INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
for the
ST. ALPHONSUS PROPERTY
MIXED USE DEVELOPMENT

ALAMEDA COUNTY
CALIFORNIA

March 2016

Prepared for

ALAMEDA COUNTY
Community Development Agency

Alameda County Community Development Agency
224 W. Winston Ave. Rm 111
Hayward, CA 94544

Prepared by

DD&A

Denise Duffy & Associates, Inc.
947 Cass St. Suite 5
Monterey, CA 93940

Executive Summary

Project Description

The project is located on an approximately 4.73 acre property located near the northeast intersection of Foothill Boulevard and Miramar Avenue, within an unincorporated portion of Alameda County. The site is currently occupied by buildings and structures associated with the former Diocese of St. Alphonsus Church facilities.

The project is the development of 56 for-sale townhouses and 6,000 square feet of commercial space. The applicant is proposing the following entitlements:

1. General Plan amendment to change the land use designations on portions of the project site from Residential Low Density Multi-Family (13 to 22 du/acre) to/from Neighborhood Commercial Mixed Use (22 du/ac),
2. Planned District (PD) Rezoning,
3. Tract Map Subdivision, and
4. Site Development Review

The commercial use is not known at this time but will be located along the Foothill Boulevard frontage. The townhomes will be developed on the central and eastern portion of the site in 14 attached townhome buildings, consisting of three to six units each.

Summary of Project Impacts

A summary of the potential environmental impacts resulting from development of the mixed use project are presented in the table below, along with mitigation measures for each of these impacts. Mitigation measures are identified in the Initial Study will or reduce all potential impacts to a less-than-significant level.

Summary of Impacts & Mitigation Measures	
Impacts	**Mitigation Measures**
Air Quality	
The results of a health risk assessment found that construction of the project would generate emissions that would result in a maximum increased lifetime cancer risk above the Bay Area Air Quality Management District (BAAQMD) significance thresholds.	**AQ-1.1**:The contractor shall implement the following BAAQMD Best Management Practices that are required of all construction projects: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered; 3. 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 is prohibited; 4. All vehicle speeds on unpaved roads shall be

	limited to 15 mph; 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; 6. 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 airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).Clear signage shall be provided for construction workers at all access points; 7. 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; and 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. **AQ-1.2:** The contractor shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 90 percent. A feasible method to obtain this reduction is to select diesel power equipment with the following requirements: 1. All diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent; 2. Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures provided that these measures are approved by the County and are demonstrated to reduce community risk impacts to a less-than-significant level; and/or 3. Minimize the number of hours that equipment will operate, including the use of idling restrictions.

Biological Resources	
Trees on the project site may support nesting birds and raptors. Nesting raptors and other migratory bird species are protected by the Federal Migratory Bird Treaty Act and the California Fish and Game Code. If a raptor or migratory bird were to nest on or immediately adjacent to the site prior to construction, development-related activities could result in the abandonment of active nests or direct mortality to these birds, which would constitute a significant impact.	**BIO-1.1:** If tree removal, pruning, or grubbing activities are necessary, such activities shall be conducted in the fall after August 31 to avoid impacts to nesting birds. **BIO-1.2**: If project construction begins during the breeding season (February 1 to August 31), preconstruction surveys shall be conducted within the project footprint and a 250- foot buffer, by a qualified biologist no more than two weeks prior to equipment or material staging, pruning/grubbing or surface-disturbing activities. If no active nests (i.e., nests with eggs or young birds present) are found, no further mitigation is necessary. If a break in construction activity occurs for a period greater than 7 days, during the nesting period, additional nest surveys may be necessary. **BIO-1.3**: If active nests are found, non-disturbance buffers shall be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the nesting pair's tolerance to disturbance and the type/duration of potential disturbance. No work should occur within the non-disturbance buffers until the young have fledged. Buffer size should be determined by a qualified biologist in cooperation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service. If buffers are established and it is determined that project activities are resulting in nest disturbance, work should cease immediately and the California Department of Fish and Game and the U.S. Fish and Wildlife Service should be contacted for further guidance. **BIO-1.4**: If nesting raptors are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (up to 250 ft.) would be determined at that time and may vary depending on location and species. Buffers will remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents.
Bat species and their habitats are afforded consideration under CEQA if potential significant effects are determined for these species. Although the field reconnaissance did not report any visible signs of bats, potentially suitable roost habitat was	**BIO-2.1**: A detailed bat survey shall be conducted by a qualified biologist prior to demolition of the buildings onsite. If special status bat species are observed during surveys, CDFW shall be notified for instructions to proceed.

identified for the pallid bat and other common bat species within the structures on the site. Demolition of the existing buildings and tree removal could have a potentially significant effect on bats, if present.	**BIO-2.2**: If a non-breeding bat colony is found, the individuals shall be humanely evicted via a two-part roof removal consisting of a partial roof removal under the direction of a qualified biologist one day, followed by full removal the next day. All demolition shall occur during daylight hours. This mitigation measure ensures that no harm or "take" would occur to any bats as a result of demolition activities. **BIO-2.3**: If a maternity colony is detected, a construction-free buffer shall be established around the building and remain in place until it has been determined by a qualified biologist that the nursery is no longer active. Removal should preferably be done between March 1 and April 15 or August 15 and October 15 to avoid interfering with an active nursery.
Cultural Resources	
The potential for archaeological resources is, therefore, considered low. However, development of the project would require ground disturbing activities that could potentially unearth archaeological resources. In addition, although unlikely, human remains and paleontological resources could be encountered or unearthed during construction activities.	**CUL-1.1:** Prior to the beginning of construction, the applicant shall retain a qualified archaeologist to conduct a cultural resources training session for construction crew members. Information should be provided to construction personnel about the legal requirements relating to the discovery of buried cultural resources or buried human remains, as well as information useful in identifying historic and prehistoric cultural material, and the procedures to follow should cultural resources or buried human remains be encountered during excavation. **CUL-1.2:** In accordance with CEQA Guideline §15064.5 (f), should any previously unknown paleontological, historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood or similar debris, be discovered during grading, trenching, or other onsite excavation(s), earthwork within 100 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource. **CUL-1.3:** If the consulting archaeologist considers it necessary or appropriate, he or she shall monitor all preliminary grading or excavation work to observe soil materials being removed or excavated

	or respond to any discovery of human or cultural resource remains discovered by construction crews. In the event of any discovery of such resources, the archaeologist shall follow the procedures outlined in Mitigation Measure CUL-1.1. **CUL-1.4:** Section 7050.5(b) of the California Health and Safety Code shall be implemented in the event that human remains, or possible human remains, are encountered during project construction activities. Section 7050.5(b) states: "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within 24 hours. The Commission has various powers and duties, including the appointment of Most Likely Descendant (MLD) to the Project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains."
Hazards and Hazardous Materials	
The Phase I assessment performed for the project site identified two recognized environmental conditions in connection with the project site: 1. Possible presence of natural occurring metals and/or metal pesticide residues associated with the orchards prior to 1939, and	**HAZ-1**: The project sponsor shall retain a qualified professional to collect at least six randomly located surficial soil samples from around the soil-exposed areas at the project site to be analyzed for arsenic, nickel, chromium, lead, and asbestos in accordance with all legally prescribed methods. If contamination is identified in the soil samples

2. Possible presence of asbestos-containing materials (ACMs) and lead-based paint within the existing structures on the site. In addition, lead and asbestos may be present within the surficial soil associated with degradation of the buildings. The above conditions could result in the release of hazardous materials to the environment, presenting a potential health risk to construction workers and/or the public.	above applicable cleanup standards, the project proponent shall retain a qualified professional to prepare a Site Management Plan (SMP) to establish protocols/guidelines for the contractor including: identification of appropriate health and safety measures while working in contaminated areas; soil reuse; handling and disposal of any contaminated soils; and agency notification requirements. The SMP shall be subject to the review and approval of the appropriate regulatory agency. **HAZ-2**: Prior to demolition of the structures on the site, the project proponent shall retain a qualified professional to perform a survey to determine the presence of asbestos-containing materials and/or lead-based paint. The following measures shall be implemented as required based on the results of the survey: 1. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations. 2. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.
Noise	
Without appropriate design, proposed residential units near I-580 could have interior noise levels that exceed 45 dBA L_{dn}, representing a potentially significant impact. Mitigation is identified below, consistent with the recommendations in the noise study, to assure interior noise levels are maintained at acceptable levels.	**NOI-1.1**: Provide forced-air mechanical ventilation, satisfactory to the local building official, for residential units throughout the site to allow occupants the option of keeping the windows closed to control noise, and present in final design plans.

	NOI-1.2: Incorporate the preliminary noise control recommendations for the project (shown in Figure 14). The final specifications for noise insulation treatments shall be confirmed during the final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the County along with the building plans and approved prior to issuance of a building permit.
Construction of the project will temporarily elevate noise levels in the immediate project area from the use of construction equipment. Typical hourly average construction generated noise levels would range from about 77 to 89 dBA during busy construction periods, measured at a distance of 50 feet from the center of the construction site. Construction noise would have significant impact on the nearest sensitive (residential) uses.	**NOI-2.1**: Construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday. No outdoor construction or construction-related activities at the project site shall occur on weekends and holidays. Indoor construction activities may be allowed based on review/approval of the County. **NOI-2.2**: The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poor maintained engines or other components. **NOI-2.3**: Locate stationary noise generating equipment as far as possible from sensitive receptors. **NOI-2.4**: Designate and identify a "Disturbance Coordinator," responsible for responding to any local complaints about construction noise. This information shall be provided to residents within a 300-foot radius of the project site. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. The disturbance coordinator shall conspicuously post the coordinator's telephone number at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
Transportation	
Construction traffic may at times interfere with the normal flow of traffic along adjacent roadways.	**TR-1:** Prior to completion and approval of project plans, the location of the onsite construction staging area(s) shall be identified as well as provisions incorporated that specify construction debris removal and construction vehicle staging and storage in order to ensure that roads in the vicinity of the project site will be clear of debris

	and construction vehicles. Prior to completion and approval of project plans, the contractor and County shall incorporate provisions for traffic control and direction by flagmen if at some point construction activities interfere with smooth flow and safety of motorists and pedestrians.

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Chapter 1. Background Information

PROJECT DATA

1. **Project Title**: St. Alphonsus Property

2. **Lead Agency Name and Address:** Alameda County Community Development Agency, Planning Department, 224 W. Winston Ave. Rm 111, Hayward, CA 94544 *Contact*: Carole Kajita, Planner 510-670-5400 (ph) 510-785-8793 (fax)

3. **Project Proponent:** Jim McCann, Diocese of Oakland, 2121 Harrison Street, Suite 100, Oakland, CA 94612 *Representative*: Adam Tennant, WestGate Ventures, 2551 San Ramon Valley Boulevard, Suite 224, San Ramon, CA 94583

4. **Project Location:** An approximately 4.73 acre property located near the northeast intersection of Foothill Boulevard and Miramar Avenue in Castro Valley, an unincorporated community in Alameda County. The site consists of five adjoining parcels (APNs): 080A-0189-001-03, 080A-0188-002-01, 080A-0189-002-04, 080A-0189-004-01, and 080A-0189-003-03. The nearest cross-streets are Miramar Avenue and Foothill Boulevard.

5. **Project Description Summary:** The project is the development of 56 townhouses and 6,000 square feet of commercial space. The applicant is proposing the following entitlements:

1. General Plan amendment to change the land use designations on portions of the project site from Residential Low Density Multi-Family (13 to 22 du/acre) to/from Neighborhood Commercial Mixed Use (22 du/ac),
2. Planned District (PD) Rezoning,
3. Tract Map Subdivision, and
4. Site Development Review

6. **Existing General Plan Designation**: Residential Low Density Multi-Family and Neighborhood Commercial Mixed Use (22 du/ac)

7. **Existing Zoning Designation**: R-S-D-20 - Suburban Residential (2,000 sq. ft. mbsa per du) and CN – Neighborhood Business

8. **Surrounding Land Uses**: The project site is bordered by Miramar Avenue and residential uses to the south, commercial uses, apartments, and Foothill Boulevard to the west, commercial uses and a church to the north, and residential uses to the east. Interstate 580 is located about 200 feet west of the site, west of Foothill Boulevard.

PUBLIC REVIEW PROCESS

This Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated to local, state and federal agencies, interested organizations and individuals who may wish to review and provide comments on the analysis in the report. The document will commence a 30-day public review period beginning on March 28, 2016 and ending on April 26 2016. The draft IS/MND and all supporting documents are available for review at the following location:

Alameda County Community Development Agency
224 W. Winston Ave., Room 111
Hayward, CA 94544

The County of Alameda will consider all comments and make any necessary changes to the document prior to adoption of the final Mitigated Negative Declaration.

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Chapter 2. Project Description

2.1 PROJECT LOCATION

The project is located on an approximately 4.73 acre site located at 16290 Foothill Boulevard in Castro Valley, an unincorporated community in Alameda County. The site is bounded by Foothill Boulevard to the west, Miramar Avenue to the south, Saratoga Street to the east, and commercial and residential development to the west and north. Foothill Boulevard runs parallel to Interstate 580/MacArthur Freeway, as shown in Figure 1. Interstate 580 lies about 200 feet to the west of the project site. The nearest cross-streets are Miramar Avenue and Foothill Boulevard.

The site consists of five adjoining parcels (APNs): 080A-0189-001-03, 080A-0188-002-01, 080A-0189-002-04, 080A-0189-004-01, and 080A-0189-003-03, as presented in Figure 2. The project site is currently occupied by buildings and features associated with the former Diocese of St. Alphonsus Church facilities, including four buildings, driveway and parking areas, a playfield, and several trees. An aerial of the project site and surrounding area is provided in Figure 3.

2.2. PROJECT DESCRIPTION

The project is the development of 56 for-sale townhouses on about 4.02 acres of the site and 6,000 square feet of commercial space on about 0.71 acres. In order to construct the mixed use development, the applicant is requesting the following entitlements:

1. General Plan amendment to change the land use designations on portions the project site from Residential Low Density Multi-Family (13 to 22 du/acre) to or from Neighborhood Commercial Mixed Use (22 du/ac),
2. Planned District (PD) Rezoning,
3. Tract Map Subdivision, and
4. Site Development Review

General Plan Amendment. The project proposes a General Plan amendment to modify the land use designations on three parcels on the site to conform with the proposed uses (refer to Figure 4). The proposed amendments are as follows:

Parcel 80A-188-2-1: Amend the front portion of the parcel from Residential Low Density Multi-Family (13-22 du/acre) ("RLM") to Neighborhood Commercial Mixed Use ("CNM") (22 du/ac)

Parcel 80A-189-1-3: Amend the rear portion of the parcel from CNM to RLM

Parcel 80A-188-2-1: Amend the parcel from CNM to RLM

Planned District (PD) Rezoning. The project site has a zoning designation of R-S-D-20 - Suburban Residential (2,000 sq. ft. mbsa per du) and CN – Neighborhood Business. The project proposes to rezone the site to PD – Planned Development District, which is intended for a variety and mix of compatible uses, to allow for the mixed use development.

Tract Map Subdivision. The proposed Tract Map will allow for the proposed 13-lot townhouse subdivision.

Site Development Review. In order to rezone the site to a Planned Development District, Site Development Review is required by the County to assure that new development is compatible with the site and surrounding environment, neighborhood, and traffic circulation. The project will be consistent with the Site Development Review requirements as described within the body of this Initial Study.

Layout/Design. A site plan for the project is presented in Figure 5. The project proposes to replace the existing buildings and structures on the site with 56 new townhomes and 6,000 square feet of commercial use. The commercial use is not known at this time but will be located along the Foothill Boulevard frontage. The townhomes will be developed on the central and eastern portion of the site in 14 attached townhome buildings, consisting of three to six units each (see Figure 5). The townhomes range in size from 1,570 to 1,936 net square feet. The townhomes will be three stories, with an average height of about 35 feet. Elevations showing typical building design and heights are presented in Figures 6A – 6C.

Density. The project proposes a density of 13.5 residential units per acre on the residential portion of the site, consistent with the existing RLM General Plan designation which allows 13 - 22 units per acre.

Open Space Area. The project proposes 22,315 square feet of common usable open space in the form of paseos, sidewalks, and a small park area (near the center of the site). The project also proposes 13,453 square feet of private open space, including private patios and yards, covered porches, and 2nd floor decks.

Access/Parking. Access to the site will be provided from private driveways off Miramar Avenue and Foothill Boulevard. The project proposes parking for 181 vehicles. This includes two spaces per unit in private garages, 39 spaces in a surface parking area for guests, and 30 guest spaces along adjacent public streets.

Exterior Lighting. Standard residential lighting will be provided for the proposed townhomes and in common areas for access and security. Standard external commercial lighting will be provided for the commercial space in compliance with applicable County design standards. Exterior lighting, except for signage, will be downward directed and shielded to minimize spillover light into adjacent residential areas.

Services and Utilities. The project will provide connections to all required utilities, including sanitary sewer, sanitary sewer/wastewater treatment, water supply, and storm drainage. A stormwater control plan has been prepared for the project, which includes bioretention facilities. This plan is presented in Figure 7.

Demolition. The project proposes the demolition of all onsite structures. Hazardous materials (e.g., asbestos-containing materials and/or lead based paint) will be removed in accordance with all legal requirements. Construction debris will be recycled to the extent possible.

Grading. The project would require the grading of 700 cubic yards (CY) of cut and 25,500 CY of fill, requiring the import of 18,500 CY of fill.

Tree Removal. The project site contains 46 existing trees. The project proposes to remove all of the existing trees. These trees will be replaced as part of the proposed landscaping plan (see Figure 8).

Landscaping. The project includes landscaping generally around the perimeter of the site and within the parking and open spaces areas, as shown in the conceptual landscape plan in Figure 8.

Public Improvements. Below is a list of public improvements included in the project, within the public right-of-way on Foothill Blvd, Miramar Avenue, and Saratoga Street:

1. Curb, gutter and sidewalk (including pavement to conform to existing road)
2. Fire hydrant - Alameda County
3. Signing and striping - Alameda County
4. Street lights - Alameda County
5. Street trees - Alameda County
6. Storm drain - Alameda County
7. Sanitary Sewer - Oro Loma Sanitary District
8. Water – East Bay Municipal Utilities District (EBMUD)

2.3 PROJECT SCHEDULE

The proposed townhome development is tentatively scheduled to begin in Fall 2016 and take approximately 24 months to complete. The commercial portion will be developed based on market demand, likely after completion of the residential component. The commercial component is estimated to take approximately six months to construct.

2.4 PROJECT OBJECTIVES

The objective of the proposed development is to provide new, for-sale housing on a centrally located infill property served by existing infrastructure. In addition, when market conditions allow, the future commercial portion of the development is proposed to enhance the economic vitality to the existing business community along Foothill Boulevard.

The project proposes to create a consistent vision and land use for the property. The project will maintain the existing land use designations on the site, and is will only reallocate the overall configuration of the residential and commercial land uses. With its proposal for 56 homes, the applicant is proposing a density of 13.5 homes per acre, which is well within the existing Residential Low Density Multi Family General Plan designation allowing up to 22 homes per acre. The project is intended to be of similar scale and context of the existing community in terms of intensity and building coverage.

