STATE CLEARINGHOUSE # 2015022038 | MAY 2015

DRAFT ENVIRONMENTAL IMPACT REPORT
CHERRYLAND COMMUNITY CENTER



Prepared for
County of Alameda
Technical Services Division
1401 Lakeshore Drive, 8th Floor
Oakland, CA 94512

Prepared by
MIG
800 Hearst Avenue
Berkeley, CA 94710

CHERRYLAND COMMUNITY CENTER

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PREPARED FOR:

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1. INTRODUCTION

1.1 PURPOSE OF THE EIR

In compliance with the California Environmental Quality Act (CEQA), this report describes the environmental effects of the proposed Cherryland Community Center (Project) located in Alameda County. This Environmental Impact Report (EIR) is designed to inform Alameda County's decision-makers, responsible agencies and the general public of the proposed Project and the potential physical effects of Project approval. This EIR also examines alternatives to the proposed Project and recommends mitigation measures to reduce or avoid potentially significant physical impacts.

Alameda County is the Lead Agency for environmental review of the proposed Project. This EIR will be used by Alameda County and the public in their review of the proposed Project and the County with its associated approvals described in Section 3, Project Description.

1.2 PROPOSED PROJECT

The proposed Project involves the construction of the new 17,500 square feet Cherryland Community Center and the reconfiguration of the existing Meek Estate Park parking lot (Project). Alameda County has partnered with the Hayward Area Recreation & Park District (HARD) to design and construct the Cherryland Community Center. Once construction is completed, HARD would be responsible for the ongoing programming, operations and maintenance of the Cherryland Community Center.

The Project would be located in the Cherryland area of unincorporated Alameda County. The Project's expressed goal is to provide a gathering place and community focal point for local residents of all ages. The facility would include a lobby/reception gathering space area, a 5,000 square feet Community Event Room with adjoining courtyard and commercial kitchen, three (3) Multiple Activity Rooms, a Satellite Library, and additional space for pre-K facilities; all surrounded by active outdoor use areas and generous plantings. The Project would provide space for a number of uses including wedding receptions, lectures, performances, speaking engagements; yoga, art and exercise classes; reading programs, library and computer/technology access; and a diverse array of educational and recreational classes.

The Cherryland Community Center (Community Center) would be comprised of a single-story structure with multiple gable roofs, relating to the residential surroundings and the nearby Meek Estate. Exposed wooden trusses, expansive areas of glazing with sun-screening, and a series of canopies would provide an open and bright sensibility to the spaces. The Project would include light monitors (windows located along the roof line), a hearth in the lobby, and morning and afternoon porches to create comfortable spaces for the community. Spaces within the building would frame views to a series of courtyards with intimate seating, Bay-Friendly plantings, and non-fruiting trees in reference to the nearby Meek Estate.

Access to the Project would be provided from Boston Road and Hampton Road. On-site parking for 20 automobiles would be provided on the Hampton Road parcel. Additional off-site parking for special events would be provided in the existing, re-configured Meek Estate Park parking lot, located north of the Project area on Boston Road. This existing parking lot would be

reconfigured as part of the proposed Project to provide parking for 104 vehicles and would provide enhanced pedestrian connections to the Community Center, providing a total of 124 spaces to accommodate the Project. On-street parking is also available in the Project area.

1.3 CEQA PROCESS AND PUBLIC OUTREACH

1.3.1 Notice of Preparation

Alameda County circulated a Notice of Preparation (NOP) notifying responsible agencies and interested parties that an EIR would be prepared for the Project. The NOP also indicated the environmental topics anticipated to be addressed in this EIR. The NOP was received by the State Clearinghouse on February 6, 2015. In addition, the NOP was mailed to local and regional public agencies, organizations, owners of properties within 500 feet of the Project boundaries, and individuals that have requested notification regarding the Project or that are likely to be interested in the potential impacts of the Project.

A scoping session for the Draft EIR was held as a public meeting on February 24, 2015. No comment letters regarding the NOP were received. One verbal comment was received at the NOP Scoping Meeting. A copy of the NOP and the comment received are included in Appendix A of this EIR.

1.3.2 Draft EIR Public Review

Alameda County is making this document available to local, state, and federal agencies and to interested organizations and individuals that may wish to review the EIR and submit comments. Publication of this Draft EIR marks the beginning of a 45-day public review period, starting May 4th, 2015 to June 18th, 2015, during which individuals and agencies may direct written comments to the following address:

County of Alameda
ATTN: Brian Laczko, Project Manager
General Services Manager, Technical Services Division
1401 Lakeshore Drive, 8th Floor
Oakland, CA 94612
Telephone: (510) 272-3753 Fax: (510) 208-3995
Or via e-mail: brian.laczko@acgov.org

Copies of the Draft EIR are available for review at the following public location:

San Lorenzo Library
16032 Hesperian Blvd.
San Lorenzo, CA 94580

The draft IS/MND is also posted on Alameda County's website via:

http://www.acgov.org/cda/successor/

The public hearing on the Draft EIR to accept written or oral comments is scheduled as follows:

July 21, 2015 at 9:30 a.m.

County of Alameda Board of Supervisors
Administration Building, Board Chambers
1221 Oak Street
5th Floor Room 512
Oakland, CA 94607

1.3.3 Comments and Responses Document and Final EIR

All written comments received within the public review period and all oral comments received at public hearings on the Draft EIR will be addressed by the County in a Comments and Responses document, which will be released for public review. The Draft EIR and the Comments and Responses document will together constitute the Final EIR. Following circulation of the Final EIR, the Board of Supervisors will certify the EIR (CEQA Guidelines, Section 15090) during a public hearing. If the Alameda County Board of Supervisors certifies the EIR, it would then consider approval of the Project.

CEQA requires the adoption of findings prior to approval of a Project where a certified EIR identifies significant environmental effects (CEQA Guidelines, Sections 15091 and 15092). If the County approves the Project but the EIR identifies significant impacts that cannot be mitigated, the County must prepare a Statement of Overriding Considerations (CEQA Guidelines, Section 15093[b]).

1.3.4 Mitigation Monitoring and Reporting

At the time of Project approval, CEQA requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment" (CEQA Section 21081.6; *CEQA Guidelines* Section 15097). This Draft EIR identifies and presents mitigation measures that would form the basis of such a monitoring program. Any measures adopted by the County as conditions for approval of the Project will be included in the Mitigation Monitoring and Reporting Program to ensure compliance.

1.4 EIR SCOPE

This Draft EIR is a Project-level EIR. All CEQA Guidelines Appendix G topics are discussed in the Draft EIR; however, based on the initial site analyses and public scoping, the following environmental topics are addressed in this EIR:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water

- Land Use and Planning Policy
- Noise
- Public Services and Recreation
- Transportation and Circulation
- Utilities

1.5 REPORT ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of the Cherryland Community Center Project. This document is organized to provide the public and agencies with clear, direct information on the potential environmental impacts resulting from the Project. This EIR is organized into the following sections:

- *Section 1 – Introduction:* Discusses the overall EIR purpose, provides a summary of the proposed Project and the EIR scope, and summarizes the organization of the EIR.
- *Section 2 – Summary:* Provides a summary of the proposed Project and the impacts that would result from Project implementation, and describes mitigation measures recommended to reduce or avoid significant impacts. A discussion of alternatives to the proposed Project is also provided.
- *Section 3 – Project Description:* Provides a description of the Project history, Project site, Project details, Project objectives, and required permits and approvals.
- *Section 4 – Setting, Impacts and Mitigation Measures:* Describes the following for each environmental technical topic: existing conditions (setting); potential environmental impacts and their level of significance; and measures to mitigate identified impacts. Potential adverse impacts are identified by levels of significance, as follows: less than significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance of each impact (after mitigation) is categorized before and after implementation of any recommended mitigation measure(s).
- *Section 5 – Alternatives:* Provides an evaluation of the alternatives to the proposed Project in addition to the No Project alternative.
- *Section 6 – CEQA Required Conclusions:* Provides additional specifically-required analyses of the proposed Project's cumulative impacts, growth-inducing effects, and significant irreversible changes.
- *Section 7 – Report Preparation:* Identifies EIR preparers, references used and persons and organizations contacted.

2. EXECUTIVE SUMMARY

2.1 PROJECT UNDER REVIEW

This EIR has been prepared to evaluate the environmental impacts of the proposed Cherryland Community Center Project (Project). The Project would result in the construction of the new 17,500 square feet Cherryland Community Center and the reconfiguration of the existing Meek Estate Park parking lot.

The Project would be located in the Cherryland area of unincorporated Alameda County. The facility would include a lobby/reception gathering space area, a 5,000 square feet Community Event Room with adjoining courtyard and commercial kitchen, three (3) Multiple Activity Rooms, a Satellite Library, and additional space for pre-K facilities; all surrounded by active outdoor use areas and generous plantings. The Cherryland Community Center (Community Center) would be comprised of a single-story structure with multiple gable roofs, relating to the residential surroundings and the nearby Meek Estate. There will be a total of 124 spaces provided by both on- and off-site parking. Access to the Project would be provided from Boston Road and Hampton Road.

A detailed description of the proposed Project, including Project background and history, is provided in Section 3, Project Description. The key elements of the Project are summarized in Table 2-1 and described and illustrated fully in Chapter 3, Project Description.

Table 2-1: Summary of Key Project Components

Component	Relevant Information
Building Facilities	
Lobby/Reception Area	Facility information center and casual gathering space and lounge for facility patrons
Community Event Room (5,000 SF)	Uses may include wedding receptions, lectures, performances, speaking engagements, and other larger programmed uses. Adjoining courtyard and commercial kitchen.
Commercial Kitchen	Uses may include catering for programmed events and instructional cooking classes.
Multiple Activity Rooms (3)	Uses may include yoga classes, art classes, exercise classes, temporary exhibition spaces, and small lectures..
Satellite Library (800 SF)	Uses may include reading programs for children, general reading areas and computer/technology access. Concrete-paneled, vine-landscaped.
Children's Activity Room	Dedicated children's programs may include art, outdoor play and literacy resources
Support Spaces	Administration, restrooms, and storage
Parking	
On-Site Parking	20 spaces provided on the Hampton Road parcel.
Meek Estate Park Parking Lot	104 spaces provided at Meek Estate Park parking lot. The reconfiguration of the Meek Estate Park parking lot would provide enhanced pedestrian

Table 2-1: Summary of Key Project Components

Component	Relevant Information
	connection to the Community Center.
Exterior Facilities	
Outdoor Use Areas and Pedestrian Circulation	Exposed wooden trusses, expansive areas of glazing with sun-screening, and series of canopies. Morning and afternoon porches.
Landscaping and Site Furnishings	Extensive low-water use landscaping with Bay-Area friendly plants, numerous flowering/non-fruiting shade trees, bioretention gardens

2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Section 4, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; and 4) alternatives to the proposed Project.

2.2.1 Potential Areas of Controversy

No potential areas of controversy were raised by the public during the scoping period. Preliminary studies by the County indicated that noise was potentially significant. Based on this concern, the County has prepared this EIR.

2.2.2 Significant and Less-than-Significant Impacts

As described in CEQA Section 21060.5 and 21068, a significant effect on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

As discussed in Section 4 of this EIR, Project implementation has the potential to result in adverse environmental impacts in several areas. Impacts associated with the following environmental topics would be significant without the implementation of mitigation measures, but would be reduced to a less than significant level if the mitigation measures recommended in this EIR are implemented:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Public Services and Recreation

Impacts associated with the following environmental topics would be considered less than significant and would not require any mitigation measures based on the identified criteria of significance:

- Agricultural and Forestry Resources
- Mineral Resources
- Population and Housing

2.2.3 Significant and Unavoidable Impacts

As discussed in Section 4 of this EIR, the Project would result in a significant unavoidable impact from noise.

2.2.4 Alternatives to the Project

The following alternative to the Project is considered in this EIR:

- Alternative A: No Project

2.3 SUMMARY TABLE

Table 2-2 identifies impacts and mitigation measures associated with the proposed Project. This information is organized to correspond with environmental issues discussed in Section 4. The table is arranged in four columns: 1) environmental impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. For a complete description of potential impacts and recommended mitigation measures, refer to Section 4.

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Table 2-2: Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
Air Quality/Greenhouse Gas Emissions		
Impact AQ-1: Short-Term Construction Impacts. Project construction activities could generate emissions of ozone precursors and particulate matter that could exceed (BAAQMD thresholds of significance, which would represent a potentially significant impact.	**MM AQ-1:** The following BAAQMD Basic Construction Mitigation Measures shall be implemented during construction: 1. All exposed surfaces (e.g., staging areas, soil piles, and graded areas) shall be watered at least 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 by wet sweeping (e.g., 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 road surfaces shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. 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). Clear signage to this effect shall be provided for construction workers at key Project 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. 8. Prior to beginning of construction, Alameda County shall notify in writing residents on Boston Road and Hampton Road who may be affected by the Project. The notice shall include the Project schedule as well as the telephone number and staff person to contact at the County regarding dust complaints. This County staff person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be included in the notice to ensure compliance with applicable regulations. The notice shall also be conspicuously posted adjacent to construction sites.	**LTS**
Biological Resources		
Impact BIO-1: Biological Communities. The Project would result in the removal of	**MM BIO-1:** Implementation of the following mitigation measure prior to construction would reduce potentially significant nesting bird-related impact to a less-than-significant level: Pre-Construction Bird Surveys. Tree removal, per requirements of the Migratory Bird Treaty	**LTS**

Table 2-2: Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
approximately 26 trees located on the two parcels. While most of the trees are fruit and ornamental in type, there is a potential for nesting birds to occur, especially in the more mature trees.	Act and CDFG code, require pre-construction nesting surveys. Surveys shall be performed not more than two weeks prior to construction in an affected area. If special-status bird or migratory bird species are not found, work may proceed and no further mitigation action is required. However, if special-status bird OR migratory bird species are found to be nesting in or near (distance to be determined by qualified biologist) any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds, 250 feet for raptors) shall be designated by the biologist. This no-work buffer zone is required to comply with federal and state laws concerning migratory or protected bird species under the federal Migratory Bird Treaty Act or the California Fish and Game Code. Depending on the species involved, the qualified biologist may require input from the CDFW and/or the USFWS Division of Migratory Bird Management as to the most appropriate ways to avoid disturbance to nesting birds. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could harass birds or disrupt bird breeding. Work activities may proceed outside of the breeding season (August 16 - January 31), or after young birds have fledged, as determined by the biologist. Birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	
Cultural Resources		
Impact CULT-2: Disturbance of Archaeological Resources. Alameda County's General Plan identifies the Project area as being within an area of potentially high archaeological sensitivity. However, ground-disturbing activities during previous urban development of the area would likely have disturbed, altered, or eliminated archaeological resources that may have existed in the Project area. Despite this history of local disturbance, the	**MM CULT-2:** If prehistoric or historic-period archaeological resources are encountered during grading or excavation, work shall avoid altering the materials and their context until a state-qualified professional has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code section 21083.2 and CEQA Guidelines section 15126.4, with a preference for preservation in place.	**LTS**

