased Hazards**

Significance criteria: The proposed project would have a significant effect on the environment if it were to 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. Access to and from the site would be provided by the unpaved access road currently providing access to other homes along the easements. Within the project site, access to and from the proposed homes would be via a 30-foot-wide Private Street. The proposed driveway would provide adequate access and internal circulation for the proposed project. Sight distance would be sufficient as no horizontal or vertical curves are located near the project site. A hammerhead at the northern end of the site would provide space for fire trucks and garbage trucks to turn around. "No Parking" signs would be provided along the east side of the private street to safe passage for fire trucks, garbage trucks, and other delivery trucks. Surrounding land uses are residential. No incompatible uses or hazardous design features are associated with operation of the proposed project.

e) **Inadequate Emergency Access**

Significance criteria: The proposed project would have a significant effect on the environment if it were to result in inadequate emergency access.

Less Than Significant Impact. As described above, a hammerhead at the northern end of the site would provide space for fire trucks to turn around. "No Parking Fire Lane" signs would be provided along the east side of the private street to ensure safe passage for fire trucks. Once completed, the proposed project would not result in inadequate emergency access. During construction activities, there could be very slight delays to emergency access due to construction vehicles accessing the project site. However, construction activities would be short-term and temporary. The project's effects on emergency access would be limited to

construction of the proposed project and would be temporary in nature. Therefore, the proposed project would not result in inadequate emergency access.

f) **Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities**

Significance criteria: The proposed project would have a significant effect on the environment if it were to 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. The proposed project, as a seven single-family home development is not likely to create a noticeable impact on area public transportation systems and bicycle and pedestrian facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Affected Environment:

A variety of local and regional purveyors in this area provide and maintain utility and service system facilities associated with electricity, water, stormwater, wastewater, solid waste, communications and natural gas. Existing utility lines and cables would remain.

The proposed project has been designed to conform to existing grade to the extent possible and provide minimal alteration to existing drainage conditions. Currently, drainage from the project site sheet flows across the land and into the existing municipal storm water system. The existing runoff from the project site currently drains into existing concrete v-ditches located along the eastern and southern boundaries of the site. Both of these v-ditches connect to an existing drainage inlet located at the upstream end of the 12-inch storm drain pipe at the southwest corner of an adjacent property. Drainage from the subdivision would flow south and be collected in a bioretention / detention area at the southeast corner of the property, and would then be discharged to the storm drain within Gliddon Street via an existing 12-inch storm drain pipe within a private easement. The access easement to Center Street would be improved with pervious paving and rolled curbs, and drainage would be collected in storm drain inlets east of the Center Street sidewalk.

Discussion:

a-b) Regional Wastewater Treatment Standards and Waste and Wastewater Treatment Facilities

Significance Criteria: The proposed project would have a significant effect if it were to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board or if it were to 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. As described in Section IX(a), implementation of the proposed project would not lead to an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board. The proposed project would entail construction of a seven- unit subdivision within an existing residential neighborhood. Project construction would result in the discharge of potable and non-potable water. Discharge of potable and non-potable water would be in compliance with NPDES Municipal Regional Permit requirements. Therefore, the proposed project would not exceed regional wastewater treatment standards or require the construction of new water or wastewater treatment facilities or expansion of existing facilities. This impact would be less than significant.

c) Stormwater Drainage Facilities

Significance Criteria: The proposed project would have a significant effect if it were to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Less Than Significant Impact. Existing storm drain facilities would be maintained as part of the proposed project. As described above, a storm water detention basin would be constructed at the southeast corner of the project site to capture and treat site runoff prior to discharging into the municipal storm water system with minimal alteration to existing drainage patterns. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities that could cause significant environmental effects. This impact would be less than significant.

d) Water Supply

Significance Criteria: The proposed project would have a significant effect if it would be unable to secure sufficient water supplies available to serve the proposed project from existing entitlements and resources, necessitating new or expanded entitlements.

Less Than Significant Impact. The proposed project would be located on a suburban infill site that is already served by public service systems. The proposed project would include seven new residences on the project site. The level of public services required for the site would be greater than the level currently demanded. As part of the building permit review process, all departments and agencies responsible for providing services were consulted to determine their ability to provide services to the proposed projects, and all indicated that the project could be served.

e) **Wastewater Treatment and Capacity**

Significance Criteria: The proposed project would have a significant effect if it were to result in a determination by the wastewater treatment provider, which serves or may serve the proposed project that it would not have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.

No Impact. See XVII(d), above.

f-g) **Solid Waste**

Significance Criteria: The proposed project would have a significant effect if it were unable to be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs or if it did not comply with federal, state, and local statutes and regulations related to solid waste.

Less Than Significant Impact. Construction of the proposed project would generate wastes including construction materials and general refuse, and these wastes would need to be disposed of in local or regional facilities. Waste generated from construction would include: non-hazardous metal waste, and non-hazardous non-metal waste (organic waste [vegetation], boxes and crates, refuse from construction workers), and demolition spoils (rubble, soil). Non-hazardous metal and non-metal waste would be hauled to local disposal centers for recycling or taken to landfills. Demolition spoils would be reused to the maximum extent possible. The disposal demand would be reasonable relative to the solid waste disposal capacities of area landfills. The proposed project would not generate additional waste once completed. Impacts related to solid waste disposal would be considered less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?*

Potentially Significant Unless Mitigation Incorporated. As described in this Initial Study, implementation of the proposed project would have the potential to adversely impact special-status animal species and previously undiscovered cultural and paleontological resources and/or human remains. Implementation of the mitigation measures recommended in this Initial Study would ensure that construction and operation of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) 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.)*

Less Than Significant Impact. The impacts of the proposed project would be individually limited and not cumulatively considerable. The proposed project would result in the development of seven residential lots for single family homes in suburban Alameda County. As described in this Initial Study, impacts associated with the proposed project would be reduced to a less than significant level with implementation of the mitigation measures contained herein. Given that the majority of planned future area development would be located within highly urbanized areas and these projects would implement mitigation measures, as required, to minimize impacts to aesthetics, biological and cultural resources, air, and noise, the proposed project, in conjunction with future development, would not have a significant impact on these resources. Additionally, the proposed project would not generate a significant amount of greenhouse gas emissions and would therefore not result in a cumulatively considerable impact to global climate change. Therefore, the proposed project's incremental contribution to environmental impacts on biological and cultural resources, aesthetics, air and noise would not be cumulatively considerable and the cumulative impact would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. During project construction, the proposed project could result in environmental effects, such as short term construction noise and air quality impacts. Implementation of the mitigation measures recommended in this Initial Study would ensure that construction of the proposed project would not cause adverse effects on human beings.

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