The project provides convenient vehicular access to Interstate 580 and Foothill Boulevard. In addition, the site provides immediate pedestrian access to public transit, including two bus stops on both Miramar Avenue and Foothill Boulevard. Good access to public transit may lessen the project's demand for onsite parking and decrease vehicular travel.

2.5 PROJECT APPROVALS

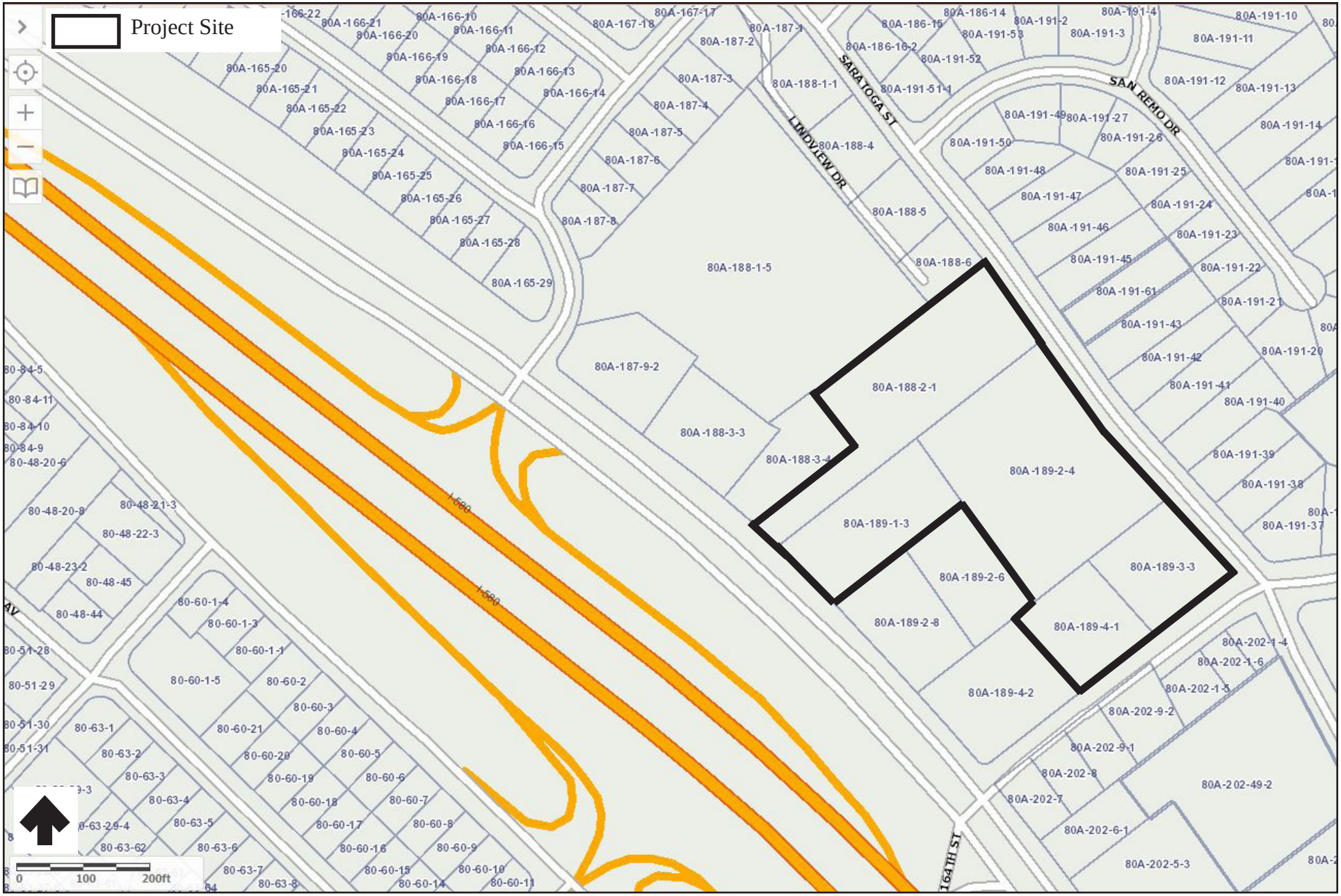
The CEQA review process is intended to provide responsible agencies with an opportunity to provide input into the project in order to assist with their responsibilities. Responsible agencies are those that have some responsibility or authority for carrying out or approving a project. In many instances these public agencies must make a discretionary decision to issue a permit, provide right-of-way, funding or resources to the project.

The County of Alameda, as lead agency, will consider the project permit application for the mixed use project. Consistent with State regulations, the applicant would be required to obtain a General National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activities from the State Water Resources Control Board (SWRCB).

Location Map

Figure 1

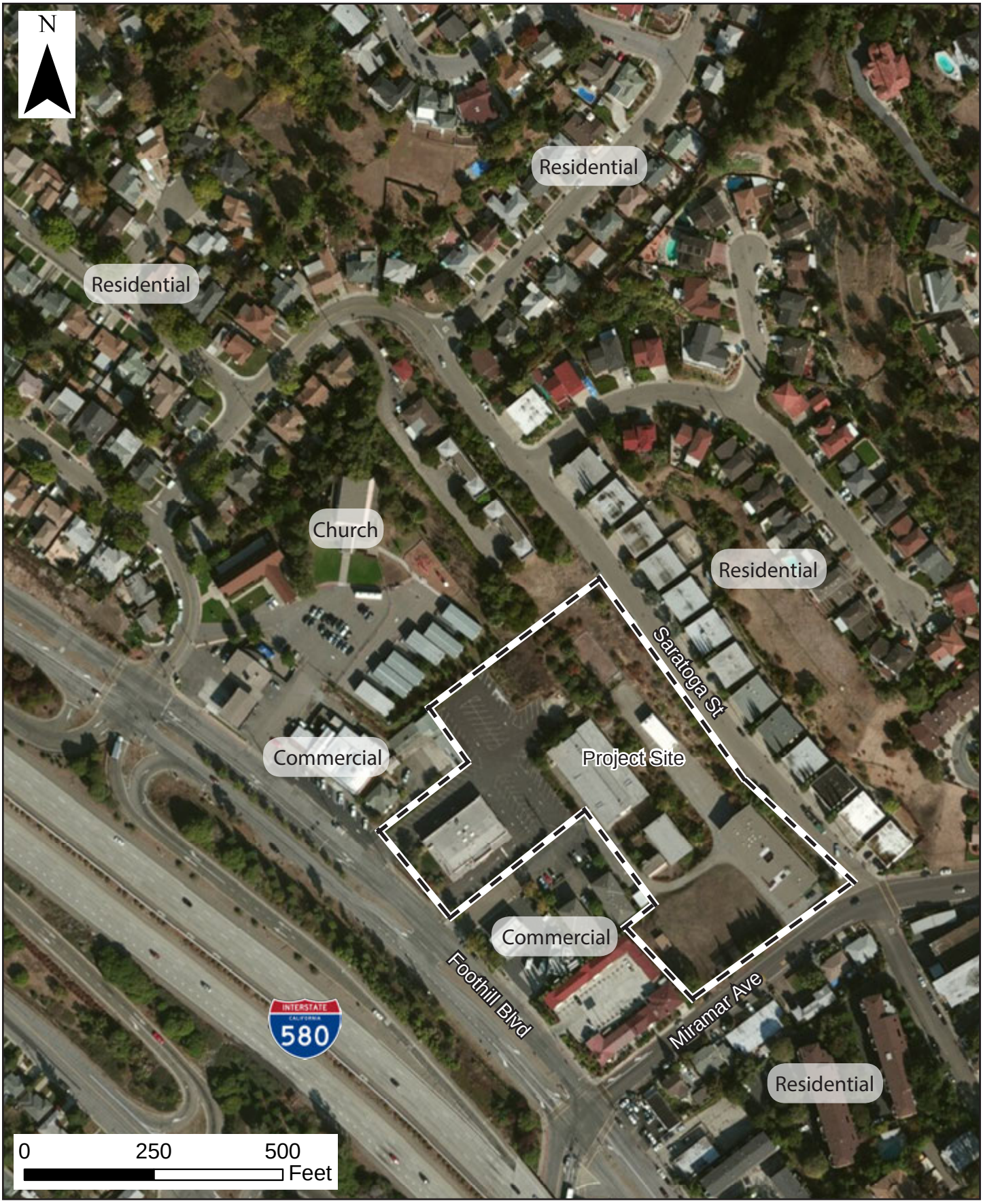
St. Alphonsus Property
Initial Study



APN Map

St. Alphonsus Property
Initial Study

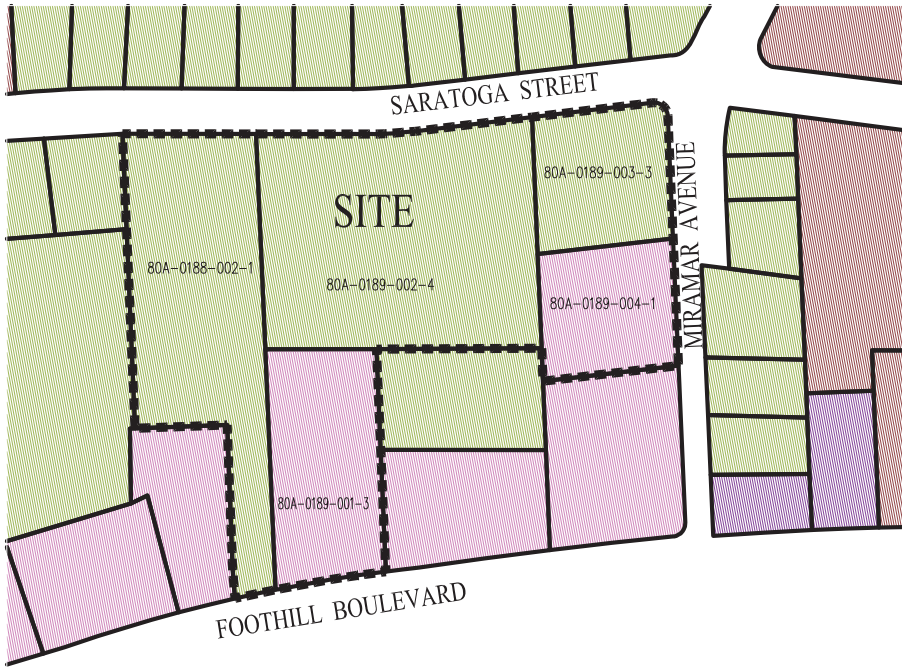
Figure
2



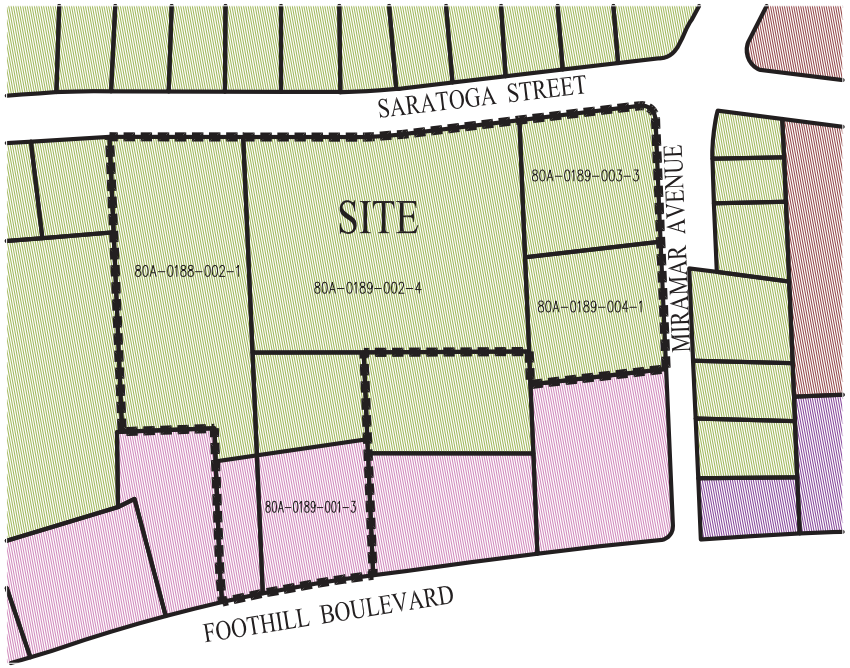
Aerial

Figure 3

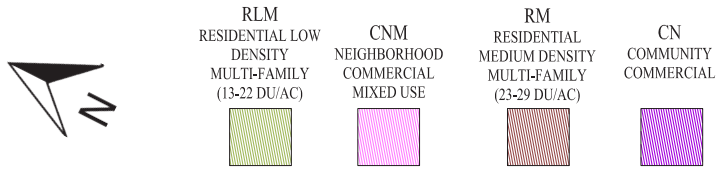
St. Alphonsus Property
Initial Study



EXISTING CASTRO VALLEY
GENERAL PLAN LAND USE



PROPOSED CASTRO VALLEY
GENERAL PLAN LAND USE



Source: Carlson, Barbee, Inc., 2015

Existing & Proposed General Plan Land Use Designations

St. Alphonsus Property
Initial Study

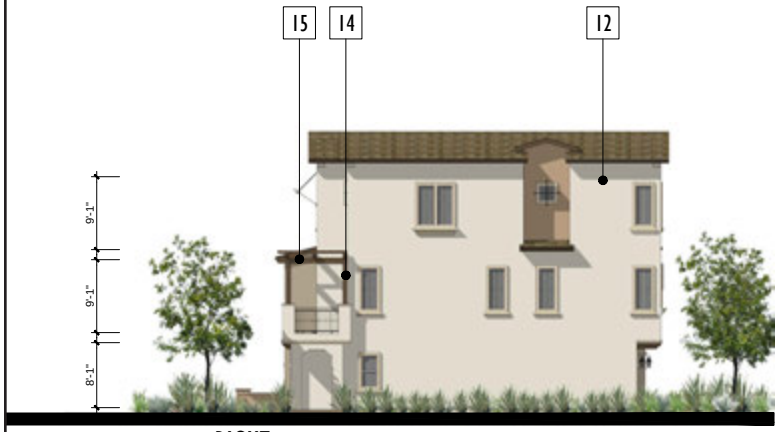
Figure
4

Source: KTGY Group Inc., 2015

Site Plan

St. Alphonsus Property
Initial Study

Figure
5

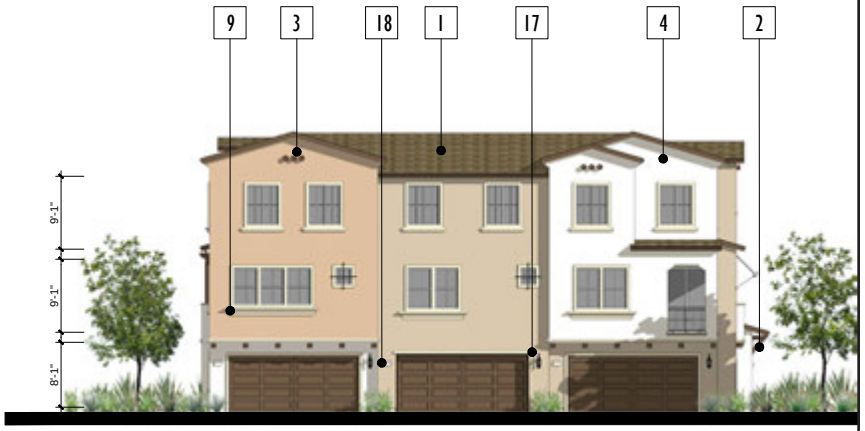


RIGHT

Material Legend

1. Concrete S-Tile roofing
2. Bracket with kicker
3. Clay Pipe Gable End Accent
4. Stucco Wall Finish
5. Decorative Corbel in-plane at Stucco Wall
6. Decorative Shaped Wing Wall
7. Low Patio Wall with Stucco Finish
8. Recessed Window
9. Enhanced Sill Treatment
10. Decorative Corbels and Outlookers
11. Louvered Metal Awning
12. Decorative Metal Window Grille
13. Metal Railing
14. Wood Porch and Balcony Posts
15. Wood Trellis
16. Decorative Shutters
17. Exterior Light Fixtures
18. Address Light

LEFT - OCCURS FACING STREET A @ LOTS 9 & 11



REAR

Source: KTGY Group Inc., 2015

Typical Elevations - Type 1 Style "B" -3 Plex

St. Alphonsus Property
Initial Study

Figure
6A

RIGHT - OCCURS FACING STREET A @ LOTS 1,3, & 5

Material Legend

1. Concrete S-Tile roofing
2. Bracket with kicker
3. Clay Pipe Gable End Accent
4. Stucco Wall Finish
5. Decorative Corbel in-plane at Stucco Wall
6. Decorative Shaped Wing Wall
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13. Metal Railing
14. Wood Porch and Balcony Posts
15. Wood Trellis
16. Decorative Shutters
17. Exterior Light Fixtures
18. Address Light

LEFT

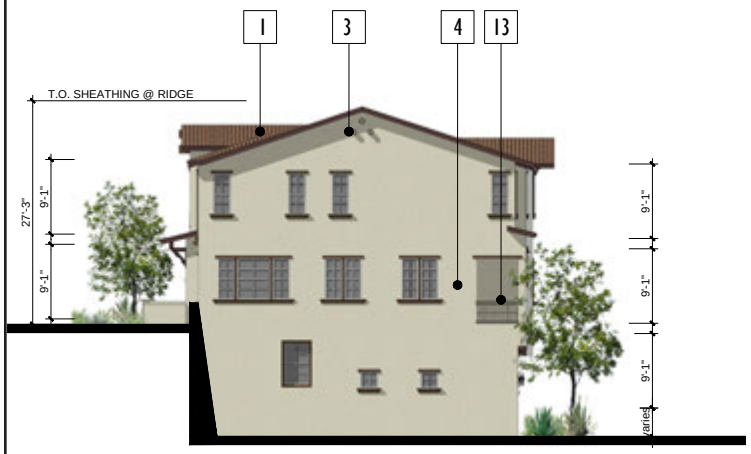
REAR

Source: KTGY Group Inc., 2015

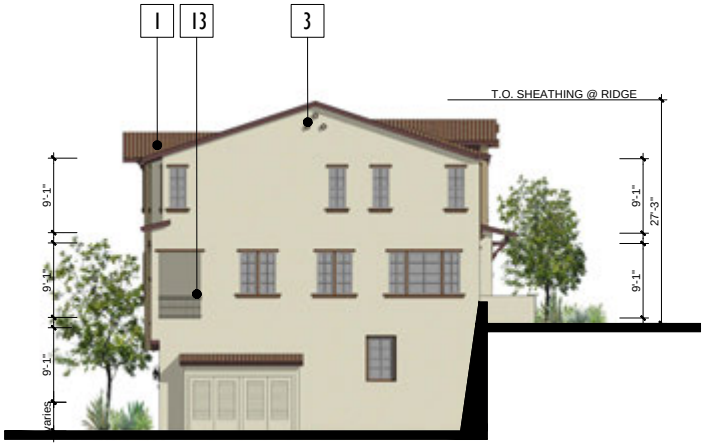
Typical Elevations - Type 3 Style 'A' -4 Plex