Table 2-2: Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
Project could potentially disrupt, alter, or eliminate as-yet undiscovered archaeological resources (e.g., refuse from prehistoric or historic habitation; basalt or obsidian flaked stone scatters, fire-altered rock; signs of a Native American burial, potentially including Native American remains; or a discrete cultural feature).		
Impact CULT-3: Disturbance of Paleontological Resources. Paleontological resources are classified as non-renewable scientific resources and are protected by federal and state statutes, most notably the 1906 Federal Antiquities Act. Ground-disturbing activities during previous development of the area from rural farmland to present day residential setting would likely have disturbed, altered, or eliminated paleontological resources that may have existed in the area (e.g., fossilized remains of plants and animals, and associated deposits). Despite the history of disturbance within the Project vicinity, the Project could potentially disrupt, alter, or	**MM CULT-3:** If paleontological resources are encountered, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded, and determined appropriate treatment of the resource consistent with protocols of the Society for Vertebrate Paleontology and in consultation with the County. Project personnel shall not collect paleontological resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover microvertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens.	**LTS**

Table 2-2: Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
eliminate as-yet undiscovered paleontological resources.		
Impact CULT-4: Disturbance of Human Remains. The Project could potentially disrupt, alter, or eliminate as-yet undiscovered archaeological resources, potentially including Native American remains.	**MM CULT-3:** With Mitigation CULT-2, which specifies measures that shall be implemented if archaeological resources, including Native American remains, are encountered during Project construction	**LTS**
Hazards and Hazardous Materials		
Impact HAZ-1: Release of Hazardous Materials. Project construction activities could result in the release of asbestos-containing materials, lead, metals, and pesticides to the environment, which would represent a potentially significant impact.	**MM HAZ-1:** The County shall retain a hazardous materials specialist to determine the depth of soil removal needed to eliminate hazardous soils on the site. **MM HAZ-2:** Contaminated soils on the Project site shall be removed from the site by a properly licensed contractor and disposed of at an appropriate landfill in accordance with applicable regulations. **MM HAZ-3:** Contractors disturbing lead-based and lead-containing paint shall implement appropriate lead related work practices in accordance with applicable Cal-OSHA worker exposure regulations to include, at a minimum of lead awareness training for all site workers and provision of hand-washing stations at the work site.	**LTS**
Noise		
Impact NOISE-6: Operational Noise. Noise sources from the Project would increase noise levels at noise sensitive receptors by more than 5 dBA DNL. Additionally, noise levels from roof top mechanical equipment would	There are no mitigation measures that would reduce this impact to less than significant.	**SU**

Table 2-2: Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
exceed 60 dBA at adjacent residential land-uses.		
Public Services and Recreation		
Impact PUB/REC-1: Project Construction Impacts. Construction of the Project would potentially result in environmental impacts.	**MM PUB/REC-1:** All mitigation measures related to Air Quality, Biological Resources, Cultural Resources, Hazards and Hazards Materials, Hydrology and Water Quality shall be implemented.	**LTS**

LTS= Less Than Significant

SU= Significant Unavoidable

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3. PROJECT DESCRIPTION

This chapter describes the Cherryland Community Center (Project) that is evaluated in this Environmental Impact Report (EIR). A description of the Project's background, location, components, construction plan and schedule, and objectives is followed by a summary of required approvals.

3.1 PROJECT BACKGROUND

The proposed Cherryland Community Center would provide a gathering place and community focal point for residents of the unincorporated area of Alameda County known as Cherryland. Establishing the Project is also one of the goals under the Eden Area Livability Initiative (EALI). EALI is an integrated partnership between the community, the County, the Hayward Area Recreation & Park District (HARD), and other public sector jurisdictions that have a stake in the unincorporated urban communities of Alameda County. EALI is the strategic development of a shared vision that plans to build pride for the unincorporated urban communities of Alameda County.

The Cherryland Community Center would be operated and managed by HARD. HARD is an independent special district comprised of publicly elected board members that provides park and recreation services for over 250,000 residents living within a 64 square-mile area that includes the unincorporated Eden Area communities of Ashland, Cherryland, San Lorenzo, Hayward Acres, and Fairview. HARD also serves the City of Hayward and the unincorporated community of Castro Valley.

A total of five community meetings were conducted between September 2011 and November 2013 to elicit feedback and preferences about the Community Center. A final community meeting occurred in summer 2014 to present the final Project design and collect any feedback prior to construction approval. In addition, the Project has been presented and discussed at five additional meetings with Board of Directors for HARD. Alameda County released the Notice of Preparation of an Environmental Impact Report on February 9, 2015.

3.2 PROJECT LOCATION AND SURROUNDINGS

3.2.1 Project Location

The Project site is located at 278 Hampton Road (APN# 413-35-10), 17482 Boston Road (APN 413-35-14-3), and the Meek Estate Park parking lot (APN# 413-35-19-2) in the community of Cherryland in unincorporated Alameda County (see Figure 3-1). Access to each Project site parcel would remain as currently existing. The T-shaped site portion of the site where the Community Center would be located is composed of two separate properties (which would remain separate). This site is bounded on the south by two-lane Hampton Road and on the east by Boston Road. Residential properties are located to the east, north, and west of both parcels. A portion of the Community Center would front the east side of two-lane Boston Road. The Project would also be located on the Meek Estate Park parking lot, a separate parcel, which is located and accessed from the end of the Boston Road cul-de-sac.

The Meek Estate Mansion, a National Historic Landmark, is located immediately across from the Project site on the western side of Boston Road and contiguous with Meek Estate Park.

Cherryland is located within the Eden Planning Area, which consists of unincorporated land in western Alameda County between the cities of San Leandro and Hayward. Regional access to the Project area is provided via I-580 and I-238. Local access to the Project area is provided by Hampton Road via either Meekland Avenue or Mission Boulevard.

The specific Project site is comprised of two adjacent parcels located along Hampton Road north of the intersection with Boston Road and a third site located to the north currently used for Meek Estate Park parking (owned and operated by HARD) (Figure 3- 2). The Community Center would be constructed on two parcels totaling 56,968 square feet or approximately 1.3 acres. The larger Hampton Road parcel totals 43,528 square feet and is owned by Alameda County. The smaller parcel facing Boston Road totals 13,440 square feet, and is owned by HARD. The existing Meek Estate Park parking lot would be reconfigured and landscaped as part of the Project. The total Project area including the existing parking lot is approximately 2.21 acres.

3.2.2 Project Area

Cherryland is located in an unincorporated census-designated place in Alameda County, California. Alameda County has six major unincorporated communities that qualify as census designated places, including Cherryland, Ashland, and San Lorenzo. Cherryland has a total area of 1.17 square miles, all of it land. The unincorporated communities in Alameda County are governed directly by the County. The Project area is located roughly three miles from the San Francisco Bay shoreline, between the city of Hayward and San Leandro. As of the 2010 census, the population was 14,728.

3.2.3 Existing Land Uses

With the exception of several concrete pads that would be demolished as part of the Project, the Hampton Road parcel has no existing structures. This parcel also contains numerous trees that would have to be removed in order to prepare the site for construction activities and to remediate existing soils (Figure 3-3). A vacant residential structure was located on the Boston Road parcel; however, this structure was demolished by HARD.

3.2.4 General Plan, and Zoning Designations

- General Plan: Eden Area General Plan land use designation is Low-Medium Density Residential (between 7 to 12 dwelling units per acre density) for the Community Center parcels and Parks for the Meek Estate Park parking lot.
- Zoning: Zoning for the Community Center is Suburban Residential – Secondary Unit (RS-SU), and Residential Commercial District with a Historical Overlay (RC-H) for the Meek Estate Parking Lot.

3.2.5 Surrounding Land Uses

The Cherryland community is generally characterized by a series of east-west streets forming a grid of large blocks typically made up of narrow, deep parcels, many of which were small orchards, greenhouses, and farms until the 1940s and 1950s. Most of the east-west streets intersect with the at-grade Union Pacific Railroad tracks. Cherryland also includes the hillside neighborhoods east of Mission Boulevard extending to Foothill Boulevard.

Based on adjacent land-use and current conditions, the surrounding Project area appears to have been developed no less than 50 years ago. The majority of the Project area is developed with residential uses, urban landscaping, and paved roadways. A mobile home park, three individual residences, several outbuildings, and San Lorenzo Creek are located in the surrounding Project area.

3.3 PROJECT COMPONENTS

3.3.1 Project Components

The proposed Project would consist of the construction of an approximately 17,500 square feet Community Center, and reconfiguration of an existing parking lot (Figures 3-4 through 3-6). The single-story Cherryland Community Center would have multiple gable roofs which would mimic those of nearby residential structures and the nearby Meek Estate. Exposed wooden trusses, expansive areas of glazing with sun-screening, and a series of canopies would provide an open and bright sensibility to the interior spaces. Features such as windows running along the top of the roof line to let in sunlight (known as light monitors), a hearth in the lobby, and morning and afternoon porches are included in the design to create comfortable spaces for the community. Spaces within the building would frame views to a series of courtyards with intimate seating, Bay-Friendly plantings, and non-fruiting trees in reference to the nearby Meek Estate.

Table 3-1 shows the Project components.

Table 3-1: Summary of Key Project Components

Component	Relevant Information
Building Facilities	
Lobby/Reception Area	Facility information center and casual gathering space and lounge for facility patrons
Community Event Room (5,000 SF)	Uses may include wedding receptions, lectures, performances, speaking engagements, and other larger programmed uses. Adjoining courtyard and commercial kitchen.
Commercial Kitchen	Uses may include catering for programmed events and instructional cooking classes.
Multiple Activity Rooms (3)	Uses may include yoga classes, art classes, exercise classes, temporary exhibition spaces, and small lectures..
Satellite Library (800 SF)	Uses may include reading programs for children, general reading areas and computer/technology access. Concrete-paneled, vine-landscaped.
Children's Activity Room	Dedicated children's programs may include art, outdoor play and literacy resources
Support Spaces	Administration, restrooms, and storage
Parking	
On-Site Parking	20 spaces provided on the Hampton Road parcel.
Meek Estate Park Parking Lot	104 spaces provided at Meek Estate Park parking lot. The reconfiguration of the Meek Estate Park parking lot would provide enhanced pedestrian

Table 3-1: Summary of Key Project Components

Component	Relevant Information
	connection to the Community Center.
Exterior Facilities	
Outdoor Use Areas and Pedestrian Circulation	Exposed wooden trusses, expansive areas of glazing with sun-screening, and series of canopies. Morning and afternoon porches.
Landscaping and Site Furnishings	Extensive low-water use landscaping with Bay-Area friendly plants, numerous flowering/non-fruiting shade trees, bioretention gardens.

Custodial operations would be scheduled to occur during non-operating hours: 9 or 10 p.m. to 6 a.m. (one/two person custodial crew). Table 3-2 shows potential operations and programming for the Community Center. Actual operations and programming shown in Table 3-2 represent a maximum use scenario and will be refined pending input from the community.

Table 3-2: Cherryland Community Center Operations and Programming

Activity/Program	Time	Occurrence	Estimated Attendees
Pre-Kindergarten Recreation Programming	(2each) 3 hour sessions	M-F	12 per class
Drop-in–Kids care (3-10 yrs)	5-8 p.m.	M-Sat	12 per program
Satellite Library (800 SF)	Afternoons/early evening and Saturdays only	M-Sat	~
Adult and Senior Exercise Programs	Various times. Potential schedule: Monday-Thursday: 6 a.m.-9 p.m. Friday: 6 a.m.-10 p.m. Saturday: 8 a.m.-10 p.m. Sunday: 8 a.m.-9 p.m.	M-Sat	20 per class
Adult and Senior Arts Programs	Various times. Potential schedule: Monday-Thursday: 6 a.m.-9 p.m. Friday: 6 a.m.-10 p.m. Saturday: 8 a.m.-10 p.m. Sunday: 8 a.m.-9 p.m.	M-Sat	~10-25 per class
Youth (up to 17) Exercise Programs	After 3 p.m. M-F S/Sun 9-12 noon	Various	10-15 per class
Youth (up to 17) Arts Programs	After 3 p.m. M-F S/Sun 9-12 noon	Various	10-15 per class
Special Event Programs	TBD	TBD	TBD
Lectures and Performances	6-9 p.m. M-F S/Sun 12-8 p.m.	Various	15-275

Event Space (private rental groups- weddings and gatherings)	Only scheduled during lower program hours: 3-10 p.m. and weekends 12-10 p.m.	Various	75-275
Senior Social Services Programs	9-2 p.m.	M-F	15-50
Nutrition Program	11:30 - 1:30 p.m.	M-F	15-50
Trips and Tours	Selected days	Various	15-50
Community Group Meetings	6-9 p.m.	M-F	25-75 average
Youth Afterschool programs	3-6 p.m.	M-F	20-25
Summer and School Break Youth Camps	8 a.m.-6 p.m.	M-F (only summer and school breaks)	30-50
Special Interest Classes (computer, cooking, writing, music, enrichment)	9 a.m.-9 p.m.	M-F	15-25

3.3.2 Site Access, Circulation, and Parking

Site access for the Cherryland Community Center would be provided via Hampton Road. Access for the Meek Estate Park parking lot would be via Boston Road (Figure 3-6). The site would be fully accessible to emergency vehicles.

The Project would provide 20 on-site parking spaces via an interior parking lot located on the Hampton Road parcel. In order to accommodate parking for special events, additional off-site parking is proposed through the reconfiguration of the existing Meek Estate Park parking lot from its current capacity of 56 spaces to 104 spaces. Additionally, on-street parking is available in the area. The total estimated parking supply would be supplied by the following:

Table 3-3: Proposed Parking

Location	Parking Spaces
Cherryland Community Center	20
Meek Park Parking Lot	104
Total Proposed Parking	**124**

3.3.3 Landscaping

All trees located on the Community Center site would be removed. Twelve trees would be removed on the Meek Estate parking lot. As shown in Figure 3-4, the Project site would be landscaped with a mix of plant materials. All plantings would be "Bay-Friendly," as defined by the Alameda County Waste Management Program. Bay-Friendly landscaping includes a mix of native Bay Area plants and plants that are well-adapted to the Bay Area's climate. The use of Bay-Friendly landscaping would reduce maintenance, water usage, energy inputs, and provide a demonstration of sustainable landscape practices.