St. Alphonsus Property
Initial Study

Figure
6B



RIGHT



LEFT

REAR

Material Legend

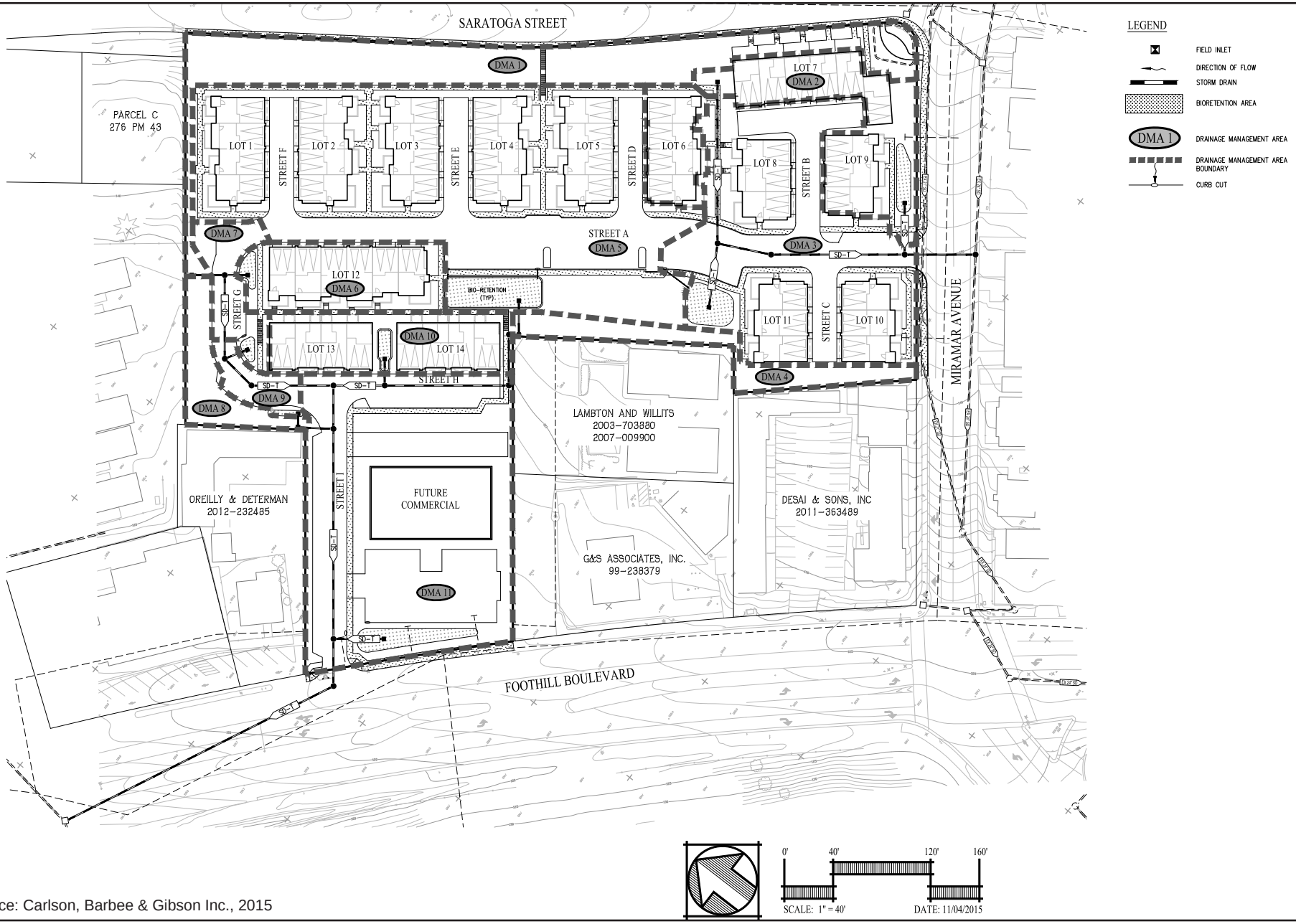
1. Concrete S-Tile roofing
2. Bracket with kicker
3. Clay Pipe Gable End Accent
4. Stucco Wall Finish
5. Decorative Corbel in-plane at Stucco Wall
6. Decorative Shaped Wing Wall
7. Low Patio Wall with Stucco Finish
8. Recessed Window
9. Enhanced Sill Treatment
10. Decorative Corbels and Outlookers
11. Louvered Metal Awning
12. Decorative Metal Window Grille
13. Metal Railing
14. Wood Porch and Balcony Posts
15. Wood Trellis
16. Decorative Shutters
17. Exterior Light Fixtures
18. Address Light

Source: KTGY Group Inc., 2015

Typical Elevations - Type 5 Style 'A' -4 Plex Tuck Under

St. Alphonsus Property
Initial Study

Figure
6C

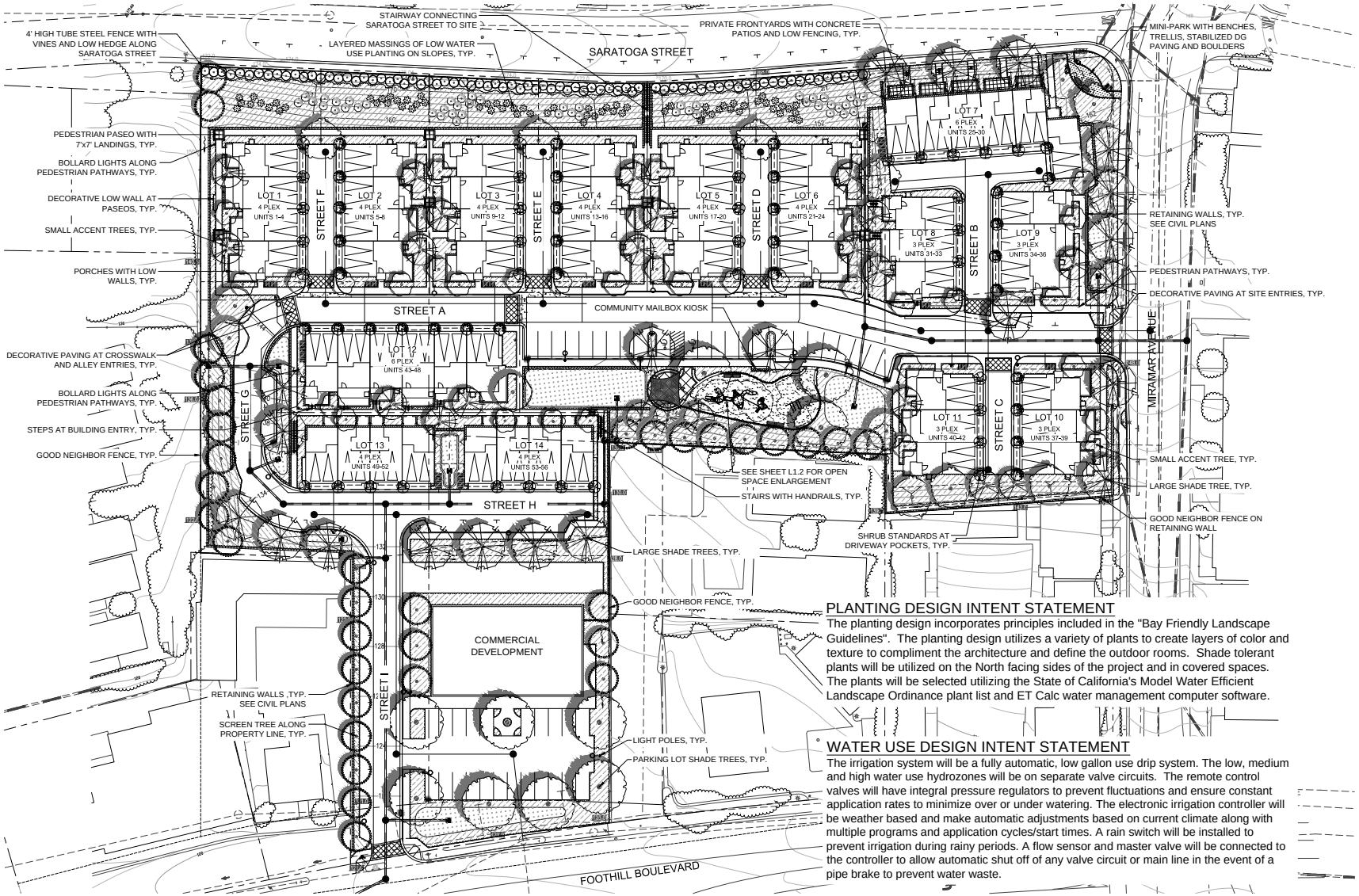


Source: Carlson, Barbee & Gibson Inc., 2015

Stormwater Management Plan

St. Alphonsus Property
Initial Study

Figure
7



PLANTING DESIGN INTENT STATEMENT

The planting design incorporates principles included in the "Bay Friendly Landscape Guidelines". The planting design utilizes a variety of plants to create layers of color and texture to compliment the architecture and define the outdoor rooms. Shade tolerant plants will be utilized on the North facing sides of the project and in covered spaces. The plants will be selected utilizing the State of California's Model Water Efficient Landscape Ordinance plant list and ET Calc water management computer software.

WATER USE DESIGN INTENT STATEMENT

The irrigation system will be a fully automatic, low gallon use drip system. The low, medium and high water use hydrozones will be on separate valve circuits. The remote control valves will have integral pressure regulators to prevent fluctuations and ensure constant application rates to minimize over or under watering. The electronic irrigation controller will be weather based and make automatic adjustments based on current climate along with multiple programs and application cycles/start times. A rain switch will be installed to prevent irrigation during rainy periods. A flow sensor and master valve will be connected to the controller to allow automatic shut off of any valve circuit or main line in the event of a pipe brake to prevent water waste.

Source: Van Dorn Abed Landscape Architects, Inc., 2015

Landscape Plan

St. Alphonsus Property
Initial Study

Figure
8

Photo 1. View of site looking north-west from Miramar Avenue.

Photo 2. View of site looking north from Foothill Blvd.

Photo 3. View of site looking north-west from Saratoga Street.

Photo 4. View of site looking south-west from Saratoga Street.

Site Photos

St. Alphonsus Property
Initial Study

Figure
9

Chapter 3. Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors identified below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as discussed within Chapter 3, Environmental Evaluation.

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

DETERMINATION

On the basis of this initial evaluation:

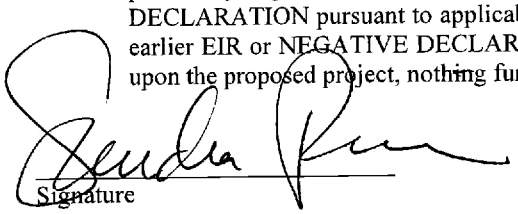
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

March 25, 2016
date

Sandra Rivera
Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and

b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL SETTING AND IMPACTS

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist were used to identify potentially significant environmental impacts associated with the project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this Initial Study.

A. AESTHETICS

Setting

The project is located in western Alameda County, just outside the City of San Leandro. The project site lies in a highly urbanized location and is currently occupied by existing structures associated with the former St. Alphonsus Catholic Church, including a vacant church, school, convent, rectory, parking areas, and a play field. The site also contains 46 trees. Photos of the site are presented in Figure 9.

The project site is bordered by Miramar Avenue and residential uses to the south, commercial uses, apartments, and Foothill Boulevard to the west, commercial uses and a church to the north, and residential uses to the east. Interstate 580 (I-580), a major freeway, extends farther west of the site west of Foothill Boulevard (refer to the aerial in Figure 3).

The visual character of the project site and area is urban, consisting of a mix of commercial and residential development, streets, and a major freeway. With the exception of some mature trees, the project site does not provide any scenic vistas or contain other aesthetic resources.

Impacts and Mitigation

Thresholds Per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		1, 2
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X	1, 2

c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			X		1, 2
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		1, 2

Explanation

a) **Less than Significant Impact**. The project site is located in an urbanized area and would not impact any scenic vistas, such as an undisturbed natural area or other unique dominant visual feature. The project would not have a substantial effect on scenic vistas since the site does not afford such vistas in the area. To preserve views from the existing residences along Saratoga Street above the site, the project minimizes proposed building heights and does not include landscape trees along the east boundary of the site.

b) **No Impact**. The project site is not located within any City or state-designated scenic routes and, therefore, would not damage scenic resources within a state or other scenic highway.

c) **Less than Significant Impact**. The proposed project would alter the existing visual character of the site and its surroundings by introducing three-story townhome buildings on a site that currently contains one and two-story structures. Although the proposed project would alter the visual character of the project site by increasing the density and height of development, it would not substantially degrade the existing visual character or quality of this infill site and its commercial and residential surroundings. The new development and associated landscaping may improve the visual character of the existing largely vacated property.

d) **Less than Significant Impact.** Standard residential lighting will be provided for the proposed townhomes and in common areas for access and security. Standard external commercial lighting will be provided for the commercial space in compliance with applicable County design standards. Exterior lighting, except for signage, will be downward directed and shielded to minimize spillover light into adjacent residential areas. The project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

B. AGRICULTURAL AND FOREST RESOURCES

Setting

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, "agricultural land" is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. CEQA also requires consideration of impacts on lands that are under Williamson Act contracts. The project site is identified as "Urban and Built-up Land" on the Alameda County Important Farmlands Map.

CEQA requires the evaluation of forest and timber resources where they are present. The project site is located in an urban area that has been developed with various urban uses since the late 1940s. The site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
2.	AGRICULTURAL AND FOREST RESOURCES. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	3
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	1
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X	1
d)	Result in the loss of forest land or conversion of forest land to non-forest uses?				X	1
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	1, 3

Explanation

a) **No Impact**. The project site is an infill property designated as urban land on the Important Farmlands Map for Alameda County and does not contain any prime farmland, unique farmland, or farmland of statewide importance. The project will not affect agricultural land.

b) **No Impact**. The project site is an infill property and is not zoned for agricultural use and does not contain lands under Williamson Act contract; therefore, no conflicts with agricultural uses will occur.

c) **No Impact**. No other changes to the environment will occur from the project that will result in conversion of farmland to non-agricultural uses.

d) **No Impact**. The project will not impact forest resources since the site does not contains lands as defined in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g).

e) **No Impact**. As per the discussion above, the proposed project will not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland or agricultural land, since none are present on this infill property.

C. AIR QUALITY

Setting

The project is located in Alameda County, which lies within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter.

The BAAQMD has developed CEQA Air Quality Guidelines that provide guidance for consideration by lead agencies, consultants, and other parties evaluating air quality impacts in the San Francisco Bay Area Air Basin. The Guidelines include screening criteria to determine if a project is below, meets, or exceeds the Guidelines' thresholds of significance.[1]

The BAAQMD, along with other regional agencies (e.g., ABAG and MTC), develop plans to reduce air pollutant emissions. The BAAQMD adopted and implements the Bay Area 2010 Clean Air Plan (CAP). The 2010 CAP is a multi-pollutant air quality plan that addresses four categories of air pollutants:

- Ground-level ozone and the key ozone precursor pollutants (reactive organic gases and NO_x)
- Particulate matter, primarily $PM_{2.5}$, as well as the precursors to secondary $PM_{2.5}$
- Toxic air contaminants
- Greenhouse gases

In addition, the One Bay Area Plan was developed by a joint initiative comprised of four of the Bay Area's regional government agencies: the Association of Bay Area Governments (ABAG), the BAAQMD, the Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC). Under Senate Bill (SB) 375, California's 18 metro areas must plan jointly for transportation, land use, and housing with the ultimate goal of reducing greenhouse gas emissions for cars and light-duty trucks. State law requires that Plan Bay Area develop a Sustainable Communities Strategy (SCS) that accomplishes the three following principal objectives:

- Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next 25 years;
- Develop a Regional Transportation Plan that meets the needs of the region; and
- Reduce greenhouse gas emissions from automobiles and light trucks.

[1] On March 5, 2012, the Alameda County Superior Court determined that the adoption of BAAQMD's CEQA Guidelines was a "project" requiring CEQA review. Because no CEQA review was conducted, the Court set aside the Guidelines. Although adoption of the Guidelines has been set aside, the significance criteria contained in the Guidelines is supported by extensive studies and analysis and considered appropriate for use in analyzing proposed development.

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three quarters of the cancer risk from TACs (based on the Bay Area average).

Sensitive Receptors

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. Land uses such as schools and hospitals are considered to be more sensitive than the general public to poor air quality because of an increased susceptibility to respiratory distress within the populations associated with these uses. Existing residences surround portions of the project site. The closest off-site sensitive receptors are residences in apartment buildings adjacent to the site at 16298 Foothill Boulevard and on Saratoga Street east of the project site. A residence is also located on Foothill Boulevard adjacent to the northwestern boundary of the project site. Additional nearby residences are located at farther distances from the project site.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		1, 2, 4
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X		1,2,4
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		1, 2, 4
d) Expose sensitive receptors to substantial pollutant concentrations?		X	X		1, 2, 4
e) Create objectionable odors affecting a substantial number of people?			X		1, 2

Explanation

a) **Less Than Significant Impact**. The BAAQMD, with assistance from the Association of Bay Area Governments and the Metropolitan Transportation Commission, has prepared plans to meet the applicable laws, regulations, and programs. Among them are the *Carbon Monoxide Maintenance Plan* (1994), the *2001 Ozone Attainment Plan*, and the *Bay Area 2010 Clean Air*

Plan. The project would not increase regional population growth or cause changes in vehicle travel that will affect implementation of the Bay Area 2010 Clean Air Plan (CAP).

b) **Less Than Significant Impact**. This analysis relies on the thresholds of significance established by the BAAQMD to assess air quality impacts of the proposed development. The BAAQMD CEQA Guidelines include screening levels and thresholds for evaluating air quality impacts in the Bay Area. The applicable thresholds are presented below in Table 1.

Table 1
BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO_x, $PM_{2.5}$ (exhaust)	54	54	10
PM_{10} (exhaust)	82	82	15
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust ($PM_{2.5}$, PM_{10})	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for Sources within 1,000 Feet of Project			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard Index	1.0	1.0	
Incremental annual average $PM_{2.5}$	0.3 µg/m^3	0.3 µg/m^3	
Health Risks and Hazards for Sensitive Receptors (Cumulative from All Sources within 1,000-Foot Zone of Influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per 1 million		
Chronic Hazard Index	10.0		
Annual Average $PM_{2.5}$	0.8 µg/m^3		
Greenhouse Gas Emissions (Land Use Projects)			
GHG Annual Emissions	1,100 metric tons or 4.6 metric tons per service population		

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, and $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; GHG = greenhouse gas

Due to the project size, construction exhaust and operational period emissions would be less-than-significant. The BAAQMD identifies screening levels based on the size of land use projects that could result in significant criteria air pollutant emissions. For construction exhaust impacts, the screening size for "condo/townhouse, general" is 240 dwelling units. For operational impacts, the project size is 451 units. Since the project proposes 56 units, it is concluded that emissions would be below the BAAQMD significance thresholds for both construction exhaust and operational emissions. However, construction activities, particularly during site preparation and grading,

would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. As described in d) below, the BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant provided best management practices are employed to reduce these emissions.

c) **Less Than Significant Impact**. The project would not 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 that exceed quantitative thresholds for ozone precursors). See also discussions for b) and d).

d) **Less Than Significant Impact with Mitigation**. Due to the project size, operational emissions of criteria pollutants would be less-than-significant as described in b) above. Construction activities, including site preparation and grading, generate fugitive dust (in the form of PM_{10} and $PM_{2.5}$) and diesel exhaust from equipment and heavy-duty truck traffic. Grading for the project includes the import of 18,500 cubic yards of material.