All landscaped areas would be irrigated with an automatic irrigation system. Irrigation components would include an automatic irrigation controller, onsite weather station, master valve, flow sensor, backflow prevention device, isolation gate valves, quick coupling valves, remote control valves, deep root watering systems, and subsurface drip irrigation, and associated components.

Because no source of recycled water is located on or near the Project area, potable water would be used for landscaping irrigation. The proposed landscaping plan for the Project would conform to requirements under the County's Water Efficient Landscaping Ordinance (WELO). Approximately 41 trees would be replanted as part of the Project's landscape plan.

Lighting

Outside lighting would illuminate the ADA pathways and the Meek Estate parking lot (Figure 3-7). Lights along the pathways would be 42 inches in height, and would be directed away from any residential uses and only illuminate the sidewalks. Lights in the Meek Estate parking lot would be 12 feet in height and directional to illuminate only the parking areas and pedestrian paths.

3.3.4 Stormwater Treatment

Utility installation on the Community Center (Figures 3-8) and Meek Estate parking lot Project site would include storm drainage systems. Because the Project would result in the creation and/or replacement of 10,000 square feet or more of impervious surface, the Project would include low impact development (LID) stormwater treatment measures to treat 100 percent of the added and reworked impervious area within the Project area. The Project would implement a combination of self-treating areas, including flow-through planter boxes, permeable pavers, and bioretention areas to address and manage stormwater flow and treatment. Onsite stormwater runoff would be captured by these proposed stormwater treatment facilities prior to being discharged into the existing storm drainage system via storm drain inlets (SDIs) within the adjacent streets. The Community Center and reconfigured Meek Estate parking lot would result in the creation and/or replacement of 0.93 and 0.90 acres of impervious surface, respectively.

3.3.5 Project Construction

Site clearing would include removal of all existing foundations, slabs, pavements, and underground utilities. Any vegetation and the upper 3 to 4 inches of organic topsoil would be removed for preparation of improvements (Figure 3-9). Tree roots with a diameter greater than ½ inch within three feet of subgrade would also be removed. Removed asphalt concrete and concrete would be recycled according to Alameda County guidelines. Proposed building pads would be excavated to a depth of at least five feet below existing grade and at least three feet below the bottom of proposed footings, whichever is deeper. Any areas to receive pavement or concrete flatwork, including sidewalks, would be excavated to at least three feet below existing grade to remove existing soil contamination from past land uses.

Estimated Project construction is from July 2015 to April 2016. Project demolition and construction would comply with dust control measures as required by the Bay Area Air Quality Management District (BAAQMD). In addition, Project demolition and construction activities

would comply with the Alameda County Noise Ordinance, which limits construction hours from 7 a.m. and 7 p.m. on weekdays and between 8 a.m. and 5 p.m. on weekend days.

3.3.6 Net Zero Construction

Alameda County supports the concept of Net Zero construction. Amid growing concerns about rising energy prices, energy independence, and the impact of climate change, statistics show buildings to be the primary energy consumer in the U.S. This fact underscores the importance of targeting building energy use as a key to decreasing the nation's energy consumption. By incorporating energy-efficient strategies into the design, construction, and operation of new buildings and undertaking retrofits to improve the efficiency of existing buildings, communities can significantly reduce energy use.

The concept of a Net Zero Energy Building (NZEB) is a building that produces as much energy as it uses over the course of a year. The Cherryland Community Center would incorporate advances in construction technologies and design as well as renewable energy systems (solar panels) to accomplish a Net Zero status.

3.3.7 Fire Safety and Emergency Access

The Project would include access along the north and east side of the Community Center building to allow emergency vehicle access to all parts of the building. In addition, the following conditions would apply to the facility to comply with California Building Code requirements:

- The facility would be built as two structures with “Zero” Lot line construction, where each building is built with a minimum one (1) hour fire-resistance rated wall per CBC Table 602, at all adjacent walls to the “Property Line.”
- No openings/penetrations would be allowed between the buildings at rated construction walls.
- Sections of roof adjacent to the property line would be constructed as 1 hour fire-resistance rated construction.

Alameda County Fire Department would have jurisdiction over the Project and would check and approve plans prior to construction. Per Alameda County Fire Department requirements, an Emergency Vehicle Access (EVA) easement would be established between the Boston Road and Hampton Road properties on the Community Center site since fire access crosses from one property to the other. This easement would be mutually agreed upon by Alameda County and HARD since the building spans across the two parcels each owned by these separate entities.

3.4 PROJECT OBJECTIVES

The objectives of the Project include:

- Provide a gathering place and community focal point for residents of Cherryland that provides classes, events, and places for learning.
- Construct an energy efficient, LEED certified Community Center.

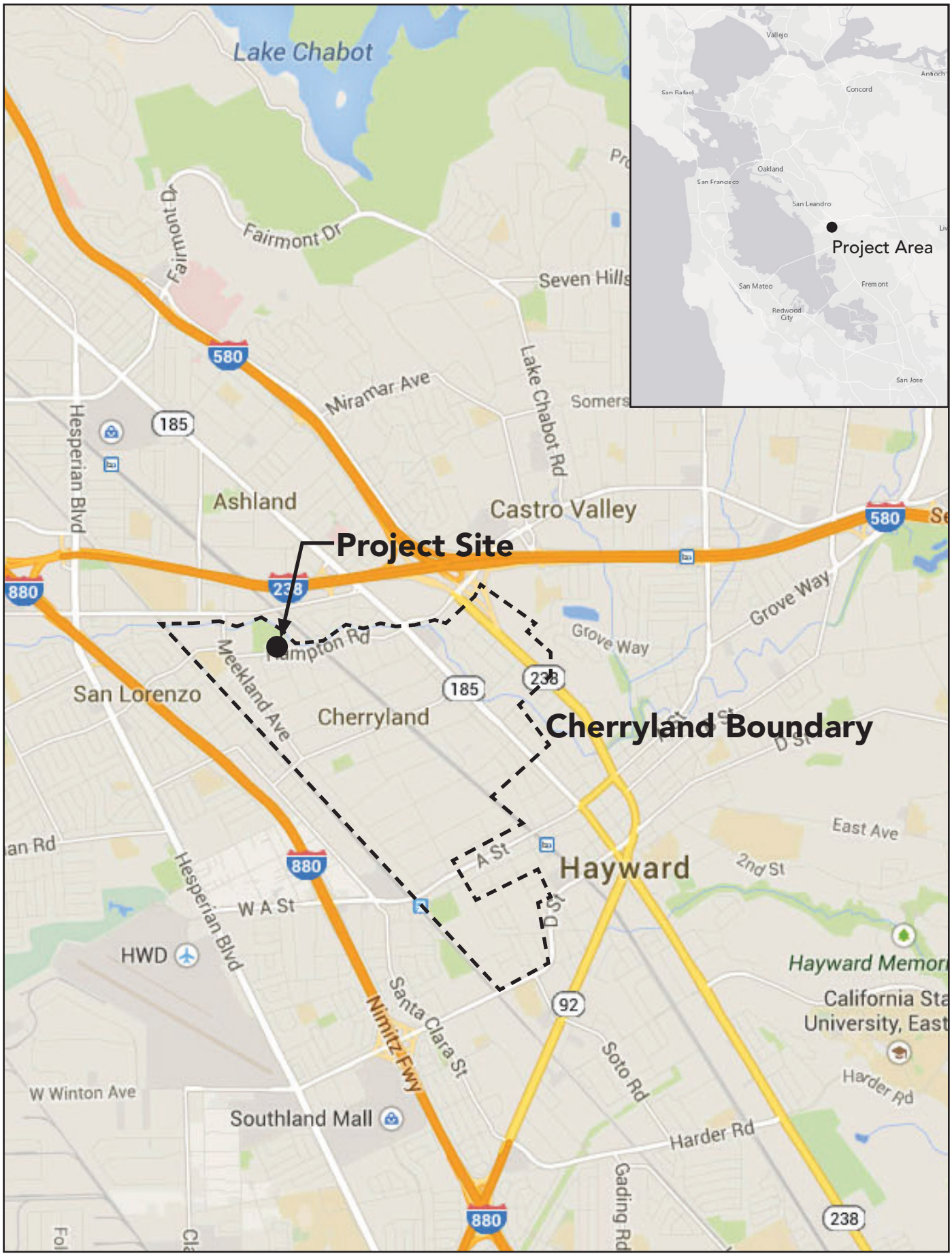
3.5 REQUIRED PERMITS AND APPROVALS

For the proposed Project, Alameda County (Lead Agency) would be self-permitting since the community center would be a County-owned building. The General Services Administration of Alameda County (GSA) would work with third-party reviewers to confirm compliance with all applicable building codes.

Approvals required for implementation of the Project include, without limitations, the following.

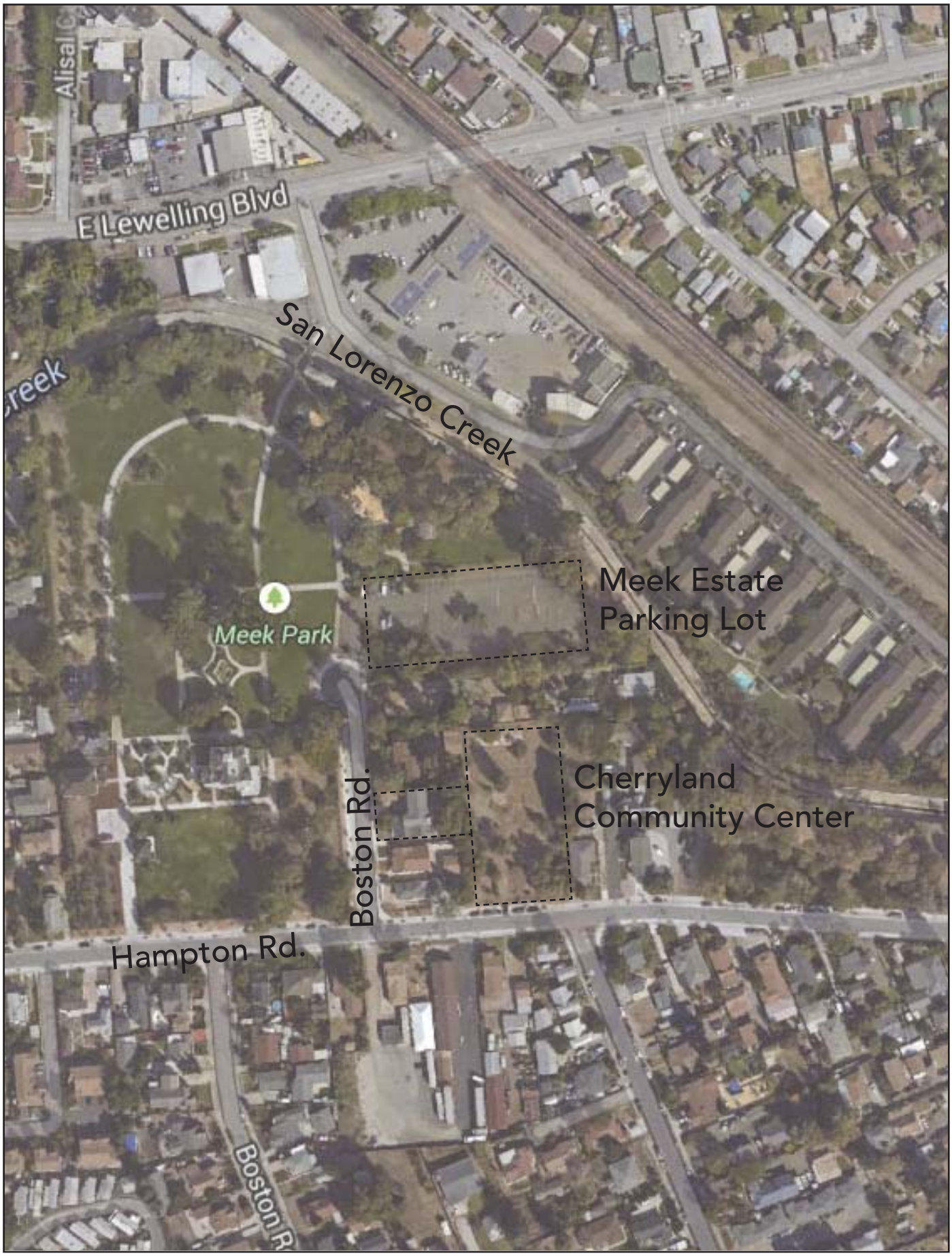
Table 3-4: Potential Permits and Approvals

Lead Agency	Permit
Alameda County Fire Department	Fire Prevention System and Emergency Vehicle Access Approval
Oro Loma Sanitary District	Wastewater Hookup Approval
Regional Water Quality Control Board	General Construction Stormwater Permit



Cherryland Community Center
Cherryland, CA

Figure 3-1
Regional and Project Location



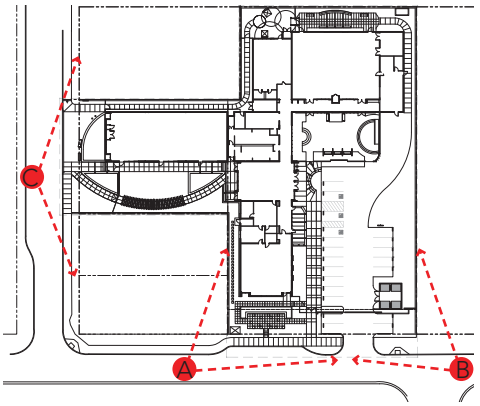
Cherryland Community Center
Cherryland, CA

Figure 3-2
Project Site

A: Hampton Road, East View

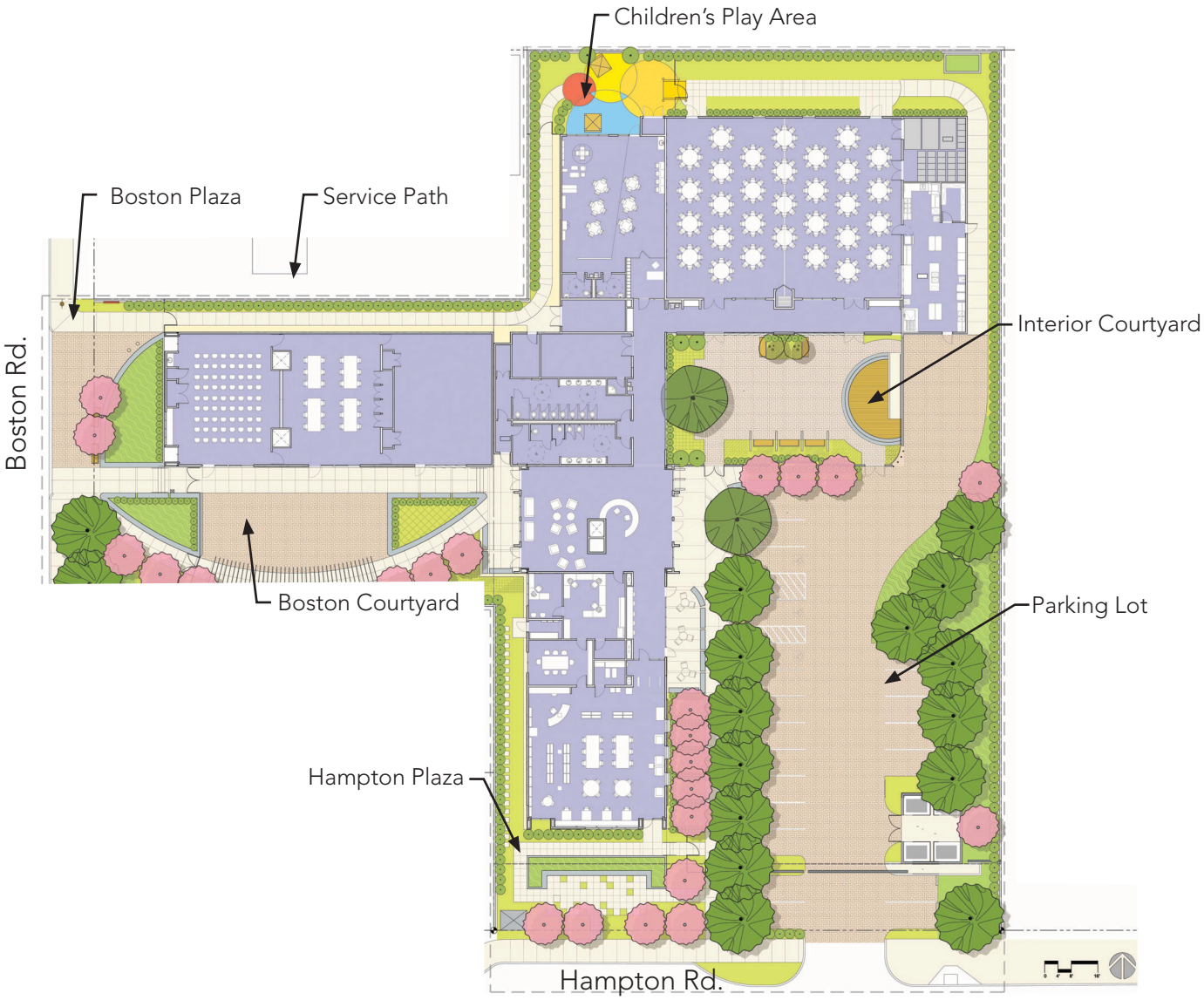
B: Hampton Road, South West View

C: Boston Road, East View



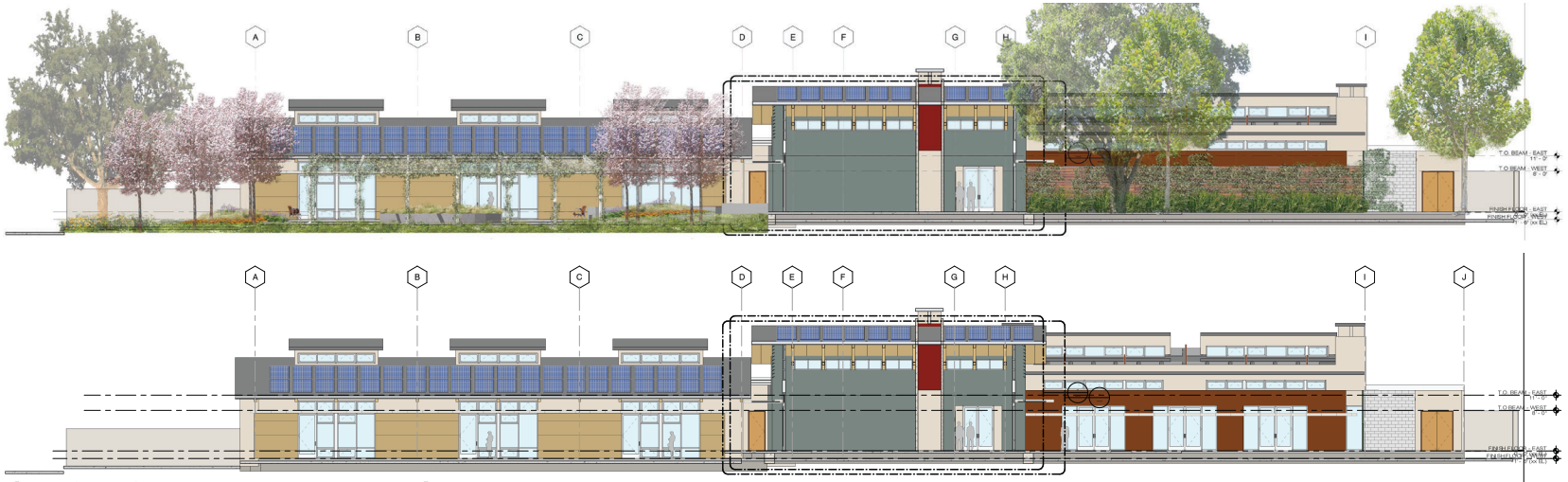
Cherryland Community Center
Cherryland, CA

Figure 3-3
Existing Views

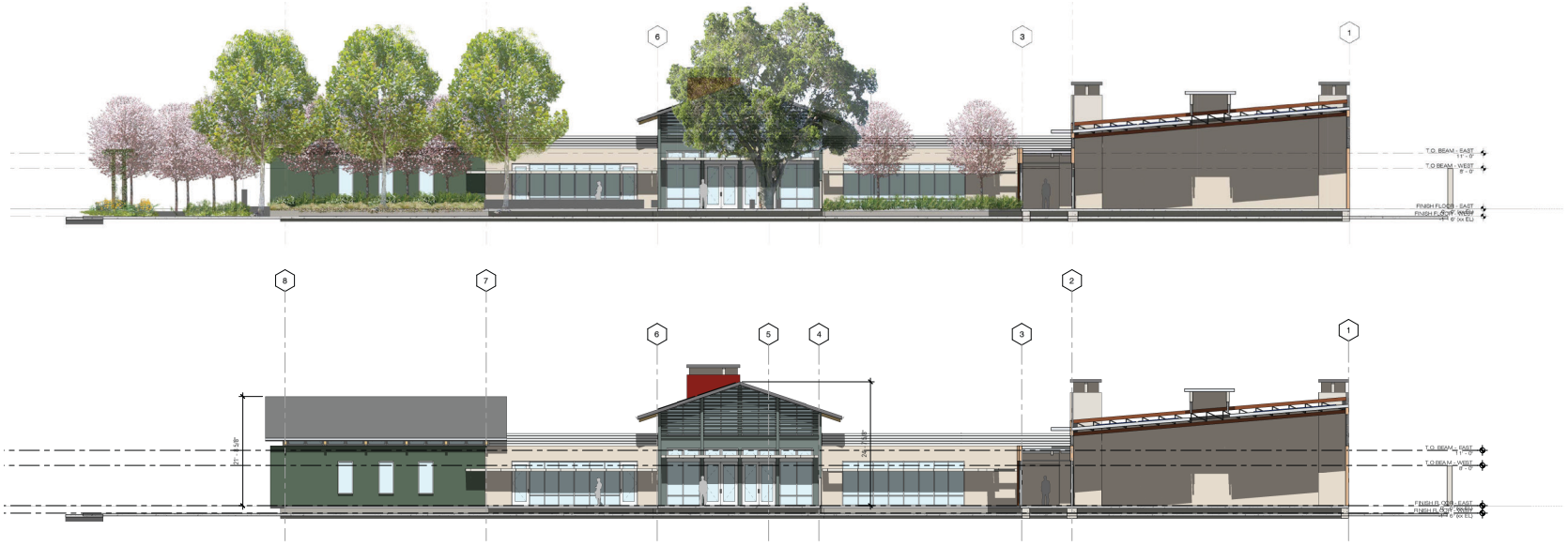


MIG Cherryland Community Center
Cherryland, CA

Figure 3-4
Site Plan



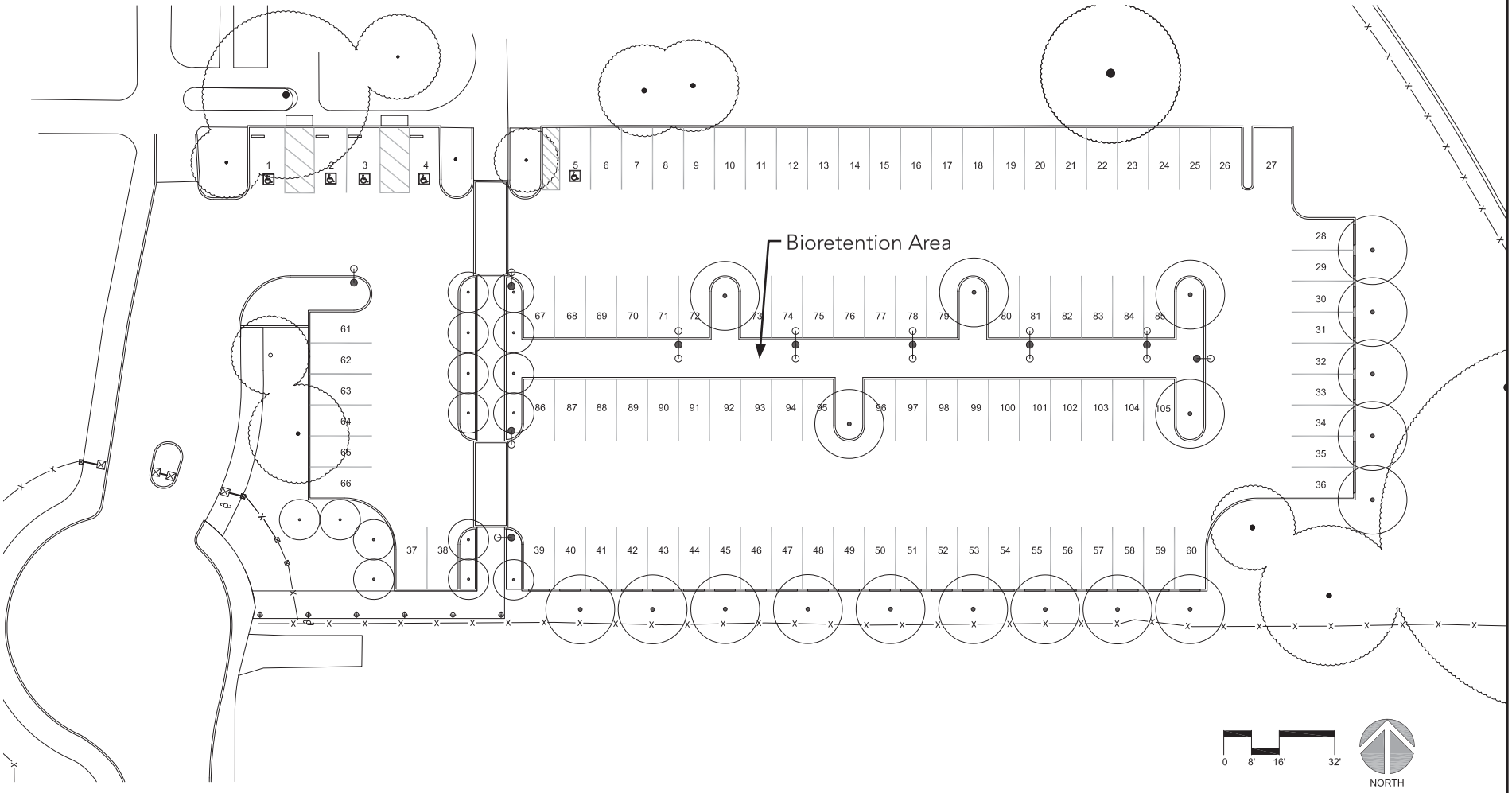
Elevation View From Hampton Road



Elevation View From Parking

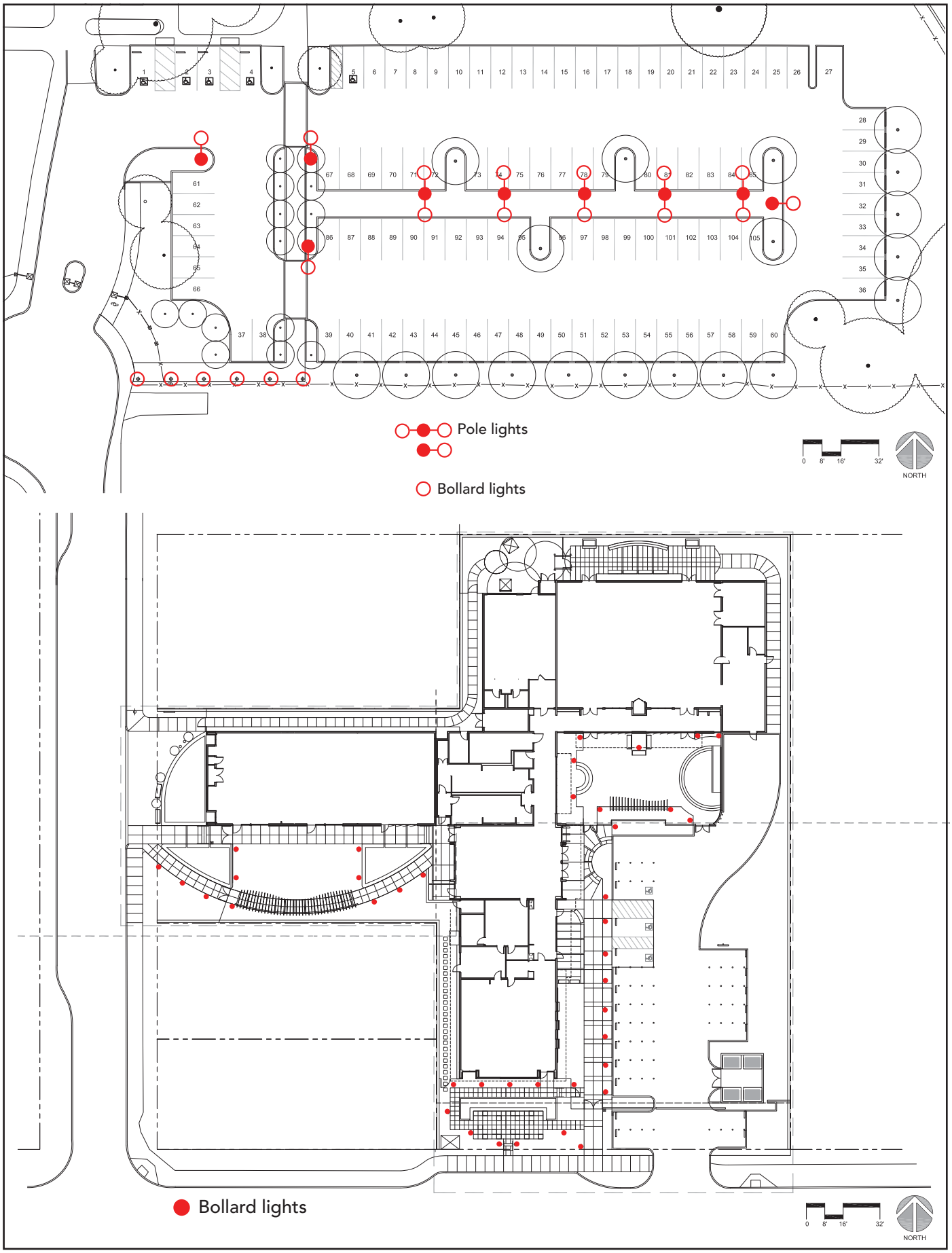
MIG Cherryland Community Center
Cherryland, CA