Diesel exhaust generated by construction equipment is a known TAC. A toxic air contaminant (TAC) assessment was prepared for the project by Illingworth & Rodkin, Inc. (December 2015) to address the potential health risks associated with TACs. This study is contained in Appendix A. Specifically, this evaluation addressed 1) the proposed placement of new residences near busy roadways and other stationary sources of TACs, and 2) localized construction impacts from on-site emission of TACs on existing nearby residences. Construction activity would generate dust and equipment exhaust on a temporary basis. Nearby sources of air pollutant emissions consist of I-580, Foothill Boulevard, and stationary sources (e.g., gas-fueling facilities). The TAC analysis was conducted based on guidance provided by the BAAQMD.

Community Health Risk Assessment - Construction Emissions from Project

Construction activity will involve demolition of existing on-site structures and building construction. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Diesel exhaust poses both a health and nuisance impact to nearby receptors. A community health risk assessment was conducted to evaluate potential health effects on sensitive receptors from construction emissions. The nearest off-site sensitive receptors are residences in apartment buildings on Foothill Boulevard adjacent to the site, on Saratoga Street across from the project site, and a residence on Foothill Boulevard adjacent to the northwestern boundary of the project site. Additional nearby residences are located at farther distances from the project site. Figure 10 shows the project site and sensitive receptor locations (residences) used in the air quality dispersion modeling analysis where potential health impacts were evaluated.

Construction period emissions were modeled using the California Emissions Estimator Model, Version 2013.2.2 (CalEEMod) with model defaults for a project of this type and size. The proposed project land uses were inputted into the model, which included 56 dwelling units entered as “condo/townhouse,” 6,000 square feet of commercial uses entered as “strip mall,” and 209 parking spaces entered as “parking lot.”

Source: Illingworth & Rodkin, Inc., 2015

Offsite Sensitive Receptors

St. Alphonsus Property
Initial Study

Figure
10

Potential increased cancer risk from inhalation of TACs are calculated based on the TAC concentration over the period of exposure, inhalation dose, the TAC cancer potency factor, and an age sensitivity factor to reflect the greater sensitivity of infants and children to cancer-causing TACs. The inhalation dose depends on a person's breathing rate, exposure time and frequency of exposure, and the exposure duration over a 70-year lifetime period. These parameters vary depending on the age, or age range, of the persons being exposed and whether the exposure is considered to occur at a residential location or other sensitive receptor location.

The results of the health risk assessment during construction found that the maximum residential increased lifetime cancer risk would be 80.6 in one million assuming infant exposures during the construction period. This maximum increased lifetime cancer risk would be above the BAAQMD significance threshold of a cancer risk of 10 in one million or greater, and is considered a significant impact unless mitigated. The maximum modeled annual $PM_{2.5}$ concentration, including fugitive dust and DPM, was 0.6 micrograms per cubic meter (µg/m3). This $PM_{2.5}$ concentration is above the BAAQMD significance threshold of 0.3 µg/m3 used to determine the significance of health impacts from $PM_{2.5}$. This would be considered a significant impact unless mitigated. Potential non-cancer health effects due to chronic exposure to DPM were also evaluated and found to be less-than-significant.

The following mitigation is identified to reduce the health risk impacts from project construction emissions to a less-than-significant level.

Mitigation

Mitigation Measure AQ-1.1: The contractor shall implement the following BAAQMD Best Management Practices that are required of all construction projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;

3. 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 is prohibited;

4. All vehicle speeds on unpaved roads shall be limited to 15 mph;

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;

6. 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 airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).Clear signage shall be provided for construction workers at all access points;

7. 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; and

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-1.2: The contractor shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 90 percent. A feasible method to obtain this reduction is to select diesel power equipment with the following requirements:

1. All diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent;

2. Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures provided that these measures are approved by the County and are demonstrated to reduce community risk impacts to a less-than-significant level; and/or

3. Minimize the number of hours that equipment will operate, including the use of idling restrictions.

Implementation of Mitigation Measure AQ-1.1 is estimated to reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. Implementation of Mitigation Measure AQ-1.2 would further reduce on-site diesel exhaust emissions by over 90 percent and the combination of diesel exhaust and fugitive $PM_{2.5}$ emissions by 90 percent. With mitigation that includes Tier 4 equipment, the computed maximum increased infant/child cancer risk for construction would be 4.0 in one million. This cancer risk would be below the BAAQMD thresholds of 10 per one million for cancer risk. The annual $PM_{2.5}$ concentration would be reduced to below 0.1 µg/m3.

Community Health Risk Assessment - TAC Emissions Impact on Proposed Residences

The project proposes 56 residences that are considered new sensitive receptors. The effects of stationary TAC sources on these proposed sensitive receptors were analyzed under two categories: roadways and stationary sources. Based on BAAQMD guidance, sources within 1,000 feet of the project site were identified and evaluated. These sources include I-580, Foothill Boulevard, and gas stations.

The analysis of I-580 traffic emissions used dispersion modeling, and the analysis of stationary sources used screening data provided by BAAQMD to identify the potential cancer risk and $PM_{2.5}$ exposure risks. Health risks were evaluated for a hypothetical maximum exposed individual (MEI) located at the maximum impact sensitive receptor location within the proposed residential area of the project site. The hypothetical MEI is an individual assumed to be located where the highest concentrations of air pollutants are predicted to occur. Health risks potentially associated with concentrations of carcinogenic air pollutants were calculated as estimated excess lifetime cancer risks, assuming almost continuous on-site exposure. The excess lifetime cancer risk for a pollutant represents the increased cancer risk associated with continuous exposure to concentration of TACs in the air for a 30-year period over a 70-year lifetime taking into account the different activity levels (breathing rates) from an infant to adulthood.

I-580 Emissions. The results of the health risk assessment for I-580 emissions found that the maximum increased cancer risk was computed as 9.8 in one million. This was modeled at a receptor height of 1.5 meters (4.9 feet) in the residential area in the southeast corner of the proposed development closest to I-580, as shown in Figure 11. Cancer risks at other locations would be lower than the maximum risk.

The maximum increased cancer risk is below the BAAQMD's threshold of 10 in one million excess cancer cases per million and would be considered a less-than-significant impact. Potential non-cancer health effects due to chronic exposure to DPM were evaluated and found to be less-than-significant impact based on BAAQMD criteria.[2]

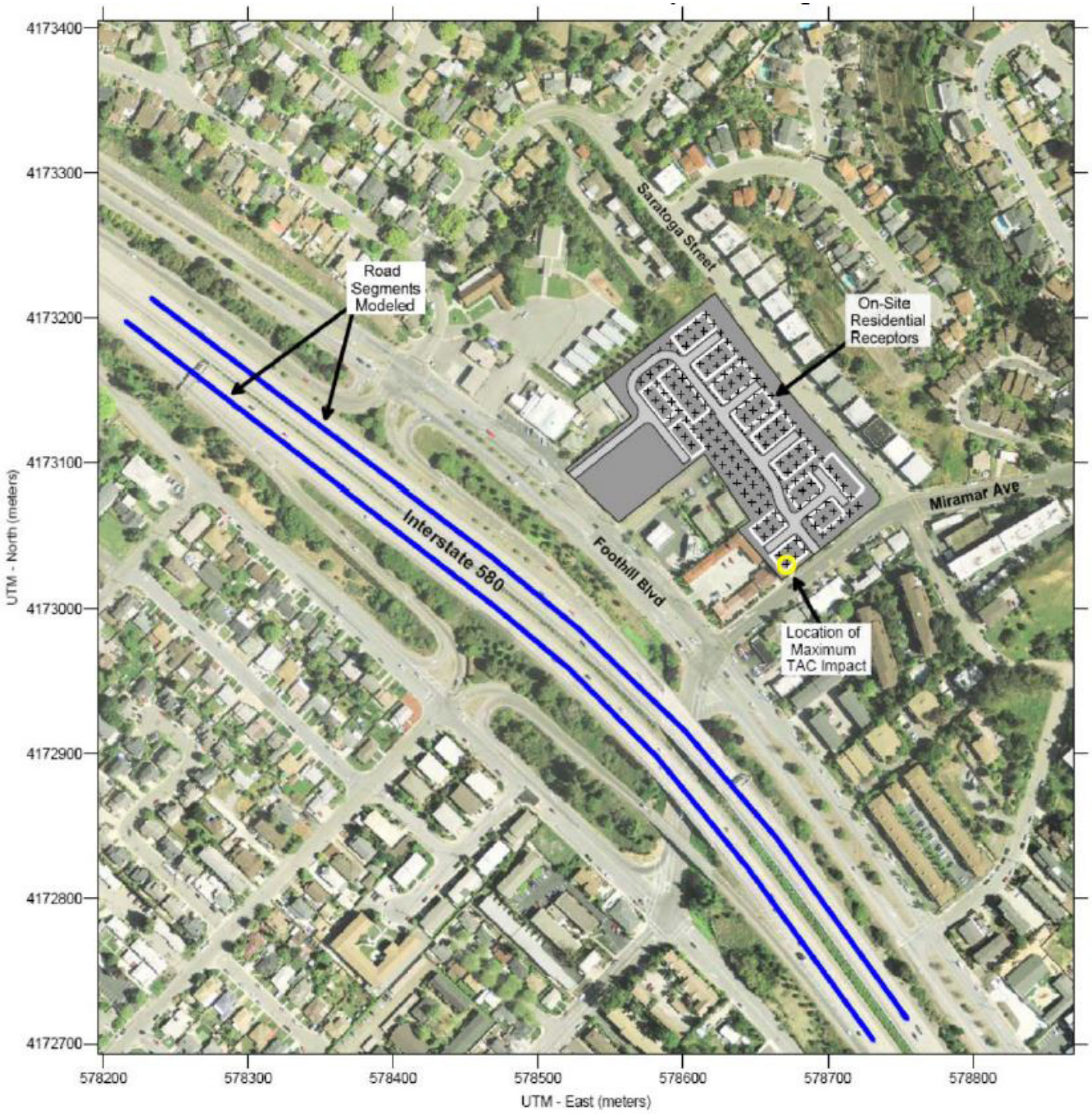
In addition to evaluating the health risks from TACs, potential impacts from $PM_{2.5}$ emissions for vehicles traveling on I-580 were evaluated. The model predicted the maximum annual average PM2.5 concentration from I-580 traffic of 0.2μg/m3, which would occur at the receptor that had the maximum cancer risk. This $PM_{2.5}$ concentration would be below the $PM_{2.5}$ threshold of 0.3 μg/m3 and is considered a less-than-significant impact.

Stationary Source Emissions. Two operational stationary sources of TACs were identified within 1,000 feet of the project site using the BAAQMD Stationary Source Screening Analysis Tool. Both sources are nearby gas stations, Plant G693 is located at 16304 Foothill Boulevard and Plant G9676 located at 16210 Foothill Boulevard. Using BAAQMD's Gas Station Distance Multiplier to adjust for distance, the resulting cancer risk for Plant G693 is 7.0 chances per million and 3.5 chances per million for Plant G9676. These are below the BAAQMD's threshold of 10 in one million and represent a less-than-significant impact.

Cumulative Community Risk. The sum of the maximum excess cancer risk, non-cancer hazards and annual $PM_{2.5}$ concentrations were determined as part of the TAC assessment. Two cumulative community risk levels were assessed: 1) those associated with construction and 2) those associated with nearby sources affecting new residents. As a screening level assessment, the cumulative risk levels were computed by adding the maximum impacts from each source and assuming they all occurred at the MEI. These levels were found to be below the cumulative community risk thresholds (see Table 1). Specifically, the cumulative excess cancer risk would be less than 10 per million, non-cancer hazards would have a HI of less than 0.1 and annual $PM_{2.5}$ concentrations would be less than 0.8 μg/m3.

e) **Less Than Significant Impact**. During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and not likely noticeable for extended periods of time much beyond the project's site boundaries. Implementation of standard abatement measures for construction period emissions identified in d) above (per BAAQMD requirements) would ensure that construction odor impacts are less-than-significant. Operation of the project is not anticipated to produce any offensive odors.

[2] Evaluation of potential non-cancer health effects from exposure to short-term and long-term concentrations in the TACs was performed by comparing modeled concentrations in air with the RELs. A REL is a concentration in the air at or below which no adverse health effects are anticipated. RELs are based on the most sensitive adverse effects reported in the medical and toxicological literature.



Source: Illingworth & Rodkin, Inc., 2015

Onsite Sensitive Receptors

St. Alphonsus Property
Initial Study

Figure
11

D. BIOLOGICAL RESOURCES

Setting

A biological resources evaluation was prepared for the project by Live Oak Associates (December 2013). This report is contained in Appendix B. In addition, a tree assessment was prepared by Arborwell (October 2014). This assessment is contained in Appendix C.

Biological Evaluation Summary

A reconnaissance level survey of the project site was conducted for the biological evaluation on November 21, 2013. The site is developed with former church-related structures as well as open spaces such as a play field and landscaped areas. The site is characterized by only one habitat type: developed. The site's vegetation reflects regular disturbances resulting from existing development, human activity, and maintenance. The open areas of the site contain non-native species that include grasses and forbs of European origin with shrubs and trees located around the buildings and perimeter of the property. The area along Saratoga Street contains a four-foot retaining wall and hillside that supports pampas grass (*Cortaderia selloana* or *Cortaderia jubata*), pyracantha shrubs (*Pyracantha* sp.), fennel (*Foeniculum vulgare*), Italian thistle (*Carduus pycnocephalus*), bermudagrass (*Cynodon dactylon*), and European grasses. The hillside levels to a graded area that contains European grasses, Italian thistle, iceplant (*Carpobrotus* sp.), pampas grass, Peruvian pepper tree (*Schinus molle*), fennel, agapanthus (*Agapanthus* sp.), bermudagrass, and a palm (*Washingtonia* sp.). Other species found on site include geraniums (*Pelargonium* sp.), jade plant (*Crassula ovate*), bougainvillea (*Bougainvillea* sp.), and other landscape trees and shrubs (i.e., *Quercus* sp., *Thuja* sp.) and oleander (*Nerium oleander*).

Wildlife, or evidence of wildlife, observed during the site visit included house finch (*Carpodacus mexicanus*), Anna's hummingbird (*Calypte anna*), American crow (Corvus brachyrhynchos), Botta's pocket gopher (*Thomomys bottae*) burrows, and raccoon (*Procyon lotor*) prints. A nest was observed in a tree at the play field that could be a red-tailed hawk (*Buteo jamaicensis*), American crow or squirrel nest. Other animals likely to occur in the developed site include, but are not limited to, the northern mockingbird (*Mimus polyglottos*), western scrub jay (*Aphelocoma californica*), red-tailed hawk, and dark-eyed junco (*Junco hyemalis*). Additionally, the buildings at the site may support suitable habitat for roosting bats.

Eight special status plant species are known to occur in the vicinity of the project site and may have historically occurred on or near the property. However, these species are expected to be absent on the project site due to the high level of disturbance, lack of habitat, and the low probability of dispersal to the site from source populations.

Ten special status wildlife species that are known to occur in the vicinity of the site and may have historically occurred on or near the property. All are considered to be either absent or unlikely to occur on the site due to the unsuitability of habitat for these species. These species consist of the Cooper's hawk (*Accipiter cooperii*), northern harrier (*Circus cyaneus*), yellow warbler (*Dedroica petechial brewsteri*), white-tailed kite (*Elanus leucurus*), western mastiff bat (*Eumops perotis californicus*), silver-haired bat (*Lasionycteris noctivagens*), hoary bat (*Lasiurus cinereus*), pallid bat (*Antrozous pallidus*), Alameda whipsnake (*Masticophis lateralis euryxanthus*), and Alameda song sparrow (*Melospiza melodia pusillula*). These species were not observed during the November 2013 site visit. The avian species may fly above or forage on the site during migration; however, potentially suitable nesting habitat is not

present for these species. In addition, there is no suitable habitat onsite for the Alameda whipsnake. However, the buildings, shrubs and trees provide potentially suitable roosting habitat for bat species.

The following bird species were observed during the site visit: Anna's hummingbird, house finch, and American crow. Several bird nests were observed on the school building. In addition, the site provides suitable nesting habitat for a variety of avian species that are protected by the Migratory Bird Treaty Act and the California Department of Fish and Wildlife (CDFW).

Tree Evaluation Summary

The tree assessment conducted for the project identified all trees on the site with a diameter of four inches (4") or greater. The tree inventory provides the scientific name, common name, diameter at fifty-four inches (54") above grade (unless noted), height and width of canopy, and condition (see Appendix C). The project site contains a total of 46 trees, summarized in Table 2 below. As described in the tree assessment, trees on the site have had little to no maintenance within the recent years, with no evidence of recent pruning and tree maintenance except for some hazard reduction performed on several Italian stone pines. As result, the health of the trees is generally declining. Three individuals were identified as in good condition; 24 in moderate condition; 15 in poor condition; and four in very poor condition.

The proposed design plans incorporate high-value screening trees along the property line with the exception of the uphill property line so as not to obstruct existing views of neighboring properties along Saratoga Street. New street trees will be installed along Miramar Avenue to replace the existing incense cedars. Small flowering accent trees will be installed throughout landscaped areas and bio-retention zones. Large-canopied parking lot trees will be installed to reduce the albedo of hardscape surfaces. Trees will be planted in appropriate areas according to water-usage and sun exposure tolerance. The tree assessment confirmed that the proposed design plan is adequate replacement for removal of existing trees.

Table 2
Tree Summary

Common Name	Species	Count	Removal Count
Brazilian Pepper	*Schinus terebinthifolius*	2	2
Bronze Loquat	*Eriobotrya deflexa*	3	3
California Black Walnut	*Juglans hindsii*	1	1
Canary Island Date Palm	*Phoenix canariesis*	2	2
Chinese Elm	*Ulmus parvifolia*	3	3
Coast Live Oak	*Quercas agrifolia*	1	1
Deodar Cedar	*Cedrus deodara*	1	1
English Hawthorn	*Crategus laevigata*	1	1
Flowering Cherry	*Prunus serrulata*	1	1
Flowering Plum	*Prunus x blireana*	1	1
Hollywood Juniper	*Juniperus chinensis*	6	6
Incense Cedar	*Cakicedrus decurrens*	8	8
Italian Stone Pine	*Pinus pinea*	2	2
Peruvian Pepper	*Schinus molle*	9	9
Sweetgum	*Liquidambar styraciflua*	2	2
Valley Oak	*Quercus lobata*	2	2
Victorian Box	*Pittosporum undulatum*	1	1
Total	*17*	*46*	*46*

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			1, 2, 5, 6
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 Game or U.S. Fish and Wildlife Service?				X	1, 2, 5
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	1, 2, 5
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	1, 2, 5
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		1, 2, 5, 6
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				X	1, 2, 5

Explanation

a) **Less than Significant with Mitigation**. The project could potentially impact nesting birds and roosting bats, as described below.

Nesting Birds

Trees on the project site may support nesting birds and raptors. Nesting raptors and other migratory bird species are protected by the Federal Migratory Bird Treaty Act and the California Fish and Game Code. If a raptor or migratory bird were to nest on or immediately adjacent to the site prior to construction, development-related activities could result in the abandonment of active nests or direct mortality to these birds, which would constitute a significant impact. This impact would be reduced to a less-than-significant level with mitigation identified below.

Mitigation

Mitigation Measure BIO-1.1: If tree removal, pruning, or grubbing activities are necessary, such activities shall be conducted in the fall after August 31 to avoid impacts to nesting birds.

Mitigation Measure BIO-1.2: If project construction begins during the breeding season (February 1 to August 31), preconstruction surveys shall be conducted within the project footprint and a 250- foot buffer, by a qualified biologist no more than two weeks prior to equipment or material staging, pruning/grubbing or surface-disturbing activities. If no active nests (i.e., nests with eggs or young birds present) are found, no further mitigation is necessary. If a break in construction activity occurs for a period greater than 7 days, during the nesting period, additional nest surveys may be necessary.

Mitigation Measure BIO-1.3: If active nests are found, non-disturbance buffers shall be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the nesting pair's tolerance to disturbance and the type/duration of potential disturbance. No work should occur within the non-disturbance buffers until the young have fledged. Buffer size should be determined by a qualified biologist in cooperation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service. If buffers are established and it is determined that project activities are resulting in nest disturbance, work should cease immediately and the California Department of Fish and Game and the U.S. Fish and Wildlife Service should be contacted for further guidance.

Mitigation Measure BIO-1.4: If nesting raptors are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (up to 250 ft.) would be determined at that time and may vary depending on location and species. Buffers will remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents.

Pre-construction surveys during the non-breeding season are not necessary, as the birds are expected to abandon their roosts during construction activities. Implementation of the above measures would mitigate impacts to tree-nesting raptors and other migratory birds to a less-than-significant level.

Bats

Bat species and their habitats are afforded consideration under CEQA if potential significant effects are determined for these species. Although the field reconnaissance did not report any visible signs of bats, potentially suitable roost habitat was identified for the pallid bat and other common bat species within the structures on the site. Demolition of the existing buildings and tree removal could have a potentially significant effect on bats, if present. To avoid significant impacts to bats, the following mitigation measures are recommended to reduce this potential impact to a less-than-significant level.

Mitigation

Mitigation Measure BIO-2.1: A detailed bat survey shall be conducted by a qualified biologist prior to demolition of the buildings onsite. If special status bat species are observed during surveys, CDFW shall be notified for instructions to proceed.

Mitigation Measure BIO-2.2: If a non-breeding bat colony is found, the individuals shall be humanely evicted via a two-part roof removal consisting of a partial roof removal under the direction of a qualified biologist one day, followed by full removal the next day. All demolition shall occur during daylight hours. This mitigation measure ensures that no harm or "take" would occur to any bats as a result of demolition activities.

Mitigation Measure BIO-2.3: If a maternity colony is detected, a construction-free buffer shall be established around the building and remain in place until it has been determined by a qualified biologist that the nursery is no longer active. Removal should preferably be done between March 1 and April 15 or August 15 and October 15 to avoid interfering with an active nursery.

b) **No Impact**. The project site is highly disturbed and does not contain any sensitive natural communities or riparian habitat; therefore, the project will not adversely impact 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 USFWS.

c) **No Impact**. The project site is highly disturbed and does not contain any wetland resources; therefore, the project will not adversely affect federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) **Less Than Significant Impact**. The project site has long been a developed property located within an urban landscape. The proposed project will not significantly impact wildlife habitat and movement.

e) **Less Than Significant Impact**. The Castro Valley General Plan (CVGP) protects areas with important biological resources, such as creeks, hillsides, and riparian areas, by requiring special review of proposed development projects. Large, mature trees are not specified for protection in the CVGP and the Alameda County Tree Ordinance applies only to county right-of-way areas. As described above, the site only contains developed habitat.

f) **No Impact.** The project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan.

E. CULTURAL RESOURCES

Setting

The Ohlone, or Costanoan, were the earliest documented inhabitants of the Bay Area. Archaeological evidence identifies Ohlone settlements throughout the Bay Area. The Ohlone inhabited fixed village locations and subsisted mainly as hunter-gatherers.

Spanish exploration in the Bay Area dates to the late 1700s. The missions system was developed in California by Catholic priests of the Franciscan order between 1769 and 1833, to expand Christianity among the Native Americans. Spanish Mission records indicate that local Native Americans were brought to the Mission San Francisco between 1795 and 1806. During this time, Native American populations declined significantly in response to the introduction and rapid spread of disease.

The Mexican revolt against Spain in 1822 and subsequent secularization of the missions in 1834 changed land ownership in California. The Spanish system was directed at land ownership by the Crown, while Mexican policy stressed individual land ownership. Following independence from Spain the vast mission lands were granted to private citizens. The land grant in the East Bay was that of Luis Peralta, a 45,000-acre tract on the current site of Oakland. The last of the mission holdings were relinquished in 1845, making way for the large ranchos common in California in the mid-1800s.

The Gold Rush of 1848 brought a huge influx of immigrants to California increasing the Bay Area's population. The large ranchos were divided and sold for agricultural uses. Guillermo Castro developed the town of San Lorenzo in 1854, which was later renamed to Hayward. The end of the Gold Rush generally corresponded with early industrialization in California, focused in San Francisco.

The project site was historically used for agricultural use (orchards) until circa 1940. The St. Alphonsus Catholic Church purchased the site in 1955, and occupied it until 2008, using it for church-related activities. The existing structures on the site were constructed at various times between 1946 and 1962. A description of these structures, based on the property appraisal (Denton Valuation, February 2012), is provided below. The property has not been identified in any historical resource surveys for the County.[3] Photos of each building are provided in Figure 12.

Church: St. Alphonsus Church is a one-story building constructed in 1946 of average quality Class D wood framing. It does not have the traditional look of a church but resembles the commercial building it was originally used for (to manufacture nylon). The building is in fair condition.

School: The school is a one-story building constructed in 1957 of average quality Class D wood framing. The building is in fair condition, although the school is no longer in use.

Rectory: The rectory is a two-story building constructed in 1961 of average quality Class D wood framing. This is an older building with average overall appearance. It resembles a dormitory or group home. This building exhibits the highest level of maintenance among the buildings on the site and is in average condition. The building is still used as a full-time residence.

Convent: The convent is a two-story building constructed in 1962 of average quality Class D wood framing. This building is no longer in use and is in average condition.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA 15064.5?			X		1, 2, 8
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA 15064.5?		X			1, 2
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		1, 2
d) Disturb any human remains, including those interred outside of formal cemeteries?			X		1, 2

[3] Preliminary Cultural Resources Survey: Ashland and Cherryland District (April 1998); Unincorporated San Lorenzo Historic Building Survey, (November 2000); and Historical and Cultural Resource Survey, East Alameda County (June 2005).

Convent

School

Church

Rectory

Photos of Site Structures

St. Alphonsus Property
Initial Study

Figure
12

Explanation

a) **Less Than Significant Impact**. As described in the setting, the project site was formerly occupied by the St. Alphonsus Catholic Church, who purchased the site in 1955 and occupied it until 2008. The existing structures on the site were constructed at various times between 1946 and 1962 and consist of a church, school, rectory, and convent. The property has not been identified in any historical resource surveys for the County and the church structures are not considered historically significant. The project proposes to demolish and remove the church-related buildings and structures from the site. The project would not result in a substantial adverse change in the significance of a historical resource as defined in CEQA 15064.5.

b) **Less Than Significant with Mitigation.** The project site has been highly disturbed by previous development and human activity. The potential for archaeological resources is, therefore, considered low. However, development of the project would require ground disturbing activities that could potentially unearth archaeological resources. This represents a potentially significant impact that would be reduced to a less-than-significant level with mitigation identified below. Mitigation Measure CUL-1.1 identifies the procedures that will be implemented in the event that archaeological resources are discovered during construction.

c), d) **Less Than Significant Impact.** Though unlikely, human remains and paleontological resources could be encountered or unearthed during construction activities. This represents a potentially significant impact that would be reduced to a less-than-significant level with mitigation identified below.

Mitigation

Mitigation Measure CUL-1.1: Prior to the beginning of construction, the applicant shall retain a qualified archaeologist to conduct a cultural resources training session for construction crew members. Information should be provided to construction personnel about the legal requirements relating to the discovery of buried cultural resources or buried human remains, as well as information useful in identifying historic and prehistoric cultural material, and the procedures to follow should cultural resources or buried human remains be encountered during excavation.

Mitigation Measures CUL-1.2: In accordance with CEQA Guideline §15064.5 (f), should any previously unknown paleontological, historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood or similar debris, be discovered during grading, trenching, or other onsite excavation(s), earthwork within 100 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource.

Mitigation Measure CUL-1.3: If the consulting archaeologist considers it necessary or appropriate, he or she shall monitor all preliminary grading or excavation work to observe soil materials being removed or excavated or respond to any discovery of human or cultural resource remains discovered by construction crews. In the event of any discovery of such resources, the archaeologist shall follow the procedures outlined in Mitigation Measure CUL-1.1.

Mitigation Measure CUL-1.4: Section 7050.5(b) of the California Health and Safety Code shall be implemented in the event that human remains, or possible human remains, are encountered during project construction activities. Section 7050.5(b) states:

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within 24 hours. The Commission has various powers and duties, including the appointment of Most Likely Descendant (MLD) to the Project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains."

F. GEOLOGY AND SOILS

Setting

The following discussion is based on a geotechnical study prepared for the project by Geotechnical Engineering Consultants (GEC, 2015). This report is provided in Appendix D. The scope for the study included the following: field inspection; evaluation of the general geology and seismicity; excavation of fault trenches and test pits; lab testing of the field samples; and design recommendations.

The project site is located within the Coast Ranges geomorphic province and consists of a belt of sedimentary, volcanic, and metamorphic rocks, which extend from southern California to Oregon. Topographically, the site is located on a gentle-sloping ground. The ground surface slopes to the northwest, ranging in elevation from about 169 feet at about northwest corner to about 128 feet the southeast corner (NAVD88). Drainage appears to follow the general topography.

The geology of the project area is substantially complicated by faulting along the seismically active Hayward fault zone. The San Francisco Bay area is dominated by the northwest-striking San Andreas fault and related seismically active faults, such as the Hayward – Rodgers Creek, Calaveras, Concord – Green Valley, and Greenville – Marsh Creek fault zones. The west end of the project site is located within a State of California Earthquake Fault Zone for the Hayward fault. The nearest fault trace of the Hayward fault zone has been mapped approximately 400 feet to the west of the project site and the closest mapped trace for the Ashland fault is approximately 1,500 feet to the west. Because the site is located within an Alquist-Priolo Earthquake Fault Zone, a fault investigation report is required prior to development.

Two trenches were excavated for the fault investigation. The trench excavation exposed surficial layers of artificial fill underlain by native soils. No bedrock was encountered in the trench. A moderate seepage was encountered at the west end of the trench near the bottom of the excavation. The seepage flowed into the excavation over the next several days until the water level rose to within eight feet of the existing ground surface. Three distinct layers of artificial fill were encountered beneath the parking area to depths ranging from 5 – 7 feet. The fill generally consisted of sandy clay with variable amounts gravels and some scattered demolition debris. The overall condition of the fill was moist and firm. Two native soils were identified below the artificial fill, consisting of sandy clay with gravel. The boundary between the

two soils was approximately 10.5 – 11 feet below the parking lot grade. The geotechnical analysis did not identify any fault traces within the investigative trenches.

Three shallow borings were drilled to determine depth of rock to the north of the property. All borings penetrated fill materials to depths ranging from 1 to 3 feet. The fill materials consisted of medium stiff to stiff sandy clay with gravel. The fill materials were underlain by bedrock. Groundwater was not encountered during drilling the borings. However, seepage was observed in Trench T-1 at about eight feet.

The geotechnical investigation concluded that the proposed development is feasible provided the recommendations of the investigation are incorporated into the project plans and specifications (see Appendix D). The most prominent geotechnical hazard on the site is the presence of uncontrolled fill. In addition, the contact between soil and rock will be a source of water seepage. Based on the results of the liquefaction potential evaluation conducted as part of the geotechnical investigation, liquefaction of onsite soil materials is considered low. In addition, the potential for lateral spreading, differential compaction, and ground lurching are low due to the nature of the subsurface materials.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		1, 2, 7
ii) Strong seismic ground shaking?			X		1, 2, 7
iii) Seismic-related ground failure, including liquefaction?			X		1, 2, 7
iv) Landslides?				X	1, 2, 7
b) Result in substantial soil erosion or the loss of topsoil?			X		1, 2
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		1, 2, 7
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		1, 2, 7
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	1, 2

Explanation

ai) **Less Than Significant Impact**. The site is located within an Alquist-Priolo Earthquake Fault Zone, requiring a fault investigation. This investigation was included in the geotechnical analysis for the project and did not find any fault trace within the investigative trenches. Surface faulting or ground rupture tends to occur along lines of previous faulting. Since fault lines are not within the site or project toward the site, the possibility of surface fault rupture is negligible on the property.

aii) **Less Than Significant Impact**. Due to its location in a seismically active region, the proposed development may be subject to strong seismic ground shaking during its design life in the event of a major earthquake on any of the region's active faults, particularly the nearby Hayward Fault. This could pose a risk to proposed structures and infrastructure. The geotechnical investigation calculated a maximum horizontal ground acceleration of 0.88g for the site using a 10% probability of exceedance within 50 years. The secondary hazards of liquefaction, lateral spreading, differential compaction and ground lurching are low due to the nature of the subsurface materials. Seismic impacts will be minimized by implementation of standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4.

aiii) **Less Than Significant Impact**. See aii) above. Seismic impacts will be minimized by implementation of standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4.

aiv) **No Impact**. The property is located on moderately sloping land and the secondary risk of landsliding is very unlikely due to the presence of shallow bedrock.

b) **Less Than Significant Impact**. Development of the project will require grading that could result in a temporary increase in erosion. This increase is expected to be minor due to development nature of and gentle topography of the site. The project will be required to comply with all requirements for erosion control in accordance with the County's Grading Ordinance to minimize erosion impacts.

c) **Less Than Significant Impact**. From a geotechnical viewpoint, the project is feasible provided the geotechnical concerns identified in the preliminary geotechnical report are minimized through standard engineering methods and recommendations identified in the geotechnical report (Appendix D). See discussion aii) above.

d) **Less Than Significant Impact**. The geotechnical investigation for the project did not identify any expansive soils on the project site.

e) **No Impact**. The project does not include any septic systems. The project will tie into the existing sanitary sewer system.

G. GREENHOUSE GAS EMISSIONS

Setting

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect (Ahrens 2003). Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission 2006a). A byproduct of fossil fuel combustion is CO_2. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills. Processes that absorb and accumulate CO_2, often called CO_2 "sinks," include uptake by vegetation and dissolution into the ocean.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO_2 in the world (California Energy Commission 2006a). Carbon dioxide equivalents (CO_2e) are a measurement used to account for the fact that various GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The Alameda County (Unincorporated Areas) Community Climate Action Plan was approved by the Alameda County Board of Supervisors on February 4, 2014 and is one of eight countywide elements of the General Plan. The Plan seeks to reduce county-wide emissions by more than 15% by 2020. The plan includes a series of methods to reduce greenhouse gas emissions through program and policy measures related to transportation, land use, building energy, water, waste, and green infrastructure. The plan identifies and prioritizes actions to reduce GHG emissions from multiple action areas and provides estimates for each action's effect on GHG emissions, upfront costs, long-term savings, impacts on service delivery, public health, and other key factors. In addition, the plan includes provides an update on the County's greenhouse gas emissions inventories and contains performance targets.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7.	GREENHOUSE GAS EMISSIONS. Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 4
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 4

Explanation

a) **Less Than Significant Impact**. The BAAQMD identifies screening levels for evaluation of operational GHG emissions based on project type and size. The applicable land use category of the BAAQMD's screening criteria tables for the residential component of the project is "townhouse, general." For operational impacts from GHG emissions, the screening size is 78 units. The applicable land use category for the commercial component of the project is "strip mall." For operational impacts from GHG emissions, the screening size is 19,000 square feet. The project proposes 56 townhouses and 6,000 square feet of commercial space, which even when combined, would be well below the BAAQMD screening thresholds. Therefore, the project would have a less-than-significant impact related to operational GHG emissions.

The BAAQMD has not adopted a threshold of significance for construction-related GHG emissions. Construction GHG emissions will be minimized by implementation of Mitigation Measures AIR-1.1 and 1.2 identified in the Air Quality Chapter of this Initial Study.

b) **Less Than Significant Impact**. The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, since the proposed project will not substantially increase GHG emissions.

H. HAZARDS AND HAZARDOUS MATERIALS

Setting

A Phase I Environmental Site Assessment was completed for the project property by GeoSolve, Inc. to identify any Recognized Environmental Conditions at the property (November 2015). This report is contained in Appendix E. The Phase I assessment included inspection of the project site; review of federal and state government regulatory databases and local government records; historical review of the project site and neighboring areas; and interviews with the property owner.

A recognized environmental condition (REC) is defined by the ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment.

The project site was historically used for agricultural purposes (orchards) until circa 1939, based on a review of historical aerial photographs. The St. Alphonsus Catholic Church purchased the site in 1955 and occupied it until 2008, using it for church-related activities. The existing structures on the site were constructed at various times between 1946 and 1962 and include a church, school, convent, and rectory. The church building was originally a commercial building used for manufacturing nylon. In addition, the site contains a play field, parking areas, and some sheds.

The project site was not identified in the regulatory databases reviewed. In addition, the results of the regulatory database search did not identify any hazardous conditions from nearby uses that would impact the project site, since only four potential sites were identified within a 0.13 radius of the project property and all were located down-gradient of the project property.

The Phase I Assessment did not find any visual evidence and/or permits for groundwater wells or septic tanks on the property. In addition, the Phase I did not find any visual evidence and/or permits for underground storage tanks. No noxious odors or evidence of hazardous materials were noted. The Phase I Assessment did identify two RECs in connection with the project site, as follows:

1. Possible presence of natural occurring metals and/or metal pesticide residues associated with the orchards prior to 1939, and

2. Possible presence of asbestos-containing materials (ACMs) and lead-based paint within the existing structures on the site. In addition, lead and asbestos may be present within the surficial soil, associated with degradation of the buildings.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		1, 2, 8
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X			1, 2, 8
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X		1, 2, 8
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	1, 2, 8
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	1, 2
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	1, 2

g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1, 2
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	1, 2

Explanation

a) **Less Than Significant Impact.** The proposed residential and commercial uses will not involve the routine transport, use, or disposal of hazardous materials. Refer to b) for a discussion of hazardous materials related to demolition of the existing buildings on the site and disturbance of on-site soils during construction.

b) **Less Than Significant Impact With Mitigation**. The Phase I assessment performed for the project site identified two RECs in connection with the project site:

3. Possible presence of natural occurring metals and/or metal pesticide residues associated with the orchards prior to 1939, and

4. Possible presence of asbestos-containing materials (ACMs) and lead-based paint within the existing structures on the site. In addition, lead and asbestos may be present within the surficial soil associated with degradation of the buildings.