Figure 3-5
Building Profiles and Elevations



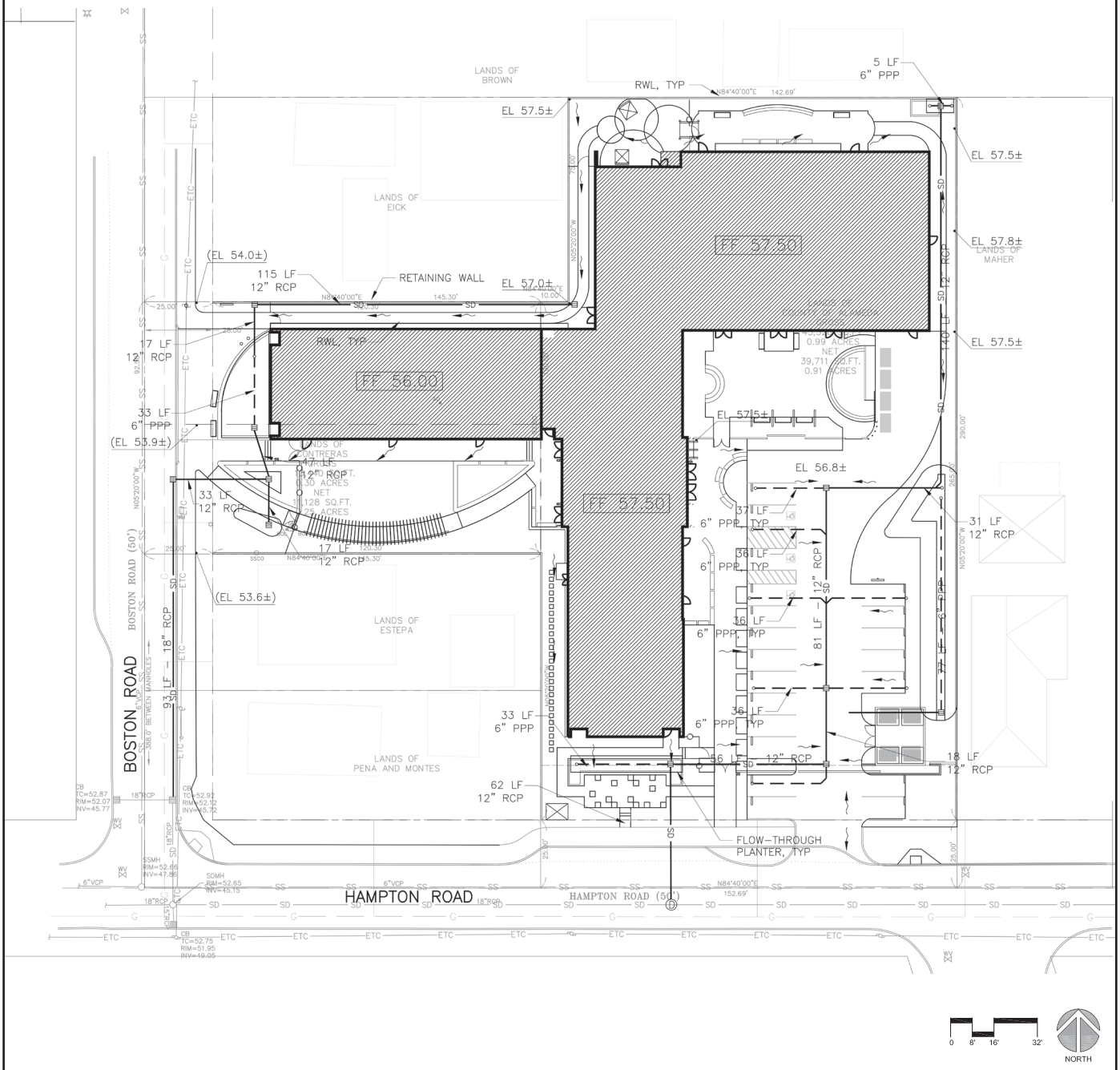
Cherryland Community Center
Cherryland, CA

Figure 3-6
Re-Configured Meek Estate Parking Lot



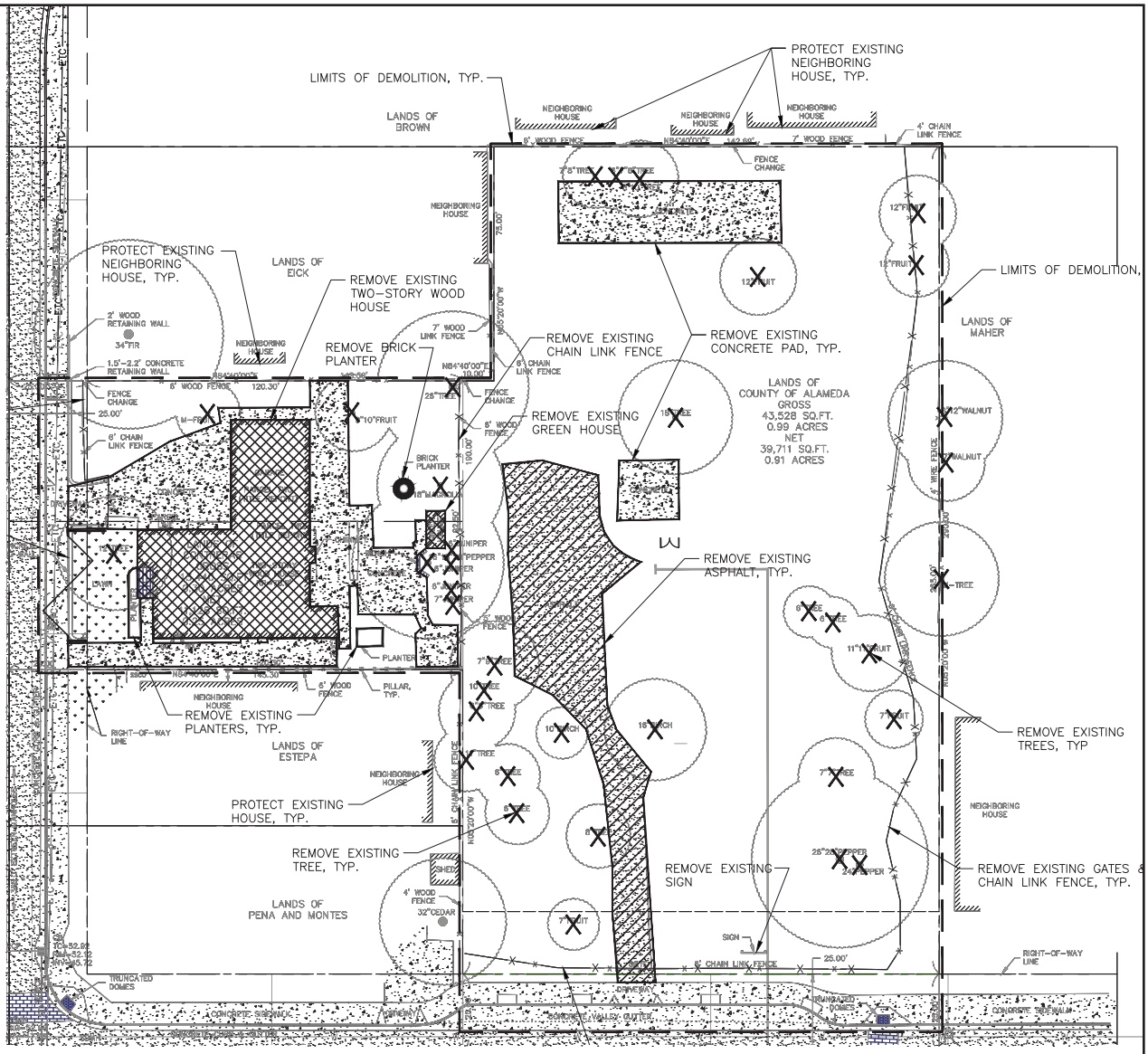
Cherryland Community Center
Cherryland, CA

Figure 3-7
Lighting Plan



Cherryland Community Center
Cherryland, CA

Figure 3-8
Site Grading and Drainage



LEGEND

- REMOVE EXISTING CONCRETE PAD
- REMOVE EXISTING HOUSE
- REMOVE EXISTING ASPHALT PAVEMENT
- REMOVE EXISTING CHAINLINK FENCE & GATE
- REMOVE EXISTING TREE

0 8' 16' 32'

NORTH

Cherryland Community Center
Cherryland, CA

Figure 3-9
Demolition and Tree Removal Plan

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4. ENVIRONMENTAL IMPACT ANALYSIS

This chapter contains an analysis of each issue that has been identified through preliminary environmental analysis and the public scoping session for the Cherryland Community Center EIR.

Chapters 4.1 through 4.13 of this section describe the environmental setting of the Project as it relates to each specific environmental issue evaluated in the EIR and the impacts resulting from implementation of the Project. Proposed mitigation measures to reduce potential impacts are recommended where appropriate.

4.1 DETERMINATION OF SIGNIFICANCE

As defined by CEQA (Public Resources Code 21068), a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. Guidelines implementing CEQA direct that this determination be based on scientific and factual data. Each impact and mitigation measure section of this chapter is prefaced by a summary of criteria of significance.

4.2 ISSUES ADDRESSED IN THE DRAFT EIR

The following environmental issues are addressed in this Draft EIR:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality and Greenhouse Gas
- Biological Resources
- Cultural Resources
- Geology, Soils and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning Policy
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Circulation
- Utilities

4.3 FORMAT OF ISSUE SECTIONS

The discussion of each environmental topic considered in this chapter is comprised of two primary sections: (1) setting, and (2) impacts and mitigation measures. An overview of the general organization and the information provided in the two sections is provided below:

- **Setting.** The setting section for each environmental topic generally provides a description of the applicable physical setting for the Project site and its surroundings at the beginning of the environmental review process (e.g., existing land uses, existing soil conditions, existing traffic conditions). An overview of regulatory considerations that are applicable to the specific environmental topic is also provided.
- **Impacts and Mitigation Measures.** The impacts and mitigation measures section for each environmental topic presents a discussion of the impacts that could result from implementation of the proposed Project. The section begins with the criteria of significance, establishing the thresholds to determine whether an impact is significant. The latter part of the section presents the impacts from the proposed Project and mitigation measures, if required. The impacts of the proposed Project are organized into separate categories based on their significance according to the criteria listed in each topical section: less-than-significant impacts, which do not require mitigation measures, and significant impacts, which do require mitigation measures. Lastly, cumulative impacts are discussed.

Significant impacts are numbered and shown in bold type, and the corresponding mitigation measures are numbered and indented. Impacts and mitigation measures are numbered consecutively within each topic and begin with an acronymic reference to the impact section (e.g., LU, for Land Use).

These notations are found following each impact and each mitigation measure to identify its significance before and after mitigation:

- LTS: Less than Significant
- S: Significant
- SU: Significant and Unavoidable

4.1 IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Section 15128 of the CEQA Guidelines states:

> *"An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."*

As discussed below, it has been determined that there is no substantial evidence that the Project would cause significant environmental effects in the following areas: Agricultural and Forest Resources, Mineral Resources, and Population/Housing. Therefore, no further environmental review of these issues is necessary beyond the discussion below.

It was determined that some issues may have potential adverse impacts on the environment, including: Aesthetics, Air Quality/GHG, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use/Planning, Noise, Public Services and Recreation, Transportation and Traffic, and Utilities. Analyses of these issues are not included below, as each issue is analyzed in greater depth in other sections of Section IV (Environmental Impact Analysis) of this Draft EIR.

4.1.1 Agriculture and Forest Resources

The Project would not 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. According to the Farmland Mapping and Monitoring Program (FMMP), the Project site is designated as Urban and Built-up Land[1] and does not contain prime farmland, unique farmland, or farmland of statewide importance. Therefore, development of the proposed Project would not result in any impacts related to the conversion of important farmland. No impact would occur and no further analysis of this issue is required.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The Project site is designated as Low-Medium Density Residential (LMDR) and Parks (P) in the Eden Area General Plan and zoned as Suburban Residential – Secondary Unit (RS-SU)[2]. No lands on the Project site are zoned for agricultural use nor is the site subject to a Williamson Act contract. Therefore, development of the proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impacts would occur and no further analysis of this issue is required.

The Project would not 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)). As stated above, the Project site is designated as Low-Medium Density

[1] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. 2006. *Important Farmland In California*.