The above conditions could result in the release of hazardous materials to the environment, presenting a potential health risk to construction workers and/or the public. This represents a significant impact that will be reduced to a less-than-significant level with the following mitigation.

Mitigation

Mitigation Measure HAZ-1: The project sponsor shall retain a qualified professional to collect at least six randomly located surficial soil samples from around the soil-exposed areas at the project site to be analyzed for arsenic, nickel, chromium, lead, and asbestos in accordance with all legally prescribed methods. If contamination is identified in the soil samples above applicable cleanup standards, the project proponent shall retain a qualified professional to prepare a Site Management Plan (SMP) to establish protocols/guidelines for the contractor including: identification of appropriate health and safety measures while working in contaminated areas; soil reuse; handling and disposal of any contaminated soils; and agency notification requirements. The SMP shall be subject to the review and approval of the appropriate regulatory agency.

Mitigation Measure HAZ-2: Prior to demolition of the structures on the site, the project proponent shall retain a qualified professional to perform a survey to determine the presence of asbestos-containing materials and/or lead-based paint. The following measures shall be implemented as required based on the results of the survey:

3. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from

exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.

4. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

c) **Less Than Significant Impact**. The project site is located within ¼ mile of two schools. However, the project would not routinely emit hazardous emissions or handle hazardous materials, substances, or waste. Mitigation is identified above for the removal of hazardous materials from the site during demolition and construction activities.

d) **No Impact**. The project site is not located on a site that is included on a list of hazardous materials sites as per Government Code Section 65962.5 (Cortese List).

e) **No Impact**. The project site is not located within an airport land use plan and would not result in a safety hazard to airport operations.

f) **No Impact**. The project site is not located within the vicinity of a private airstrip and will not result in a safety hazard to airstrip operations.

g) **No Impact**. The proposed project will not interfere with any adopted emergency or evacuation plans. The project will not create any barriers to emergency or other vehicle movement in the area and will be designed to incorporate all applicable Alameda County Fire Department requirements.

h) **No Impact**. The project will not expose people or structures to risk from wildland fires since it is located in an urbanized area that is not prone to such events.

I. HYDROLOGY AND WATER QUALITY

Setting

The project site is located on a moderately sloping site that ranges from approximately 169 feet at about northwest corner to about 128 feet the southeast corner (NAVD88). San Lorenzo Creek is the nearest waterway, approximately one mile south of the site. San Lorenzo Creek flows west into the San Francisco Bay. Drainage of the property generally flows northwest, following the site topography.

The project site is currently developed with pavement and structures associated with the former St. Alphonsus church. Pervious areas of the site are limited to an existing play field and landscaped areas. Runoff flows under existing conditions flow over land to the northwest and into the existing storm drainage system on Foothill Boulevard.

The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA, panel 06001C0278G) indicate that the project site is within Zone X "Area of Minimal Flooding." The project site is located outside the 100 year floodplain.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9.	HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?			X		1, 2
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 ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		1, 2
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.			X		1, 2
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 that would result in flooding on- or off-site?			X		1, 2
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X		1, 2
f)	Otherwise substantially degrade water quality?			X		1, 2
g)	Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	9
h)	Place within a 100-year flood-hazard area structures which would impede or redirect flood flows?				X	9
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	1, 2
j)	Inundation by seiche, tsunami, or mudflow?				X	1, 2

Explanation

a) **Less Than Significant Impact**. The proposed project will not violate any water quality standards or waste discharge requirements as described in c) and e) below.

b) **Less Than Significant Impact**. The proposed project will not deplete or otherwise affect groundwater supplies because it would not access groundwater. In addition, the project would not deplete/otherwise affect groundwater recharge, since the project is not located within a groundwater recharge area.

c) **Less Than Significant Impact**. The project would not substantially alter the existing drainage pattern of the site or area, through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. Construction of the project would require grading activities that could result in a temporary increase in erosion affecting the quality of storm water runoff. The project sponsor will implement erosion control measures in accordance with the County's Grading Ordinance. In addition, the project sponsor will obtain coverage under the State Water Resources Control Board (SWRCB) Construction General Permit, including implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with procedures and specifications of the Alameda County Clean Water Program, as follows:

1. The project sponsor will ensure that construction practices prevent water pollution under the provisions of the Construction General Permit. In order to obtain a permit, the project sponsor must file a Notice of Intent (NOI) with the Regional Water Resources Control Board (RWQCB) prior to the start of construction.

2. Pursuant to the requirements of the Construction General Permit, the project sponsor will prepare and implement a SWPPP. The SWPPP must be consistent with the terms of the General Permit; the Manual of Standards for Erosion and Sedimentation Control Measures by the Association of Bay Area Governments (ABAG); the Best Management Practices (BMPs) as provided in the California Stormwater Quality Association (CASQA) handbooks; policies and recommendations of the local urban runoff program (County of Alameda); and any staff recommendations of the RWQCB.

d) **Less Than Significant Impact**. The local drainage pattern would not substantially change as a result of the project. The project would result not result in an increase in impervious surfaces on the site compared to existing conditions as shown in Table 3 below. The project proposes a new drainage system for the site that directs runoff to bioretention areas, as shown in Figure 7. Implementation of the proposed drainage system will assure that runoff flows are maintained onsite. The project, therefore, will not result in flooding on or off-site.

Table 3
Comparison of Pervious and Impervious Surfaces

Area	Proposed (s.f.)	Existing (s.f.)
Pervious	72,254	95,648
Impervious	131,744	110,350
Total	205,998	205,998

e) **Less Than Significant Impact**. See b) and d) above. The project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Particulates, oils, greases, toxic heavy metals, pesticides and other materials typically found in urban storm runoff will be managed through the new drainage system that directs runoff to bioretention areas before discharging into the public storm sewer system.

f) **Less Than Significant Impact.** As described in b), d), and e) above, the project will not substantially degrade water quality.

g) **No Impact**. The project site is located in Zone X "Area of Minimal Flooding" and will not place housing within a 100-year flood hazard area.

h) **No Impact**. See g) above. The project would not impede or redirect flood flows since it is not located in a floodplain or flood hazard zone.

i) **No Impact**. The project site is not located in an area subject to flooding from the failure of a levee or dam.

j) **No Impact**. The project site consists of a developed infill property and is not located in an area subject to significant seiche, tsunami, or mudflow risk.

J. LAND USE

Setting

The General Plan land use designations on the project site are Residential Low Density Multi-Family (13-22 du/ac) and Neighborhood Commercial Mixed Use (22 du/ac). The site is zoned R-S-D-20 - Suburban Residential (2,000 sq. ft. mbsa per du) and CN – Neighborhood Business. The project site is bordered by Miramar Avenue and residential uses to the south, commercial uses, apartments, and Foothill Boulevard to the west, commercial uses and a church to the north, and residential uses to the east. The property is located within the boundaries of the Castro Valley General Plan, which serves as the County General Plan for this area.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. LAND USE. Would the project:					
a) Physically divide an established community?				X	1, 2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		1, 2, 10
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X	1, 2

Explanation

a) **No Impact.** The project site is currently developed with vacated facilities related to the former St. Alphonsus Church. The redevelopment of the site with residential and commercial uses would not physically divide an established community.

b) **Less Than Significant Impact.** The project would be consistent with Castro Valley General Plan land use policies and Alameda County Zoning Ordinance. A discussion of the project's consistency with these applicable plans is provided below.

Castro Valley General Plan

The Castro Valley General Plan land use designations on the project site are Residential Low Density Multi-Family and Neighborhood Commercial Mixed Use. The Residential Low Density Multi-Family designation is intended for townhouses and low density multi-family residential uses such as garden apartments and condominiums. Typical lot sizes are 2,000 square feet per unit. Densities range from 18-22 unit per net acre. The Neighborhood Commercial designation applies to areas where the primary purpose is for neighborhood-serving retail and commercial service uses. Typical uses include (but are not limited to) convenience stores, small restaurants, hair salons, and fitness studios. The FAR is 1.0. The density is 22 du/ac.

The project proposes a General Plan amendment to reconfigure the General Plan land use designations on the site to conform to the proposed mixed use layout (refer to Figure 4). The proposed amendment will not change but rather rearrange the allowed commercial and residential uses on the site for a more efficient design. The proposed mixed use development, including 56 townhomes and 6,000 square feet of neighborhood commercial space is consistent with the land use designations in the General Plan, and the reconfiguration of these designations within the boundaries of the project site will not conflict with the land use requirements and guidance in the CVGP.

The Castro Valley General Plan sets forth goals, policies, and actions for development within its planning area. Policies relevant to the proposed project are listed below.

Policy 4.3-1 Infill Housing and Mixed-Use. Designate areas for infill housing and mixed-use development to meet a wide range of housing needs.

Action 4.3-9 Streets in New Subdivisions. Streets in new subdivisions shall provide adequate access for residents, emergency vehicles, and service vehicles.

- In coordination with the Fire Department, Public Works Agency and after consultation with the CVMAC, set standards for public streets to address safety and access concerns.
- In subdivisions with 10 or fewer lots, particularly in hillside areas, private streets may be permitted, provided that they meet established standards

Policy 4.4-1 Scale and Character. Require new development to comply with zoning standards and be compatible with the scale and character of surrounding development.

Policy 4.5-1 Economic Development Opportunities. Retain sites designated for commercial use in the Land Use Plan to ensure there is adequate land for retail, restaurants, services, and other employment-generating land uses to meet the needs of Castro Valley residents.

Policy 4.6-1 Preserve Existing Neighborhood Commercial Sites. Existing neighborhood commercial sites shall not be converted to exclusive residential use unless their size and location precludes viable commercial development.

Policy 4.6-2 Maintain or Redevelop Neighborhood Commercial. Maintain, upgrade and/or redevelop neighborhood commercial properties to provide services that meet residents' daily needs in a pedestrian oriented manner with walkways and small outdoor plazas.

Policy 4.6-3 Reuse and Develop the Large Existing Neighborhood Commercial Sites. Encourage renovation and/or new development on the larger neighborhood commercial sites at the intersections of Lake Chabot Road and Quail Avenue; Heyer Avenue and Center Street; and Foothill Boulevard at Miramar Avenue and at 150th Avenue.

Policy 5.2-1 Neighborhood Character. Ensure that new residential development is consistent with the desired community character, protects sensitive biological resources, and is not subject to undue natural hazards.

Policy 5.2-2 Residential Design. Ensure that residential development projects comply with all adopted design standards and guidelines.

Project Consistency: The project proposes infill development on a site that has been vacated by its former occupant since 2008.[4] The proposed 56 townhomes are consistent with the Castro Valley General Plan policies to promote redevelopment and provide infill housing that is compatible with the scale and character of surrounding development. In addition, the proposed 6,000 square feet of commercial space is consistent with the General Plan policies to maintain and promote commercial uses that serve the local community.

Alameda County General Ordinance Code (Title 17-Zoning)

The project site has a zoning designation of R-S-D-20 - Suburban Residential (2,000 sq. ft. mbsa per du) and CN – Neighborhood Business. The project proposes to rezone the site to PD – Planned Development. The intent of the existing and proposed zoning designations follows:

CN – Neighborhood Business. Neighborhood business districts are established to provide for the development of small convenience shopping and related facilities in areas which are predominantly residential, at locations where such facilities can be grouped without detriment and appropriately conditioned to promote and protect the intent of the district, and to protect them by excluding uses which would tend to reduce their effectiveness as a neighborhood service.

R-S-D-20 - Suburban Residential (2,000 sq. ft. mbsa per du). This designation was established to allow residential development that conforms to 2,000 square feet of minimum building site area for each dwelling unit.

PD – Planned Development. Planned development districts are established to encourage the arrangement of a compatible variety of uses on suitable lands in such a manner that the resulting development will:

A. Be in accord with the policies of the General Plan of the County;
B. Provide efficient use of the land that includes preservation of significant open areas and natural and topographic landscape features with minimum alteration of natural land forms;
C. Provide an environment that will encourage the use of common open areas for neighborhood or community activities and other amenities;
D. Be compatible with and enhance the development of the general area;
E. Create an attractive, efficient and safe environment.

[4] With the exception of the rectory that is still used as a full time residence.

Project Consistency. The project proposes to rezone the site to Planned Development. Consistent with the PD District, the project is designed in accordance with the Castro Valley General Plan (as described above) since it will 1) redevelop the site with new construction that is compatible with the neighborhood and will enhance the area, 2) provide common open space for onsite residents, and 3) provide an attractive, efficient, and safe development.

In summary, the project is consistent with the County's land use policies and zoning requirements and will not conflict with applicable land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This represents a less-than-significant impact.

c) **No Impact.** The project site is not located in or subject to a habitat conservation plan or a natural community conservation plan.

K. MINERAL RESOURCES

Setting

The California Geological Survey (CGS), formerly the California Division of Mines and Geology, has mapped and classified lands within the San Francisco – Monterey Bay Region into Mineral Resource Zones (MRZs), as mandated by the Surface Mining and Reclamation Act of 1974. Based on this mapping, the project site does not contain any significant mineral resources.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1, 2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	1, 2

Explanation

a), b) **No Impact.** The project site does not contain any known mineral resources and is not identified within a Mineral Resource Zone. The Conservation Element of the Castro Valley General Plan does not identify any mineral resources in the vicinity. The project would have no impact on mineral resources nor would it result in the loss of availability of any locally important resource recovery site.

L. NOISE

Setting

Noise is defined as unwanted or objectionable sound. State and local regulations define objectionable noise levels and identify land use compatibility standards. Sound is comprised of three variables: magnitude, frequency, and duration. The magnitude of air pressure changes associated with sound waves results in the quality commonly referred to as "loudness." Variations in loudness are measured on the "decibel" (dB) scale. On this scale, noise at zero decibels is barely audible, while noise at 120-140 decibels is painful and may cause hearing damage. These extremes, however, are not encountered in commonplace environments.

The second characteristic of sound is frequency. The human ear responds to sounds whose frequencies are in the range of 20 to 20,000 hertz. Within the audible range, subjective response to noise varies. People generally find higher pitched sound to be more annoying than lower pitched sounds. Noise is typically characterized using the A-weighted sound level or dBA. This scale gives greater weight to the frequencies to which the human ear is most sensitive.

The third characteristic of noise is duration. Annoyance due to noise is often associated with how long noise persists. To adequately describe a noise environment, it is necessary to quantify the variation in noise levels over time. Acoustical engineers often use a statistical approach that specifies noise levels that are observed to be exceeded over a given percentage of time.

For evaluating noise over extended periods, the "Day-Night Noise Level" scale (DNL or L_{dn}) or "Community Noise Equivalent Level" (CNEL) are measures of the average equivalent sound level (L_{eq}) during a 24-hour period. The L_{eq} can be thought of as the steady sound level that, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. The CNEL and L_{dn} account for greater sensitivity of noise receptors at night by penalizing noise occurring during evening and nighttime hours.

A noise assessment was prepared for the project by Illingworth & Rodkin, Inc. (December 2015). This report is contained in Appendix F.

Alameda County's Castro Valley General Plan

Chapter 11 of the 2012 Castro Valley General Plan discusses noise, and in addition to following the noise regulations established by the County, the General Plan provides goals, policies, and actions for reducing the effects of future noise increases. Applicable goals, policies, and actions presented in the General Plan are as follows:

Goal 11.1-1: Protect residents and workers in Castro Valley from noise that affects comfort and health. Reduce noise to within established noise limits to the maximum extent feasible; curtail the increase of noise levels in the future; and mitigate noise impacts on sensitive uses through siting and design.

Policy 11.1-1 Siting of Noise-Sensitive Uses. Avoid siting new noise-sensitive uses in areas with projected noise levels greater than 70 dBA. Where such uses are permitted, require incorporation of mitigation measures to ensure that interior noise levels are acceptable.

- Action 11.1-1: Noise Mitigation Measures and Project Planning. Require the incorporation of noise mitigation measures in project site planning and design to meet County noise standards, including measures such as:

- Designing and siting buildings so that openings, decks, and outdoor open space areas associated with sensitive land uses (residential, schools, hospitals, convalescent homes, parks, etc.) and noise-sensitive interior spaces are shielded from I-580, arterial roads, and other noise sources;
- Double pane or triple pane windows; and
- Construction of perimeter sound walls.

- Action 11.1-3: Mitigation Requirements for New Noise Sensitive Uses. Require that applicants for new noise-sensitive development in areas subject to noise levels that exceed County standards obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures

2010 California Building Cal Green Code

Exterior sound transmission control standards for new non-residential buildings are established in the 2010 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). These standards were not altered in the 2013 revisions, and the sections that pertain to this project are as follows:

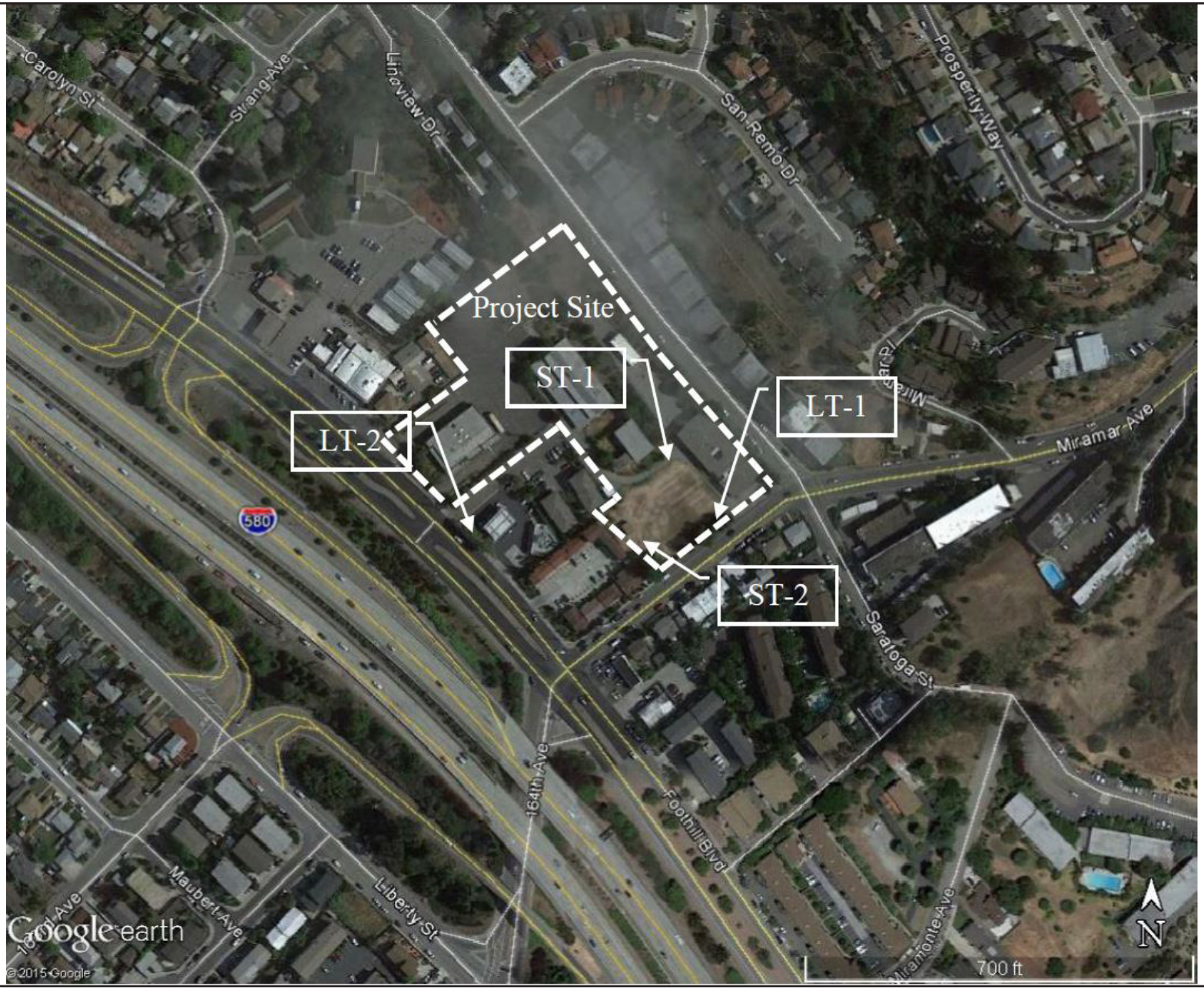
5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the building falls within the 65 dBA L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element.

5.507.4.2 Performance method. For buildings located, as defined by Section 5.507.4.1, wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq (1-hr)) of 50 dBA in occupied areas during any hour of operation.

Existing Noise Environment

The major noise source in the project area is from traffic traveling on nearby I-580, Foothill Boulevard and Miramar Avenue. Field noise measurements were made at the project site to determine existing noise levels. Long-term Noise measurements were taken at two locations from the morning of Wednesday, October 21, 2015 to the afternoon of Friday, October 23, 2015. Two short-term noise measurements were also made. The noise monitoring locations are presented in Figure 13.

Long-term noise measurement LT-1 was taken along the southeast boundary of the project site, approximately 25 feet from the center line of Miramar Avenue, at an elevation of about 12 feet above ground. Long-term noise measurement LT-2 was made along the southwest boundary of the project site adjacent to Foothill Boulevard, which runs parallel to I-580. The measurement site was 38 feet from the center of the northbound lanes on Foothill Boulevard and 225 feet from the nearest lanes of I-580, at an elevation of about 12 feet. The L_{dn} was 70 dBA at LT-1 and 74 dBA at LT-2.



Noise Measurement Locations

St. Alphonsus Property
Initial Study

Figure
13

Two short-term noise measurements were made near corresponding long-term measurement sites. ST-1 was made at the approximate setback of proposed residences adjacent to Saratoga Avenue along the northeast portion of the project site. ST-2 was made at the approximate setback of the nearest residential façades 400 feet from I-580, 250 feet from Foothill Boulevard, and 90 feet from the center of Miramar Avenue. Both were made at five feet elevation above ground.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12.	NOISE. Would the project:					
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?		X			1, 2, 11
b)	Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X	1, 2
c)	Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		1, 2, 11
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			1, 2, 11
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	1, 2
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	1, 2

Explanation

a) **Less Than Significant Impact with Mitigation**. The noise assessment (Appendix F) evaluated the noise impacts on the proposed residential uses, which are considered sensitive noise receptors for exterior and interior exposure, as summarized below.

Exterior Noise Environment

The predominant noise source affecting the project site is traffic on I-580. An increase in traffic volumes on local roadways and I-580 could correlate to an increase in noise levels at the project site by up to 1 dBA throughout the vicinity of the project site. The future L_{dn} at LT-1 is calculated to reach 70 dBA and the future noise level at LT-2 is calculated reach 75 dBA L_{dn}. The worst case future noise exposures at proposed building façades nearest to local roadways and I-580 (southernmost corner unit), are calculated to reach 68 dBA L_{dn}.

A review of the project's site plan indicates that the residential development proposes a common outdoor use area near the center of the site. Future noise levels at the outdoor use area are estimated to reach 65 dBA L_{dn}. Shielding provided by nearby existing and proposed buildings would reduce noise levels by at least three dBA, resulting in future noise levels of 62 dBA L_{dn} or

less at the future community outdoor recreation area. This would be below the County's Castro Valley General Plan exterior noise threshold of 70 dBA and no mitigation is required.

Interior Noise Environment

The County of Alameda requires that interior noise levels of new residential units be at or below 45 dBA L_{dn}. In buildings of typical construction, with the windows partially open, interior noise levels are generally 15 dBA lower than exterior noise levels. With the windows closed, standard residential construction typically provides about 20 to 25 decibels of noise reduction. Attaining the necessary noise reduction from exterior to interior spaces is possible with proper wall construction techniques, the selection of proper windows and doors, and the incorporation of a forced-air mechanical ventilation system to allow the occupant the option of controlling noise by closing the windows.

The southernmost proposed unit (building #10, Type 1-A) would be exposed to the highest noise levels from traffic. Traffic noise levels at the exterior façades of residential buildings proposed nearest to I-580 and Miramar Avenue are calculated to be 68 dBA L_{dn} and would be considered "conditionally acceptable" according to the Noise Element of the Castro Valley General Plan. The façades of buildings toward the southwest and buildings adjacent to Miramar Avenue would require sound rated building elements to control traffic noise intrusion. The façades should achieve an outdoor to indoor composite noise reduction of 29 to 30 dBA to reduce traffic noise to below 45 dBA L_{dn} with an adequate margin of safety. Based on preliminary calculations, windows and doors should be rated at 28 STC or greater in order to adequately reduce noise levels indoors.

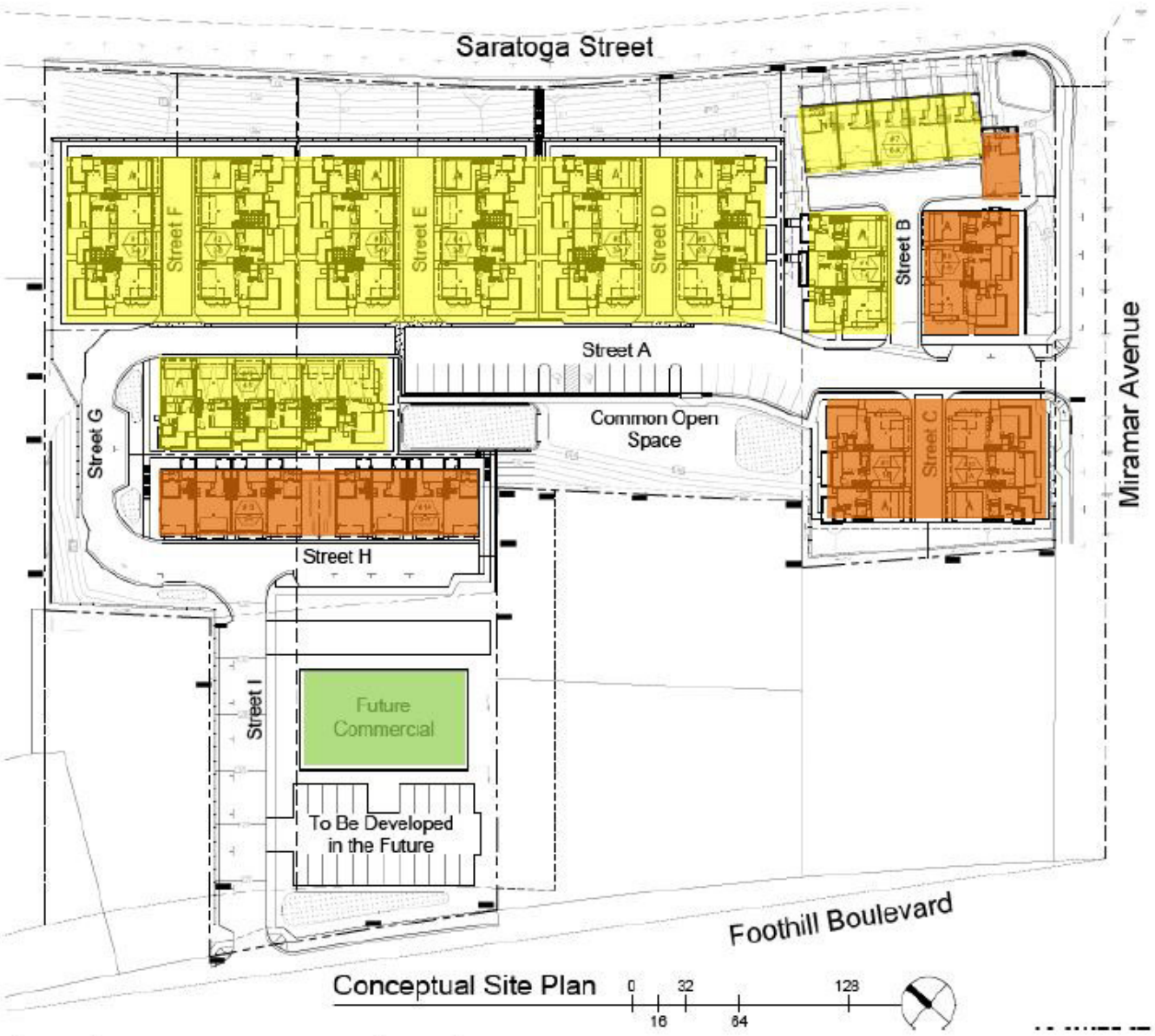
Second row units proposed further from I-580, along Saratoga Street, would be exposed to future noise levels of approximately 60 to 63 dBA L_{dn} and would be considered "normally acceptable" according to the Noise Element of the Castro Valley General Plan. Proposed residences would meet the interior standard (45 dBA L_{dn}) assuming standard California construction methods (STC-26).

Without appropriate design, proposed residential units near I-580 could have interior noise levels that exceed 45 dBA L_{dn}, representing a potentially significant impact. Mitigation is identified below, consistent with the recommendations in the noise study, to assure interior noise levels are maintained at acceptable levels.

Mitigation

Mitigation Measure NOI-1.1: Provide forced-air mechanical ventilation, satisfactory to the local building official, for residential units throughout the site to allow occupants the option of keeping the windows closed to control noise, and present in final design plans.

Mitigation Measure NOI-1.2: Incorporate the preliminary noise control recommendations for the project (shown in Figure 14). The final specifications for noise insulation treatments shall be confirmed during the final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the County along with the building plans and approved prior to issuance of a building permit.



Source: Illingworth & Rodkin, Inc., 2015

Noise Reduction Recommendations

St. Alphonsus Property
Initial Study

Figure
14

Future Commercial Development

Commercial uses are proposed on the project site northwest of the existing gas station. This commercial space would have direct line-of-sight to I-580 and Foothill Boulevard. The lower level building façade would be exposed to future exterior noise levels ranging from 61 to 65 dBA L_{eq} (1-hour). Exterior noise levels at any upper levels of a future commercial building would be approximately 10 to 15 dBA higher because of the lack of intervening acoustical shielding. Therefore, the future noise levels at the commercial building would be 65 dBA L_{dn} or greater. Detailed building plans for the commercial building are not available at this time. It is estimated that a wall assembly with an STC rating of at least 50 and window assemblies with an STC rating of at least 40 would provide at least 35 to 40 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation systems is normally required so windows may be kept closed at the occupant's discretion. The sound-rated construction materials established in the Cal Green Code in combination with forced-air mechanical ventilation would be sufficient to satisfy the interior noise level threshold for the entire future commercial building.

b) **No Impact.** The proposed project is not subject to groundborne vibration, nor would it generate any source of groundborne vibration at nearby sensitive receptors.

c) **Less Than Significant Impact.** The project would introduce new residential and commercial uses onto a largely vacant site. These uses are consistent with surrounding development. Any new noise sources (e.g., from vehicles and other human activity) would likely be masked by the existing noise environment that is dominated by traffic on I-580. In addition, any outdoor mechanical equipment for the future commercial use will require appropriate noise-attenuation to assure that noise does not impact adjacent new or existing residences. Noise from the proposed project is considered a less-than-significant impact. The temporary increase in noise during project construction is evaluated in d) below.

d) **Less Than Significant Impact with Mitigation**. Construction of the project will temporarily elevate noise levels in the immediate project area from the use of construction equipment. Typical hourly average construction generated noise levels would range from about 77 to 89 dBA during busy construction periods, measured at a distance of 50 feet from the center of the construction site. Construction noise would have significant impact on the nearest sensitive (residential) uses. Implementation of the mitigation below will reduce the construction impacts to a less-than-significant level.

Mitigation

Mitigation Measure NOI-2.1: Construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday. No outdoor construction or construction-related activities at the project site shall occur on weekends and holidays. Indoor construction activities may be allowed based on review/approval of the County.

Mitigation Measure NOI-2.2: The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poor maintained engines or other components.

Mitigation Measure NOI-2.3: Locate stationary noise generating equipment as far as possible from sensitive receptors.

Mitigation Measure NOI-2.4: Designate and identify a "Disturbance Coordinator," responsible for responding to any local complaints about construction noise. This information shall be provided to residents within a 300-foot radius of the project site. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. The disturbance coordinator shall conspicuously post the coordinator's telephone number at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

e) **No Impact**. The project is not located within an airport land use plan.

f) **No Impact.** The project is not located near any private airstrips.

M. POPULATION AND HOUSING

Setting

The project site is located in unincorporated Alameda County, just outside the City of San Leandro. Based on Census 2010 data, the population in Castro Valley in 2010 was 61,388 with 23,392 housing units. That figure is probably somewhat higher today. The project will provide 56 additional multi-family units. In addition, the 6,000 square feet of commercial space will generate some minor employment.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X		1, 2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	1

Explanation

a) **Less Than Significant Impact**. The project would provide 56 new townhomes. This would result in a population of 153 people (based on 2010 Census figure of 2.73 persons per household for Castro Valley). This represents a very minor increase in Castro Valley's overall population of approximately 61,388. The project would also provide 6,000 square feet of new commercial space that will generate some employments. However, the small proposed mixed use development will not induce substantial population growth.

b) **No Impact**. The existing rectory is currently used as a residence, which will be removed as part of the project. The project is proposed on an infill site containing existing development and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing.

c) **No Impact**. See b) above. The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

N. PUBLIC SERVICES

Setting

Fire Protection. The Alameda County Fire Department (ACFD) provides fire protection services to unincorporated parts of Alameda County including the Project Site. The ACFD employs approximately 450 people and has 54 reserve firefighters. The nearest fire station to the project site is Alameda County Fire District Station #26, located on Lake Chabot Road about one mile northeast of the site.

Police Protection. Police protection services are provided to the project by the Alameda County Sheriff's Department from the Hayward Station located at 24405 Amador Street # 100 in Hayward, about three miles from the project site. The Sheriff's Office employs over 1,500 individuals including over 1,000 sworn personnel.

Schools. The project site is located within the San Lorenzo Unified School District. San Lorenzo Unified School District operates nine elementary schools, three middle schools, and four high schools. The project would be served by the following schools:

- Hillside Elementary, located at 15980 Marcella Street, San Leandro approximately ½ mile west of the site,
- Edendale Middle School, located about one mile southwest of the site at 16160 Ashland Avenue in San Leandro, and.
- San Lorenzo High School, located about two miles southwest of the site at 50 East Lewelling Boulevard in San Leandro.

Parks. Castro Valley has about 325 acres of neighborhood and community parks, which is approximately 5.3 acres of local parkland for every 1,000 residents (Castro Valley General Plan). In addition to neighborhood and community parks owned and operated by the Hayward Area Recreation and Park District, Castro Valley residents also have access to about 5,600 acres of East Bay Regional Park District facilities within or adjacent to the community. Parks in the project vicinity include 1) Castro Valley Community Park/Center, located about one and a half miles east of the project site, and 2) Anthony Chabot ("Lake Chabot") Regional Park, a 3,314-acre park offering hiking trails, a campground, and other outdoor amenities located about two miles northeast of the project site.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire Protection?			X		1, 2
b) Police Protection?			X		1, 2
c) Schools?			X		1, 2
d) Parks?			X		1, 2
e) Other public facilities?			X		1, 2

Explanation

a) **Less Than Significant Impact**. The project would result in an incremental increase in the demand for fire protection services. The project applicant will consult with the AFCD during final project design to assure appropriate fire safety measures are incorporated. The project would not significantly impact fire protection services or require the construction of new or remodeled facilities.

b) **Less Than Significant Impact**. The project would result in an incremental increase in the demand for police protection services. The project applicant will consult with the Alameda County Sherriff's Department during final project design to assure appropriate security measures are incorporated. The project would not significantly impact police protection services or require the construction of new or remodeled facilities.

c) **Less Than Significant Impact**. The project is proposing 56 new townhomes. The San Lorenzo Unified School District does not public student generation rates. The 56 new residential units will modestly increase students in the District school. The project will be subject to developer fees to accommodate the incremental demand on school services, including the state-mandated school district impact fee pursuant to the Government Code Section 65996, which will mitigate for increased demands on school services.

d) **Less Than Significant Impact**. Project residents would increase the demand for public park facilities. Parks near the site include 1) Castro Valley Community Park, a small park about a mile east of the project site and 2) Anthony Chabot Regional Park, located about two miles from the project site (to the Marina facility). The residential component of the project would incrementally increase demand on park services. However, this modest increase in local population would not increase demands on park services such that new or physically altered governmental facilities or need for new or physically altered facilities would be required.

e) **Less Than Significant Impact.** The development of 56 new residential units would result in an incremental increase in the demand for library services; however, the project would not significantly impact library services of require the construction of new or remodeled facilities. The proposed project would not significantly impact any other governmental services.

O. RECREATION

Setting

Castro Valley has about 325 acres of neighborhood and community parks, which is approximately 5.3 acres of local parkland for every 1,000 residents (Castro Valley General Plan). In addition to neighborhood and community parks owned and operated by the Hayward Area Recreation and Park District, Castro Valley residents also have access to about 5,600 acres of East Bay Regional Park District facilities within or adjacent to the community. Parks in the project vicinity include 1) Castro Valley Community Park/Center, located about one and a half miles east of the project site, and 2) Anthony Chabot ("Lake Chabot") Regional Park, a 3,314-acre park offering hiking trails, a campground, and other outdoor amenities located about two miles northeast of the project site.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
15. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		1, 2
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X		1, 2

Explanation

a), b) **Less Than Significant Impact**. The development of 56 new residential units on the project site would increase in the number of residents in the project area by 153 people (based on 2010 Census figure of 2.73 persons per household for Castro Valley). This would incrementally increase demands on recreational facilities. However, this modest increase in local population would not increase demands on park services such that substantial physical deterioration of a recreational facility would occur or recreational facilities would require expansion.

P. TRANSPORTATION

Setting

The following discussion is based on a transportation impact analysis prepared for the project by Fehr & Peers (December 2015). This report is contained in Appendix G. This study evaluates potential project impacts to the surrounding transportation system as well as site access and circulation.

The project site is located in unincorporated Alameda County. The project site is located off Miramar Avenue between Saratoga Street and Foothill Boulevard, with access from Miramar Avenue and Foothill Boulevard. Regional access to the project site is provided by I-580, located just west of the site.