[2] Alameda County Community Development Agency Planning Department. http://www.acgov.org/cda/planning/landuseprojects/documents/Map-1_Zoning-San_Lorenzo_Hayward_Acres_Cherryland_Ashland.pdf

Residential (LMDR) and Parks (P) in the Eden Area General Plan and zoned as Suburban Residential – Secondary Unit (RS-SU). No lands on the Project site are zoned as 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)). Therefore, development of the proposed Project would not conflict with zoning forest land, timberland, or Timberland Production. No impacts would occur and no further analysis of this issue is required.

The Project would not result in the loss of forest land or conversion of forest land to non-forest use. As stated above, development of the proposed Project would not convert any 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)) to a non-agricultural use. Therefore, development of the proposed Project would not result in any impacts to forest or timberland resources related to conversion to non-agricultural use. No significant impacts would occur and no further analysis of this issue is required.

The Project would not 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. As stated above, development of the proposed Project would not convert any Prime Farmland, Unique Farmland or Farmland of Statewide Importance or any 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)) to a non-agricultural or non-forest use. Moreover, none of the areas surrounding the Project site (residential and park lands) contain forest or timberland. Therefore, development of the proposed Project would not result in any impacts to agricultural, forest, or timberland resources related to conversion of farmland to non-agricultural use. No impacts would occur and no further analysis of this issue is required.

4.1.2 Mineral Resources

The Project would not 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 nor would it 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. The Project site is designated as MRZ-4 ("areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources") by the State Department of Conservation. The Project site is not designated by the Alameda County General Plan as an area of mineral resource. Therefore, the Project would not 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. Furthermore, as the site is currently developed, the Project would not alter its status with respect to the availability of mineral resources. Therefore, the proposed Project would not result in any impacts related to the availability of a known mineral resource or a locally-important mineral resource recover site. No impacts would occur and no further analysis of this issue is required.

4.1.3 Population and Housing

The Project would not 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). The Project does not propose the construction of any new housing. Although the Project would provide services to the Cherryland community, it is not anticipated that these services would attract additional residents to this largely built-out area. Additionally, the Project is located adjacent to existing development and would not require new services, roads, or utilities that might induce growth.

Therefore, implementation of the Project would not result in any impacts related to Project-induced population growth. No impacts would occur and no further analysis of this issue is required.

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No housing would be removed or impacted to allow construction of the Project. No impacts would occur and no further analysis of this issue is required.

The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No people would be displaced to allow construction of the Project. Therefore, implementation of the Project would not result in any impacts related to the construction of replacement housing. No impacts would occur and no further analysis of this issue is required.

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4.2 AESTHETICS

This section evaluates the effects of the Project on visual resources, including views from public areas in the Project vicinity. This analysis also considers the Project's consistency with applicable County of Alameda visual resources-related policies. Photos that illustrate the site's existing visual character are included in Chapter 3, Project Description.

This analysis has been prepared using available information which was collected to identify aesthetics and visual resources for Alameda County. The Project site's existing aesthetics and visual resources were evaluated to determine the Project's potential to degrade and/or improve existing measures of visual character and visual quality.

4.2.1 Environmental Setting

The Project area is located the unincorporated area of Alameda County known as Cherryland. The Project site is located between the Bay and the East Bay Hills. Neither the Bay nor the East Bay Hills are visible from the Project site due to distance, flat topography, and surrounding residential development, including trees.

4.2.2 Regulatory Setting

There are no federal or state laws or regulations that are applicable to aesthetics in relation to this Project. According to the Alameda County General Plan, there are no scenic vistas in the Project area. However, I-580, Foothill Boulevard, and SR-238 are designated scenic highways in the Alameda County General Plan. Additionally, I-580, from the San Leandro city limit to SR 24, is designated as a state scenic highway by Caltrans. This portion of I-580 is over 4 miles northeast of the site; therefore, it is unlikely the site is visible from this portion of I-580.

4.2.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to aesthetics that could result from implementation of the Project. The subsection begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with aesthetics impacts associated with the Project.

4.2.3.1 Criteria of Significance

The proposed Project would have significant aesthetic impacts on aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcropping, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.2.3.2 Less Than Significant Impacts

Project implementation would result in the following less than significant aesthetic impacts.

Impact AES-1 and -2: Project construction and implementation would not result in substantial adverse physical impacts on a scenic vista and would not substantially damage scenic resources within a state scenic highway. (NI)

The Project would construct a single-story community center structure, totaling approximately 17,500 square feet, with a maximum roof height of approximately 25 feet with landscaping and open space areas. The Project site would not be visible from the scenic-designated portion of I-580. The proposed building would not be visible from scenic vistas in the East Bay Hills due to the distance from the viewers to the Project site and the built-out urban nature of the surrounding area. The Project would not block views of scenic vistas nor damage scenic resources within a state scenic highway; therefore, there would be ***no impacts*** to scenic vistas or scenic resources.

Impact AES-3: Project construction and implementation would not substantially degrade the existing visual character or quality of the site and its surroundings. (NI)

Visual character of the Project area is defined by both surrounding residential development, as well as Meek Park, located directly west of the Project area. The Meek Mansion and Carriage House, located along Boston Road is listed on the National Register and as a California Historical Landmark

Within the Land Use Element of the 2010 Eden Area General Plan,[1] four distinct types of areas are identified: Neighborhoods, Districts, Corridors, and Special Precincts. The General Plan defines Neighborhoods as relatively large residential areas with some common character. They are recognized by people who live in them as having a distinct identity that results from a unique history, common physical characteristics (e.g., a similar architectural style), a common meeting place (e.g., such as a park), school or shopping district or more intangible characteristics (e.g., a psychological sense of cohesion). Neighborhoods are often bounded by physical characteristics, such as roadways, railroads or creeks. While the Neighborhoods in the Eden Area range in size and character due to the mixed history of the area, a large percentage of the residential areas were not developed comprehensively.

The Eden Area was built up over many years with a variety of development patterns and uses. The area began as an agricultural community and transitioned to residential uses with areas of manufacturing near the railroads during the late nineteenth and twentieth centuries. Since the 1950s, development has continued throughout the Eden Area, including Cherryland. This development ranges in style, quality of construction, and building types. The variety of uses, parcel sizes and eras in which development occurred resulted in a built environment without a distinct urban form or identity, which resulted in a lack of well-defined urban environment in many portions of the Eden Area.

The Community Center Project site consists of previously developed land surrounded by a chain link fence and includes vacant land and trees. The Meek Estate Park parking lot is developed as an asphalt parking lot. Surrounding land uses include residential and park uses. The Community Center Project site has been previously developed and the Project would result in a change to the

[1] County of Alameda, 2010. Eden Area General Plan Land use Element.

Project site from a previously developed site to a community facility. The Meek Estate Park parking lot would be reconfigured, with new landscaping installed. The Project would create an improvement to the visual character of the Project area—replacing a chain-link fenced, undeveloped lot along Hampton Road with a multiple gable roof building with integrated open space areas. The building is designed in a similar scale as to the adjoining residential surroundings and has been designed to balance built space with open space and landscaped areas. As a result, there would be ***no impacts*** to visual character.

Impact AES-4: Project construction and implementation would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (LTS)

Light and glare from the Community Center could be visible from surrounding residences. In order to reduce the potential light and glare impacts, the Project includes a lighting plan that specifies measures such as downward cast exterior lighting and cut-off shields on outdoor or driveway lighting to direct lighting from the site away from the night sky and adjacent property, etc. The current lighting plan locates lights 42 inches in height along ADA pathways. These lights would be directional lights with minimal spillover. Lights would also be located in the Hampton Road parking lot and Meek Estate Park parking lot; these would be 12 feet in height and would project light directionally into the parking lot. The Project would not result in substantial new sources of lighting or glare, adversely affecting day or nighttime views; therefore, impacts would be ***less than significant.***

4.2.3.3 Significant Impacts

The Project would have no significant impacts related to aesthetics and no mitigation measures would be required.

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4.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

This section evaluates the expected emission of air pollutants and greenhouse gases (GHG) generated during the construction and operation of the Project. The discussion describes existing air quality, construction-related impacts, indirect operational impacts, the impact of these emissions on both the local and regional scale, and mitigation measures to reduce or eliminate any identified significant impacts.

The methodologies and assumptions used in preparation of this section follow the CEQA Guidelines of the Bay Area Air Quality Management District (BAAQMD), as revised in May 2011. Information on existing conditions, federal and state ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (US EPA), California Air Resources Board (CARB), and BAAQMD.

4.3.1 Environmental Setting

4.3.1.1 Climate and Air Quality Conditions

The San Francisco Bay Area Air Basin's (SFBAAB) regional meteorological conditions are cool and dry in the summers and mild and moderately wet in the winters. A daytime sea breeze provides fresh air to the Bay Area, but also tends to cause temperature inversions, or the positioning of cool surface air underneath warmer upper air. Inversions affect air quality conditions significantly because they influence the mixing depth, i.e., the vertical depth in the atmosphere available for diluting air contaminants near the ground. The highest air pollutant concentrations in the SFBAAB generally occur during inversions.

The Project area is located in the lowlands of Alameda County, east of the San Francisco Bay Area. Atmospheric conditions, physical features, and land use collectively contribute to the ambient air quality in Alameda County and in the East Bay area. The climate in the San Francisco Bay Area is controlled by marine air coming across the bay from the Pacific Ocean. During the day, especially on summer afternoons, the prevailing wind flows from the north or northwest. In winter, wind speeds are lower, and wind may flow in from the northerly or easterly directions when weather is fair, but storms often bring southerly winds. Wind speeds in the area are generally moderate, with an annual average speed of about 5 mph, although summer afternoon wind speed can average 12 mph or more (at Oakland International Airport). Highest wind speeds occur during afternoons in late spring and summer. The weather is generally characterized by mild winters and cool summers near the San Francisco Bay.

Similar to regulated air pollutants, Greenhouse Gas (GHG) emissions and global climate change also represent cumulative impacts. GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. Climate change impacts may include an increase in extreme heat days, higher concentrations of air pollutants, sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts.

Sensitive Receptors

Some groups of people are more affected by air pollution than others. Children, elderly and people with respiratory disease or chronic health problems are typically more sensitive to air pollution. Land uses associated with possible sensitive receptors include schools, hospitals, playgrounds, retirement homes, child-care centers, convalescent homes, medical clinics and residences. Residential homes border the Project area. There are no facilities within 1,000 feet of the Project area (e.g. schools) where the occupants are predominantly sensitive receptors.

4.3.2 Regulatory Setting

Air Quality Standards for Criteria Pollutants

Ambient air quality standards have been established by state and federal environmental agencies for specific air pollutants most pervasive in urban environments. These pollutants are referred to as criteria air pollutants because the standards established for them were developed to meet specific health and welfare criteria set forth in the enabling legislation. Criteria air pollutants of concern in projects similar to the proposed Project include ozone precursors which include nitrous oxide (NOx) and Reactive Organic Gasses (ROG), carbon monoxide (CO), nitrogen dioxide (NO_2), and suspended particulate matter (PM_{10} and $PM_{2.5}$).

In addition to the "criteria" air pollutants, there is another group of substances found in ambient air referred to as Toxic Air Contaminants (TACs) under the California Clean Air Act. These contaminants tend to be localized and are found in relatively low concentrations in ambient air. However, they can result in adverse chronic health effects if exposure to low concentrations occurs for long periods. They are regulated at the local, state, and federal level. Particulate matter from diesel exhaust is the predominant TAC in urban air.

State of California and Federal Air Quality Standards

Both the California Air Resource Board and the U.S. Environmental Protection Agency have established ambient air quality standards for common pollutants, including ozone, CO, NO_2, PM_{10} and $PM_{2.5}$. These ambient air quality standards represent safe levels that avoid specific adverse health effects associated with each pollutant. For some of these pollutants, notably ozone and PM_{10}, the State standards are more stringent than the national standards. In 1988, California passed the California Clean Air Act (CCAA, California Health and Safety Code § 39600 et seq.).

Bay Area Air Quality Management District

The Cherryland area of unincorporated Alameda County is located within the nine county San Francisco Bay Area Air Basin and therefore within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD enforces rules and regulations regarding air pollution sources and is the primary agency preparing the regional air quality plans mandated under state and federal law.

According to the standards of the federal Clean Air Act, the Bay Area is in attainment with all ambient air quality standards except for state and national ozone standards and national particulate matter ambient air quality standards. The nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself result in nonattainment of

ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

The BAAQMD also provides a document titled California Environmental Quality Act Air Quality Guidelines ("Guidelines"), which provides guidance for consideration by lead agencies, consultants, and other parties evaluating air quality impacts in the San Francisco Bay Area Air Basin conducted pursuant to CEQA. The Guidelines provides direction on evaluating air quality impacts associated with development projects and local plans, determining whether an impact is significant, and mitigating significant air quality impacts.

It should be noted that on July 31, 2013, the California Air Pollution Control Officers Association (CAPCOA) released CalEEMod 2013.2. Upon release of the latest California Emissions Estimator Model (CalEEMod), the BAAQMD recommended that all future analysis for air quality be performed using the CalEEmod and that the BAAQMD would no longer support the use of URBEMIS.

California Emissions Estimator Model

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model (EMFAC2011) includes the Pavley standards and Low Carbon Fuel standards into the mobile source emission factors. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The GHG mitigation measures were recently developed and adopted by the California Air Pollution Control Officers Association (CAPCOA).

Senate Bill 97—Amendments to the CEQA Guidelines

Under Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines on December 30, 2009. The Amendments became effective on March 18, 2010 and included the addition of the above GHG emissions environmental topic and checklist items.

AB 32 and the Air Resource Board's Climate Change Scoping Plan

In 2006, the governor of California signed AB 32, the Global Warming Solutions Act, into legislation. The Act requires that California cap its GHG emissions at 1990 levels by 2020.

On December 12, 2008, the California Environmental Protection Agency Air Resources Board (ARB) adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap of ARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Assembly Bill 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases by 174 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO2e under a business-as-usual scenario that cause climate change.

On July 31, 2013, the California Air Pollution Control Officers Association (CAPCOA) released CalEEMod 2013.2. This land use model can be downloaded from www.caleemod.com. From this point forward, the BAAQMD will no longer support the use of URBEMIS, and all future analyses will be performed using CalEEmod.

4.3.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to air quality and GHG emissions that could result from implementation of the Project. It begins with criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with air quality impacts associated with the Project.

4.3.3.1 Criteria of Significance

The proposed Project would have significant air quality and GHG impacts if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people;
- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.3.3.2 Less Than Significant Impacts

Project implementation would result in the following less than significant air quality and GHG impacts.

Impact AQ/GHG-1: Construction and operation of the Project would not conflict with or obstruct implementation of the 2010 Bay Area Clean Air Plan. (LTS)

The Cherryland Project area is subject to the Bay Area Clean Air Plan (CAP), first adopted by BAAQMD, in association with the Metropolitan Transportation Commission and the Association of Bay Area Governments in 1991 to meet both state requirements and those of the Federal Clean Air Act and also provide a comprehensive plan to improve Bay Area air quality and

protect public health[1]. The Plan requires that updates be developed approximately every three years. In early 2014, BAAQMD initiated the latest update to the Plan, last approved in 2010.

The 2010 CAP defines a control strategy that the Air District and its partners will implement to: (1) reduce emissions and decrease ambient concentrations of harmful pollutants; (2) safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and (3) reduce greenhouse gas (GHG) emissions to protect the climate.

While the BAAQMD recommends thresholds for local plans, it does not require such thresholds for project-level analysis. A plan would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions of the CAP of population, employment or regional growth in Vehicle Miles Traveled.

The Cherryland Community Center would be used for a variety of events (e.g., parties, weddings) attended mostly by local residents. The Project would not generate a substantial number of new vehicle trips or result in any substantial changes to local traffic patterns. A Traffic Impact Analysis prepared by Hexagon Transportation Consultants determined that the Project would generate less than 100 peak hour vehicle trips[2]. Such an increase would not conflict or obstruct with the implementation of the current regional air quality plan for criteria pollutants and ozone precursors (the Bay Area Air Quality Management District 2010 Clean Air Plan) and would be consistent with the plan's transportation control measures. Impacts would be ***less than significant***.

Impact AQ/GHG-2: Operation or construction of the Project would not create objectionable odors affecting a substantial number of people. (LTS)

Project construction activities could cause short-term, temporary, localized objectionable odors common to construction activities (e.g., site preparation, concrete pouring). However, no uses are proposed for the Community Center that would result in the creation of long-term objectionable odors. Due to the short-term, temporary, and localized nature of construction-period and the lack of operational-related odor impacts, the potential for the Project to create objectionable odors would be a ***less than significant impact***.

Impact AQ/GHG-3: Construction and operation of the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (LTS)

Thresholds of Significance for operational-related GHG emissions are: For land use development projects, the threshold is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO2e; or 4.6 MT CO2e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities. For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO2e. Stationary-source projects include land uses that

[1] BAAQMD. 2010. 2010 Clean Air Plan (CAP). http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plans.aspx. [Website accessed at July 15, 2014].

[2] Hexagon Transportation Consultants, Inc. 2014. Cherryland Community Center: Draft Traffic Impact Analysis. San Jose, CA. Institute of Transportation. 2012.

would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed Project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions, but given the relatively small size of the Project and the fact that it is well below the operational GHG emissions level, it can be concluded that GHG emissions would be well below significant levels. Therefore, the Project impact related to greenhouse gas emissions would be less than significant.

The Project would not generate a substantial number of new vehicle trips (estimated at less than 100 peak-hour trips) or any substantial change in traffic patterns. Therefore, operation of the Project would not measurably increase annual GHG emissions in the Cherryland area over existing conditions and would have a less than significant contribution to global climate change.

Short-term construction activities associated with the Project would generate temporary GHG emissions from combustion of fossil fuels for construction vehicles, equipment and tools, construction vehicle trips, and worker commute trips. These construction-period GHG emissions would be temporary and would not represent a cumulatively considerable contribution to annual emissions per service area population in the community. Therefore, impacts related to the generation of greenhouse gas emissions would represent a ***less than significant impact.***

Impact AQ/GHG-4: Construction and operational emissions associated with the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (LTS)

On February 4, 2014, the Alameda County Board of Supervisors approved amendments to the Alameda County General Plan, and adopted the Alameda County Community Climate Action Plan (CCAP) as an element of the Alameda County General Plan[3]. This 10-year plan is intended to help reduce greenhouse gas emissions from Alameda County by approximately 15 percent by 2020 through a variety of measures and policies for new development, transportation improvements, encouragement of renewable energy, energy and water efficiency improvements and green infrastructure. The CCAP also contains a chapter on Building Energy Strategies and Measures, in which it promotes green building practices. In keeping with the related CCAP regulations, the Project sponsor would incorporate measures from the Energy Performance in New Construction and Renewable Energy, where feasible such as:

- E-9–exceeding the California Title-24 standards for energy efficiency by 30 percent,
- E-1–use of building materials containing recycled content and
- E-15–incorporating a renewable energy program for each residential home.

The proposed Project would be in compliance with the goals and policies of the CCAP and state-wide GHG reduction regulations and plans, and any potential impacts would be ***less than significant.***

[3] Alameda County. 2014. Alameda County Community Climate Action Plan (CCAP). http://www.acgov.org/cda/planning/landuseprojects/documents/110603_Alameda_CCAP.pdf. [Website Accessed July 15, 2014].

4.3.3.3 Significant Impacts

Impact AQ/GHG-5: Construction and operation of the Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. (S)

As explained above, the Project would generate less than 100 peak hour vehicle trips. The Project would serve the immediate neighborhood community and would not be expected to substantially increase the number of vehicle trips from outside the Project area, nor would the Project result in increased traffic congestion or associated air pollutant emissions in the region. Therefore, the long-term operational impacts of the Project would not contribute substantially to an existing or projected air quality violation. Short-term construction impacts of the Project are discussed below.

Short-term construction would involve trenching, excavation, hauling materials, site grading, and building construction. The construction of the Cherryland Community Center and reconfigured Meek Estate Park parking lot would occur over a fairly short period of time (approximately one year) given the Project's relatively small size of 17,500 square feet of building space.

Construction activities generate dust from demolition of existing pavement and other improvements, trenching, excavation, hauling, and site grading, as well as from wind over exposed areas and dirt piles. If not controlled, construction dust could cause localized health and nuisance impacts on adjacent residential and child care sensitive receptors. Construction activities also generate exhaust emissions from vehicles, equipment, and worker trips. In addition, certain construction materials contain solvents that can evaporate into the atmosphere and contribute to the photo-chemical reaction that creates urban ozone.

Regulated air pollutants of greatest concern related to Project construction activities are particulate matter 10 microns or smaller in diameter (PM_{10}), carbon monoxide (CO), and the precursors to ozone, which are reactive organic gases (ROG) and nitrogen oxides (NO_X). The BAAQMD has established recommended thresholds of significance for these "criteria" pollutants that apply to both construction and operational impacts. According to the BAAQMD CEQA Air Quality Guidelines, if all of the following screening criteria are met, the construction of the proposed Project would result in emissions below the thresholds of significance and a less than significant construction-related impact from criteria air pollutant and ozone precursor emissions[4].

> *1. The proposed project would be below the applicable screening level size shown in [BAAQMD CEQA Guidelines] Table 3-1;*
>
> *2. All Basic Construction Mitigation Measures (including best management practices (BMPs) would be included in the project design and implemented during construction; and*
>
> *3. Construction-related activities would not include any of the following:*

[4] Bay Area Air Quality Management District (BAAQMD) website, Guidelines, Tools and Methodology page, accessible at: http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx. [Website accessed July 15, 2014].

a. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction occurring simultaneously);

c. Simultaneous construction of more than one land use type (e.g., development of residential and commercial uses on the same site);

d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or

e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

With respect to screening criterion 1 for Project operation (different from construction), the Project is not a land use type included in Table 3-1 of the June 2010 BAAQMD CEQA Guidelines. The Project would not generate a substantial increase in vehicle trips, any substantial change in traffic operations, or substantial operational air pollutant emissions, and thus is considered below applicable operational screening level size.

With respect to construction-related screening criterion 2, Mitigation AQ-5 below would require implementing all applicable standard BAAQMD Basic Construction Mitigation Measures, which are cited under criterion 2. With respect to criterion 3, the Project would remove between 4,000 and 5,000 cubic yards of excavated material.

MM AQ-5: BAAQMD Basic Construction Mitigation Measures. The following BAAQMD Basic Construction Mitigation Measures shall be implemented during construction:

1. All exposed surfaces (e.g., staging areas, soil piles, and graded areas) shall be watered at least 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 by wet sweeping (e.g., 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 road surfaces shall be limited to 15 mph.

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

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). Clear signage to this effect shall be provided for construction workers at key Project 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.

8. Prior to beginning of construction, Alameda County shall notify in writing residents on Boston Road and Hampton Road who may be affected by the Project. The notice shall include the Project schedule as well as the telephone number and staff person to contact at the County regarding dust complaints. This County staff person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be included in the notice to ensure compliance with applicable regulations. The notice shall also be conspicuously posted adjacent to construction sites.

With implementation of Mitigation AQ-5, the Project would meet all BAAQMD screening criteria. As a result, potential short-term construction impacts related to construction activities would be reduced ***less than significant*** **(LTS).**

With respect to construction-related screening criterion 3, the Project would not involve any of the listed activities and therefore no impacts would occur.

Impact AQ/GHG-6: Construction and operation of the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). (S)

As explained above, the Project would result in less than 100 additional peak hour vehicle trips and would not result in a substantial change in traffic patterns. As a result, no substantial increase in operational criteria air pollutant emissions would occur. With implementation of Mitigation AQ-5 described above, emissions of criteria air pollutant and ozone precursors during Project construction would be ***less than significant*** **(LTS).**

Impact AQ/GHG-7: Operation of the Project would expose sensitive receptors to substantial pollutant concentrations resulting in cancer and noncancer risks. (S)

Air quality problems arise when sources of air pollutants and sensitive receptors are located near one another. Sensitive receptors in the Project vicinity include residents of surrounding homes. As explained above, the Project would generate less than 100 peak hour vehicle trips and would not substantially change existing traffic patterns. As a result, no substantial adverse change in air pollutant emissions would occur from operations of the Community Center. Impacts would be less than significant.

As explained under Impact AQ-5 above, if not controlled, Project construction-period dust, exhaust, and other temporary emissions may cause localized health and nuisance impacts on adjacent sensitive receptors. Implementation of Mitigation AQ-5 above (implementation of BAAQMD Basic Construction Mitigation Measures), would reduce potential impacts related to exposure of sensitive receptors to substantial pollutant concentrations to ***less than significant*** **(LTS).**

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4.4 BIOLOGICAL RESOURCES

This section provides a description of the biological resources in the proposed Project area, including the vegetation communities, wildlife, special-status species, sensitive natural communities; a discussion of the regulations that serve to protect sensitive resources; an assessment of the potential impacts of the proposed Project; and recommendations to minimize and mitigate potentially significant impacts on biological resources.

For the purposes of this analysis, the proposed Project area consists of all areas that could be temporarily or permanently affected by the proposed Project.

4.4.1 Environmental Setting

The Project area is located in a developed area comprised of primarily single-family residences, a park, and associated roadway and landscape improvements. Vegetation within the Project area is dominated by ornamental landscaping and non-native grass species. Residential yards support turf, groundcover species, shrubs, and trees, most of which are non-native species.

Due to the extent of past development and the absence of suitable habitat, no special-status species would be expected to occur in the Project area. The concrete lined portion of San Lorenzo Creek, located approximately 250 feet northeast of the site, would not be expected to provide suitable habitat for aquatic associated species.

4.4.2 Regulatory Setting

Sensitive Biological Communities

Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW) Streambed Alteration Program, and the California Environmental Quality Act; or local ordinances or policies such as city or county tree ordinances, Special Habitat Management Areas, and General Plan Elements.

Special-Status Plant and Wildlife Species

Special-status species include those plants and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. In addition, the CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW special-status invertebrates, are all considered special-status species.

Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under the California Environmental Quality Act (CEQA). In addition to regulations for special-status species, most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act of 1918. Under this legislation, destroying active nests, eggs, and young is illegal. Plant species on California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (Inventory) with California Rare Plant

Ranks (Rank) of 1 and 2 are also considered special-status plant species and must be considered under CEQA. Rank 3 and Rank 4 species have little or no protection under CEQA.

Oak Ordinance and Management Plan

The Oak Ordinance and Management Plan, approved by the County in February, 2005, promotes oak woodland conservation through education and outreach, public policy and support of landowners who voluntarily participate in programs that conserve oak woodland landscape[1]. The Plan provides necessary eligibility for the County or private landowners to participate in the California Oak Woodlands Conservation Program, established by the California Wildlife Conservation Board. Private landowners may apply for land easements and the County may apply for education and planning grants. In addition, the Plan provides guidance for land use decisions in the County by providing a woodland map, ecological information and management concerns and strategies.

Preservation Plans and Policies

There is no Habitat Conservation Plan for the Project area. However, the Alameda County Resource Conservation District (ACRCD) and the USDA Natural Resources Conservation Service (NRCS) make up the Alameda County Conservation Partnership. This Conservation Partnership serves as the lead conservation agency in Alameda County, by providing technical and educational services for natural resource conservation and agriculture enhancement. The Partnership collaborates with many partners including private landowners, local, state and federal agencies and other organizations to develop and implement various conservation and agricultural strategies.

4.4.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to biological resources that could result from implementation of the Project. It begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with biological resource impacts associated with the Project.

4.4.3.1 Criteria of Significance

The proposed Project would have a significant effect on biological resources if it would:

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

[1] Alameda County. 2005. Oak Ordinance and Management Plan. http://www.acrcd.org/ForFarmersRanchers/AgriculturePublicPolicy.aspx [Website Accessed July 15, 2014].

- 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;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- Result in conversion of oak woodlands that will have a significant effect on the environment.

4.4.3.2 Less Than Significant Impacts

***Impact BIO-1: The Project would not 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.* (*LTS*)**

A review of the California Natural Diversity Database (CNDDB) inventory identified multiple special-status species in the vicinity of the Project area[2]. According to the findings, the special-status species listed in Table 4.4-1 have potential to occur within five miles of the Project area. However, the Project area lacks vegetation other than landscaped or ruderal flora, and is encircled by built environment, providing limited suitable habitat for species identified by CNDDB. Additionally, there are no Waters of the State or Waters of the U.S. within the Project area, meaning that most coastal birds identified from the nearby shoreline, have little to no potential for occurrence in the Project area. As a result of the limited habitat features and lack of necessary biological requirements, the Project area does not provide suitable habitat for federal or state listed species, and therefore impact will be ***less than significant***.