Pedestrian Facilities. Sidewalks are provided intermittently throughout the project area. A five-foot wide sidewalk is present along Foothill Boulevard along the project frontage. There is no continuous sidewalk along Miramar Avenue adjacent to the project site; however, there is a sidewalk on the north side of Miramar Avenue for approximately 200 feet east of the intersection with Foothill Boulevard and Miramar Avenue. There is no sidewalk along the project frontage on Saratoga Street, though there is a sidewalk on the east side of Saratoga Street between Miramar Avenue and Strang Street. Marked crosswalks are not consistently present at the study intersections. None of the five intersections have marked crosswalks across all four legs.

Bike Facilities. Class II bikeways are located in both directions on Foothill Boulevard in the project area. Class II bikeways (bicycle lanes) provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally four to six feet wide (typically five to six feet wide through the study area). Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. The Class II bicycle lanes along Foothill Boulevard are buffered by a two-foot painted buffer, providing additional separation between the bicyclists and vehicles traveling along the roadway. Through the intersections of Foothill Boulevard with Carolyn Street and Miramar Avenue, these Class II bikeways transition to Class III bicycle facilities, denoted by the presence of sharrows.[5]

Transit Facilities. The project site is located within the service area of the Alameda-Contra Costa County Transit District (AC Transit) and is well served by existing transit routes. AC Transit operates bus service in western Alameda and Contra Costa Counties, as well as routes to the City of San Francisco and San Mateo County. Two local AC Transit bus routes serve Alameda County in the vicinity of the project: routes 32 and 48. AC Transit also operates "Transbay" bus routes between the East Bay and the Transbay Terminal, which is temporarily located at Howard Street and Beale Street in San Francisco. The Transbay Terminal connects to or is near many major San Francisco Muni routes as well as BART. Most Transbay service is provided only during commute periods. Two Transbay routes serve the project site: NX4 and NXC. The project site is located approximately 1.7 miles from the Bay Fair BART Station, and there are several AC Transit connections to the three BART stations in the area. BART provides regional commuter rail service between San Francisco and the East Bay as well as between San Francisco and San Mateo County.

[5] Sharrows are pavement markings (a bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road and to remind drivers to share the road with cyclists.

Impacts and Mitigation

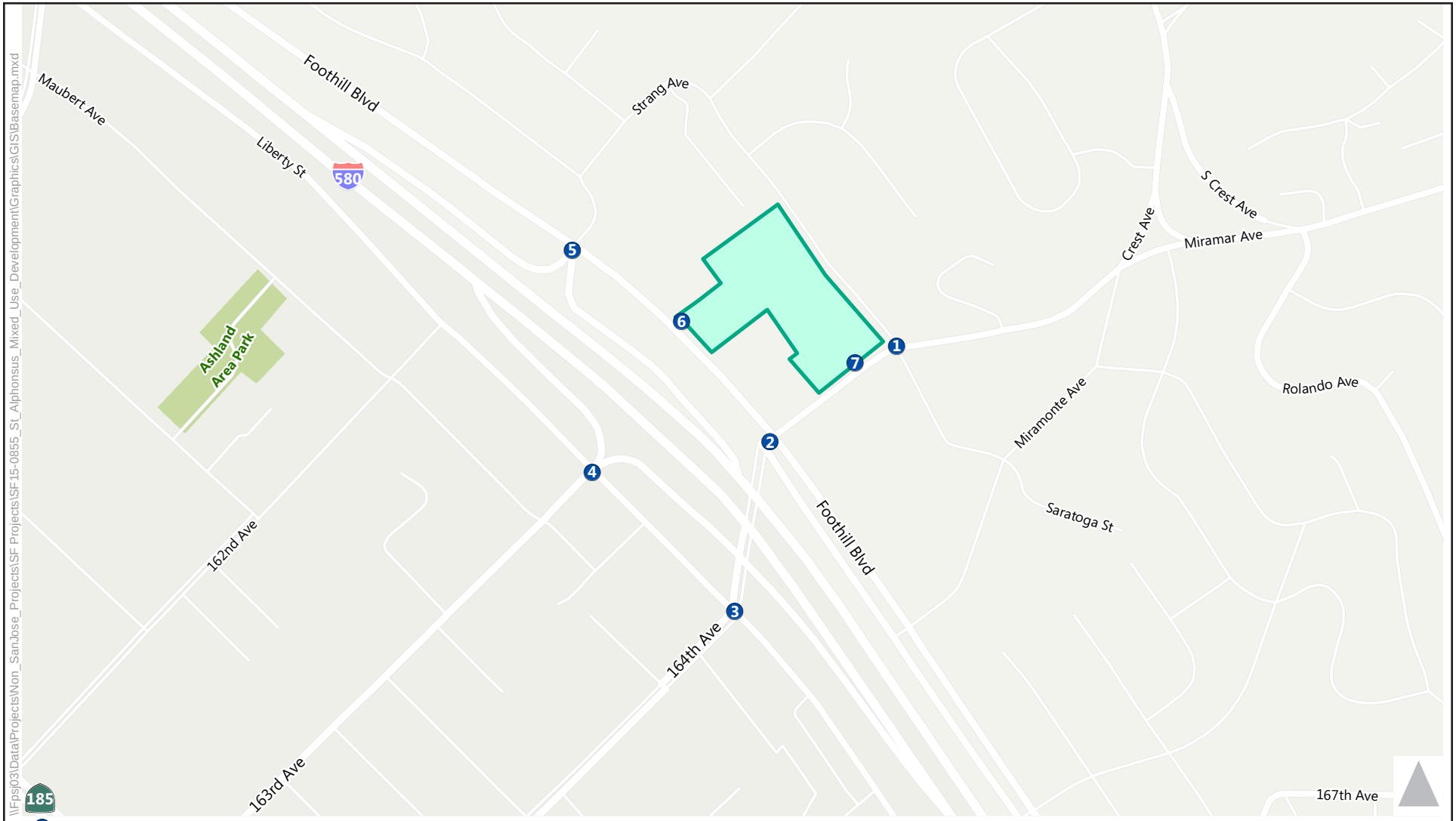
Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16.	TRANSPORTATION. 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?		X			1, 2, 12
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		1, 2, 12
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	1, 2, 12
d)	Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?			X		1, 2, 12
e)	Result in inadequate emergency access?			X		1, 2, 12
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		1, 2, 12

Explanation

a) **Less than Significant Impact with Mitigation.** The traffic study for the project (see Appendix G) evaluated five intersections in the immediate vicinity of the site for the weekday morning (7-9 AM) and evening (4-6 PM) peak periods. This analysis also evaluated the project driveways under existing plus project conditions. The five intersections that were evaluated listed below. The locations of these intersections relative to the local roadway network and project site are presented in Figure 15.

1. Miramar Avenue / Saratoga Street
2. Miramar Avenue / Foothill Boulevard
3. Miramar Avenue / 164th Avenue / Liberty Street
4. Liberty Street / 163rd Avenue / I-580 Eastbound Ramps
5. Foothill Boulevard / Carolyn Street / I-580 Westbound Ramps



Source: Fehr & Peers, 2015

Roadway Network and Study Intersections

St. Alphonsus Property
Initial Study

Figure
15

The operational performance of a roadway network is commonly described in terms of level of service (LOS). LOS is a qualitative description of operating conditions, ranging from LOS A (free flow conditions) to LOS F (congested conditions with long delays). The methodology used for the LOS analysis for both signalized and unsignalized intersections was based on that set forth in the 2000 Highway Capacity Manual (HCM) published by the Transportation Research Board. The Alameda County Transportation Commission has adopted the HCM methodology to evaluate roadway operational performance.

Results of the traffic analysis are shown in Table 4. These results indicate that under existing conditions, all of the five study intersections operate acceptably per the Alameda County LOS standard, which calls for LOS D (less than 55 seconds of average control delay per vehicle).

Table 4
Summary of Intersection LOS

Intersection	Control[1]	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay[2]	LOS[2]	Delay[2]	LOS[2]
Miramar Avenue/ Saratoga Street	SSSC	AM PM	14(NB) 12(NB)	B B	14(NB) 12(NB)	B B
Miramar Avenue/ Foothill Boulevard	Signal	AM PM	31 24	C C	33 25	C C
Miramar Avenue/ 164th Avenue/ Liberty Street	AWSC	AM PM	10 13	A B	10 13	A B
Liberty Street/ 163rd Avenue/ I-580 Eastbound Ramps	AWSC	AM PM	9 12	A B	9 13	A B
Foothill Boulevard/ Carolyn Street/ I-580 Westbound Ramps	Signal	AM PM	39 16	D B	39 16	D B
Miramar Avenue/ Project Driveway	SSSC	AM PM	-	-	12(SB) 10(SB)	B B
Foothill Boulevard/ Project Driveway	SSSC	AM PM	-	-	13(WB) 11(WB)	B B

[1] AWSC = all-way stop-controlled intersection; signal = signalized intersection; SSSC= side-street stop-controlled intersection.
[2] Traffic Operations results include LOS (level of service) and delay (seconds per vehicle). LOS is based on delay thresholds published in the Highway Capacity Manual, 2000. For unsignalized intersections, LOS is based on the worst approach, which is indicated in parentheses.
Source: Fehr & Peers, December 2015.

Trip generation estimates for the project during the AM and PM peak hours were developed using the trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition. No trip reductions were made to account for internal trips, pass-by trips, or transit use. In addition, no trip reductions are made for the elimination of current land uses since the site has long been unoccupied. As shown in Table 5 below, the project is estimated to generate 679 daily trips, 51 AM peak hour trips, and 73 PM peak hour trips. Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The traffic analysis assumed that all new Project trips would be distributed proportionately based on an assessment of the current movements at the study intersections.

Table 5
Project Trip Generation

Land Use	ITE Code	Units	Daily	AM Peak Hour			PM Peak hour		
				In	Out	Total	In	Out	Total
Apartment	230[1]	56 dwelling units	388	6	27	33	25	12	37
Commercial Space	826[2]	6,000 Square Feet	291	10	8	18	16	20	36
Total			***679***	***16***	***35***	***51***	***41***	***32***	***73***

[1] ITE Trip Generation equations used (ITE Code 230 – Residential Condominium/Townhouse):
Daily: LN (T) – 0.87 * LN (X) + 2.46
AM: LN (T) = 0.80 * LN (X) +.026; Enter = 17%, Exit =83%
PM: LN (T) = 0.82 * LN (X) + 0.32; Enter = 67%, Exit = 33%
Where X = total dwelling units, T = number of vehicle trips

[2] ITE Trip Generation average rates used (ITE Code 826 – Specialty Retail Center):
Daily: T = 42.78 * X + 37.66
PM: T=2.4 * X +21.48; Enter = 44%, Exit =56%
Where X = total square footage (in thousands), T = number of vehicle trips
No rate is given for AM peak hour trip generation. In order to provide conservative estimates, AM peak hour trips are calculated as half of PM peak hour trips where the number of "In" and "Out" trips were reversed.

Source: *Trip Generation Manual (9th Edition), ITE, 2012.*

Traffic operations throughout the study area are analyzed using the Synchro models used in the evaluation of the existing peak hours. The two project driveways were also analyzed in the Existing Plus Project scenario. Table 3 shows the LOS results for both scenarios. As shown in the table, all intersections would meet the County's LOS D standard with the addition of project traffic and would not have a significant impact on the study intersections.

Based on the results of the traffic study, the project will not conflict with an applicable plan, ordinance or policy establishing measures for the effectiveness or performance of the circulation system.

Construction Traffic

Construction and site work for the proposed project would result in a short-term increase in traffic generation from construction trucks and worker vehicles. The construction staging area(s) would be located within the project site. Construction activities would be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, with no work on weekends or holidays. Construction traffic may at times interfere with the normal flow of traffic along adjacent roadways. The following mitigation is identified to ensure that the project would have a less-than-significant traffic impact during construction.

Mitigation

Mitigation TR-1: Prior to completion and approval of project plans, the location of the onsite construction staging area(s) shall be identified as well as provisions incorporated that specify construction debris removal and construction vehicle staging and storage in order to ensure that roads in the vicinity of the project site will be clear of debris and construction vehicles. Prior to completion and approval of project plans, the contractor and County shall incorporate provisions for traffic control and direction by flagmen if at some point construction activities interfere with smooth flow and safety of motorists and pedestrians.

b) **Less Than Significant Impact**. The project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. See a) above.

c) **No Impact.** The proposed residential and commercial uses will not result in any changes to air traffic patterns.

d) **Less Than Significant Impact**. The traffic study for the project included an analysis of vehicular access. This evaluation considered access and also sight distance hazards. Access was determined to be adequate at the proposed driveway; however, the traffic study identified recommendations to avoid sight distance hazards. The project will incorporate these recommendations into final design.

e) **Less Than Significant Impact.** Factors such as number of access points, roadway width, and proximity to fire stations determine whether a project provides sufficient emergency access. The proposed site plans include 20-foot wide points of entry on both Foothill Boulevard and Miramar Avenue. This width meets regulations for emergency vehicle navigation through the site. The applicant will confirm with the Alameda County Fire Department that the driveway and interior road widths and curvature are adequate for emergency vehicle access. The fire station serving the site is Alameda County Fire District Station #26, located on Lake Chabot Road northeast of the project. Emergency vehicles would travel along Miramar Avenue to access the site and would not have to complete any U-turns to gain entry. The project, therefore, would provide sufficient emergency access.

f) **Less Than Significant Impact.** The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. See also a) and d) above.

Q. UTILITIES AND SERVICE SYSTEMS

Setting

Sanitary Sewer. The project is served by the Oro Loma Sanitary District (OLSD). The OLSD's sewage treatment plant has an average dry weather flow of 12.2 million gallons per day (mgd), with a design flow of 20 mgd. The treatment plant is jointly owned by the OLSD (75%) and the Castro Valley Sanitary District (25%).

Water Service. East Bay Municipal Utilities District (EBMUD) will provide water service to the project site, including production, treatment, distribution, and water recycling. EBMUD's service area includes the Castro Valley area of unincorporated Alameda County. EBMUD provides potable water to approximately 1.3 million people throughout portions of Alameda and Contra Costa counties. In 2009, EBMUD adopted a long-term Water Supply Management Program (WSMP) that serves as a water supply planning guide through 2040. The WSMP is a complex planning document that EBMUD uses to assess supplies and analyze demands over a 30-year planning horizon. On June 28, 2011, EBMUD adopted the Urban Water Management Plan (UWMP) 2010, which contains the 2010 Water Shortage Contingency Plan. This document was prepared in conformance with the requirements of the Urban Water Management Planning Act under the California Water Code and the Water Conservation Act of 2009 (EBMUD 2012). The applicant will contact EBMUD's Water Service Planning Section.

Storm Drainage. Stormwater collection and conveyance services are provided by the Alameda County Flood Control and Water Conservation District (ACFCD). The ACFCD's flood control system is a critical component of the local stormwater systems, which are built and managed by the cities.

Solid Waste. Three landfills serve Alameda County including the Altamont Landfill in Livermore, Tri-Cities Landfill and Resource Recovery Facility in Fremont and Vasco Road Landfill in Livermore. Solid waste generated at the project site would be disposed of at the Altamont Landfill. According the California Integrated Waste Management Board (CIWMB) website[6], the remaining capacity at the Altamont Landfill is 45,720,000 cubic yards (CY).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17.	UTILITIES AND SERVICE SYSTEMS. Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	1, 2
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction or which could cause significant environmental effects?			X		1, 2
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		1, 2
d)	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			X		1, 2
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the Project, that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			X		1, 2
f)	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			X		1, 2
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				X	1, 2

Explanation

a) **No Impact**. The proposed project will not exceed or impact wastewater treatment requirements of the applicable Regional Water Quality Control Board, since the project is a mixed use development and not required obtain a permit to discharge wastewater.

b) **Less Than Significant Impact**. The project would incrementally increase water demands and wastewater generation for the new residential and commercial uses; however, this increase is not

[6] http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/

expected to require or result in the construction of new water or wastewater treatment facilities or any expansion of existing facilities.

c) **Less Than Significant Impact**. The project proposes to connect to the existing storm drainage system and is not expected to contribute runoff that will exceed the capacity of existing or planned storm water drainage systems. A stormwater management plan has been developed and would be implemented as part of the proposed project (see Figure 7).

d) **Less Than Significant Impact**. See b) above. Sufficient water supplies are available to serve the project from existing entitlements and resources. The project will obtain a "will serve" letter from EBMUD and, therefore, will have a less-than-significant impact on EBMUD's water supply.

e) **Less Than Significant Impact**. See items a) and b) above. The project will not impact wastewater treatment services, since adequate capacity is available to serve the project demand.

f) **Less Than Significant Impact**. Residential solid waste disposal service for the project site is provided by the Castro Valley Sanitary District (CVSD). The project is estimated to generate up to approximately 297.4 net new pounds per day of solid waste, based on 5.31 pounds per day per unit for multi-family residential uses (data accessed online at CalRecycle.ca.gov). As discussed above, solid waste generated by the project would be disposed of at the Altamont Landfill, which has sufficient capacity to accommodate waste generated by the project. The project would recycle construction and demolition debris where possible. The project would not generate substantial solid waste compared to existing conditions that would adversely affect any landfills.

g) **No Impact**. The project would comply with all federal, state, and local statutes and regulations related to solid waste.

R. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
18. MANDATORY FINDINGS OF SIGNIFIGANCE. Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		1, 2
b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.			X		1, 2
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X		1

Explanation

a) **Less Than Significant Impact**. The proposed project consists of infill development and will not 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. Measures are identified in this Initial Study to avoid impacts to archaeological resources, in the unlikely event that they are encountered during construction.

b) **Less Than Significant Impact**. The proposed project could result in potentially significant impacts related to air quality, biological resources, cultural resources, and noise. With the implementation of mitigation measures identified in this Initial Study, these impacts will be reduced to a less-than-significant level. Based on the analysis provided in this Initial Study, development of the project on an infill property will not significantly contribute to cumulative impacts.

c) **Less than Significant Impact**. Based on the analysis provided in this Initial Study, the proposed infill project will not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. See a) above

Chapter 4. References

LEAD AGENCY

Alameda County Community Development Agency

Carole Kajita, Planner
Alameda County Community Development Agency, Planning Department
224 W. Winton Ave. Hayward, CA 94544

510-670-5400
510-785-8793 fax

REPORT PREPARATION

Denise Duffy & Associates, Inc., Environmental Consultant

Leianne Humble, Senior Planner
Matt Kawashima, Planner
Robyn Simpson, Administration

PERSONS CONTACTED

Albert Panlilio, Carlson, Barbee & Gibson
Adam Tennant, WestGate Ventures

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CHECKLIST SOURCES

1. CEQA Guidelines and professional expertise of consultant
2. Project application maps and plans
3. Alameda County Important Farmlands Map
4. Air Quality Study, 2015
5. Biological Investigation, 2015
6. Tree Assessment/Arborist Report, 2015
7. Geotechnical Investigation, 2015
8. Phase I Assessment, 2015
9. FEMA Maps
10. Castro Valley General Plan, 2012
11. Noise Assessment, 2015
12. Traffic Study, 2015