Table 4.4-1. Special Status Species and Potential to Occur

Species	Status	Habitat Requirements	Project Area Habitat
Alameda whipsnake *Masticophis lateralis euryxanthus*	FT, CT	Primarily found in chaparral and scrub habitats, but will also utilize adjacent grassland or woodland habitats. Mostly found in south-facing slopes and ravines with rock outcrops, crevices, or abundant rodent burrows.	Habitat lacks any significant slope or suitable vegetation necessary for Alameda whipsnake. Unlikely to occur.

[2] California Department of Fish & Wildlife. 2014. California Natural Diversity Database Website. https://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp [Website accessed July 16, 2014.

Species	Status	Habitat Requirements	Project Area Habitat
Western snowy plover *Charadrius alexandrinus nivosus*	FT	Requires sandy, gravelly, or friable soils for nesting. Found on sandy beaches, salt pond levees, and shores of large alkali lakes or wetlands.	Project area is not coastal and lacks standing water, or necessary sandy or gravelly beach for nesting. Unlikely to occur.
Salt-marsh harvest mouse *Reithrodontomys raviventris*	FE, SE	Found in saline marsh and swamp habitat; often associated with halophylic pickleweed.	No wetland, swamp, or marsh habitat found within Project area. Unlikely to occur.
California least tern *Sternula antillarum browni*	FE, SE	Found in sandy beaches and shores. Nests where vegetation is limited.	Project area is too far inland to host a saline wetland habitat necessary for the black rail. Additionally, no standing water found within Project area. Unlikely to occur.
California clapper rail *Rallus longirostris obsoletus*	FE, SE	Found in tidal salt marshes of the San Francisco Bay. Require mudlfats for foraging and dense vegetation on higher ground for nesting.	Project area is too far inland to host a saline wetland habitat necessary for the black rail. Additionally, no standing water found within Project area. Unlikely to occur.
California black rail *Laterallus jamaicensis coturniculus*	ST	Rare seen resident of saline, brackish, and fresh emergent wetlands of the San Francisco Bay Area. Nests in dense strands of pickleweed.	Project area is too far inland to host a saline wetland habitat necessary for the black rail. Additionally, no standing water found within Project area. Unlikely to occur.
Santa Cruz Tarplant *Holocarpha macradenia*	FT, SE, 1B.1	Found in coastal prairies and coastal scrub, valley, and foothill grasslands. Necessitates light, sandy soil or sandy clay.	Project area is too far inland to host a coastal prairie. No foothill grassland, valley, or scrub within Project area. Unlikely to occur.
Contra Costa goldfields *Lasthenia conjugens*	SE, 1B.1	Found in valley grasslands, freshwater wetlands, and wetland-riparian habitat. Often near vernal pools.	Project area does not host a riparian or wetland habitat. Unlikely to occur.

Impact BIO-2: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (NI)

The Project area contains no riparian habitat or other sensitive natural communities. As a result, no adverse impacts would be anticipated. Vegetation in and around the Project area is dominated by non-native species (grass, flowering plants, deciduous trees, and landscape plantings) and would not be considered riparian vegetation, nor would they be expected to support any sensitive natural community type. Consequently, ***no impacts*** on sensitive natural communities would be expected to occur from implementation of the proposed Project.

Impact BIO-3: The Project not 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. (NI)

The Project area and adjacent areas have been intensely developed and are dominated by single-family homes, a developed park, paved roads, and public facilities. Due to the extent of past and present development in the area, there are no wetlands as defined by Section 404 of the Clean Water Act, and ***no impact*** would occur.

Impact BIO-4: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (LTS)

The Alameda County Tree Ordinance (Ordinance No: 0-2004-23) states that all trees located within the County right-of-way are to be protected. Trees on the Project site are not located within County right-of-way and are not subject to any County tree ordinances. As a result, removal of the existing trees would not conflict with any local tree preservation policy or ordinance. Impacts would be ***less than significant.***

Impact BIO-5: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (NI)

The proposed Project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. No such plans have been adopted for the Project area vicinity, and ***no impacts*** would occur.

Impact BIO-6: The Project would not result in conversion of oak woodlands that will have a significant effect on the environment. (NI)

Protection of Oak Woodlands in Alameda County are outlined in the Conservation Element of the Alameda County General Plan. The element states that vegetation (including Oaks) should be protected through control of resource development and utilization by revision of legislative standards and conservation zoning. There are no Oak Woodlands in the vicinity of the Project area. As a result, ***no impacts*** would occur.

4.4.3.3 Significant Impacts

***Impact BIO-7: 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.* (*S*)**

The Project would result in the removal of approximately 26 trees located on the Community Center parcel and 12 trees located on the Meek Estate Park parking lot (see Arborists Report in Appendix B). While most of the trees are fruit and ornamental in type, there is a potential for nesting birds to occur, especially in the more mature trees. Removal of trees on the Project site would result in impacts to nesting birds, which would impact biological communities.

MM BIO-7: Biological Communities. Implementation of the following mitigation measure prior to construction would reduce potentially significant nesting bird-related impact to a less than significant level:

Pre-Construction Bird Surveys. Tree removal, per requirements of the Migratory Bird Treaty Act and CDFW code, require pre-construction nesting surveys. Surveys shall be performed not more than two weeks prior to construction in an affected area. If special-status bird or migratory bird species are not found, work may proceed and no further mitigation action is required.

However, if special-status bird OR migratory bird species are found to be nesting in or near (distance to be determined by qualified biologist) any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds, 250 feet for raptors) shall be designated by the biologist. This no-work buffer zone is required to comply with federal and state laws concerning migratory or protected bird species under the federal Migratory Bird Treaty Act or the California Fish and Wildlife Code. Depending on the species involved, the qualified biologist may require input from the CDFW and/or the USFWS Division of Migratory Bird Management as to the most appropriate ways to avoid disturbance to nesting birds. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could harass birds or disrupt bird breeding.

Implementation of MM BIO-7 above would reduce potentially significant nesting-bird related impacts to levels that would be ***less than significant*** **(LTS).**

4.5 CULTURAL RESOURCES

This section describes existing cultural resources on the Project site and identifies potentially significant impacts that could occur to cultural resources from construction and operation of the proposed Project.

4.5.1 Environmental Setting

The analysis presented in this chapter focuses on historic resources, primarily on the architectural history and prehistoric cultural resources (archaeology) of the site. The Historic Resources Analysis contained in this section is based in part upon the evaluation of the Project area conducted by Tom Origer & Associates, which included a CHRIS database search of cultural resources that includes the Cherryland Project area.

The Community Center Project site consists of previously developed land surrounded by a chain link fence and includes vacant land and trees. The Meek Mansion and Carriage House, located across Boston Road to the west of the Project area, is listed on the National Register and as a California Historical Landmark. The surrounding Meek Estate Park is designated as a California Historical Landmark. The Meek Estate Park parking lot is developed as an asphalt parking lot, on a separate parcel.

4.5.2 Regulatory Setting

Federal

National Historic Preservation Act of 1966 (As Amended)

The National Historic Preservation Act (NHPA) of 1966 establishes a program to preserve historic properties throughout the U.S. and, among other things, authorizes the Secretary of the Interior to expand and maintain a National Register of Historic Places composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. In general, properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture, and that:

- Are associated with events that have made a significant contribution to the broad patterns of U.S. history; or
- Are associated with the lives of persons significant in the past; or
- Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

State

In general, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. In order for a resource to meet the criteria for listing in the California Register of Historical Resources, it must satisfy all of the following three provisions:

1. It meets on or more of the following four criteria of significance:
    - The resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local and regional history;
    - The resource is associated with the lives of persons important to the nation or to California's past;
    - The resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
    - The resource has the potential to yield information important to the prehistory or history of the State or the nation (this criterion applies primarily to archaeological sites).
2. The resource retains historic integrity (defined below); and
3. It is fifty years old or older (except for rare cases where it can be demonstrated that sufficient time has passed to understand the historical importance of the resource).

The California Register regulations are similar to the criteria used by the National Park Service for the National Register of Historic Places. Any resource listed on or formally determined to be eligible for listing on the National Register is automatically listed on the California Register.

The California Register defines "integrity" as "the authenticity of a property's physical identity, evidenced by the survival of characteristics that existed during the property's period of significance." A property must, therefore, retain enough of its historic character or appearance to be recognizable as an historical resource. California Register regulations specify that integrity is a quality that applies to historic resources in seven ways: location, design, setting, materials, workmanship, feeling, and association. A property must retain most of these qualities to possess integrity.

4.5.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to cultural resources that could result from implementation of the proposed Project. It begins with the significance criteria, which establish the thresholds for determining whether an impact is significant and concludes with cultural resource impacts associated with the proposed Project.

4.5.3.1 Criteria of Significance

The proposed Project would have a significant effect on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA provides that a project may cause a significant environmental effect where the project could result in a substantial adverse change in the significance of a historical resource (Public Resources Code, Section 21084.1). CEQA Guidelines Section 15064.5 defines a "substantial adverse change" in the significance of a historical resource to mean physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be "materially impaired" (CEQA Guidelines, Section 15064.5(b)(1).

CEQA Guidelines, Section 15064.5(b)(2), defines "materially impaired" for purposes of the definition of "substantial adverse change" as follows:

The significance of a historical resource is materially impaired when a project:

(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

In accordance with CEQA Guidelines Section 15064.5(b)(3), a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* is considered to have mitigated impacts on historic resources to a less-than-significant level.

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]).

Methodology

The first step in defining impacts is to identify whether existing resources and properties within the project study area are historical resources as defined by CEQA. The methods used in the cultural resources analysis included a literature review and field reconnaissance by Secretary of the Interior (36 CFR Part 61) qualified cultural resource personnel.

The assessment of project impacts on cultural resources under CEQA (CEQA Guidelines, Section 15064.5) is a two-step process:

1. Determine whether the project site contains an historical resource (defined as prehistoric archaeological, historic archaeological, or historic architectural resources of significance). If the site is found to contain a historical resource, then
2. Determine whether the project would cause a substantial adverse change to the resource.

The impact discussion reviews the criteria for significant impacts on cultural resources and assesses the Project's impact on cultural resources. The criteria for establishing whether a project would cause a significant impact or substantial adverse change to a historic resource are provided in CEQA Guidelines, Section 15064.5(b)(2), discussed in the section above.

4.5.3.2 Less than Significant Impacts

Impact CULT-1: The project would have no direct impacts on an architectural resource or historic setting. (NI)

The California State Office of Historic Preservation has determined that buildings, structures, and objects 45 years or older may be of historical values. There are no existing structures located on the Project site.

There is however, one historic resource directly adjacent to the Project area:

- **The Meek Mansion and Carriage House:** The Meek Mansion and Carriage House, located across Boston Road to the west of the Project area, is listed on the National Register and as a California Historical Landmark. The surrounding Meek Estate Park is designated as a California Historical Landmark.

The Meek Mansion is located approximately 200 feet west of the Boston Road parcel and approximately 310 feet west of the Hampton Road parcel. Due to this distance, construction and operation of the proposed Project would not impact the Meek Mansion. As a result, ***no impacts*** to historic resources would occur.

4.5.3.3 Significant Impacts

Impact CULT-2: The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (S)

Alameda County's General Plan identifies the Project area as being within an area of potentially high archaeological sensitivity, this based on "Archeology in Alameda County: A Handbook for Planners (1976)." However, ground-disturbing activities during previous urban development of the area would likely have disturbed, altered, or eliminated archaeological resources that may have existed in the Project area. Despite this history of local disturbance, the Project could

potentially disrupt, alter, or eliminate as-yet undiscovered archaeological resources (e.g., refuse from prehistoric or historic habitation; basalt or obsidian flaked stone scatters, fire-altered rock; signs of a Native American burial, potentially including Native American remains; or a discrete cultural feature).

Public Resources Code section 21083.2 and CEQA Guidelines section 15126.4 specify lead agency responsibilities to determine whether a project may have a significant effect on archaeological resources. If it can be demonstrated that a project would damage a unique archaeological resource, the lead agency may require reasonable efforts for the resources to be preserved in place or left in an undisturbed state. Preservation in place is the preferred approach for mitigation. The Public Resources Code also details required mitigation if unique archaeological resources are not preserved in place.

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains. These codes protect such remains from disturbance, vandalism, and inadvertent destruction; establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

Ground-disturbing activities during previous development of the area from rural farmland to more modern residential would likely have disturbed, altered, or eliminated archaeological resources that may have existed in the Project area. However, despite the history of disturbance within the Project vicinity, the Project could potentially disrupt, alter, or eliminate as-yet undiscovered archaeological sites, potentially including Native American remains.

MM CULT-2: Archaeological Resources. If prehistoric or historic-period archaeological resources are encountered during grading or excavation, work shall avoid altering the materials and their context until a state-qualified professional has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code section 21083.2 and CEQA Guidelines section 15126.4, with a preference for preservation in place.

Implementation of Mitigation CULT-2 would reduce the potential impact on archaeological resource to ***less than significant***.

Impact CULT-3: The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (S)

Paleontological resources are classified as non-renewable scientific resources and are protected by federal and state statutes, most notably the 1906 Federal Antiquities Act. Professional standards for assessment and mitigation of adverse impacts on paleontological resources have been established by the Society for Vertebrate Paleontology.

Ground-disturbing activities during previous development of the area from rural farmland to present day residential setting would likely have disturbed, altered, or eliminated paleontological resources that may have existed in the area (e.g., fossilized remains of plants and animals, and associated deposits). Despite the history of disturbance within the Project vicinity, the Project could potentially disrupt, alter, or eliminate as-yet undiscovered paleontological resources.

MM CULT-3: If paleontological resources are encountered, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded, and determined appropriate treatment of the resource consistent with protocols of the Society for Vertebrate Paleontology and in consultation with the County. Project personnel shall not collect paleontological resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover microvertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens.

Implementation of Mitigation CR-2 would reduce the potential impact on paleontological resources to ***less than significant***.

Impact CULT-4: The project would disturb any human remains, including those interred outside of formal cemeteries. (S)

As explained in Impact CULT-2 above, the Project could potentially disrupt, alter, or eliminate as-yet undiscovered archaeological resources, potentially including Native American remains. With Mitigation CULT-2, which specifies measures that shall be implemented if archaeological resources, including Native American remains, are encountered during Project construction, the potential impact related to disturbance of Native American remains would be reduced to ***less than significant.***

4.6 GEOLOGY AND SOILS

This section describes the Project's geologic environment, existing soils and topography conditions, geologic setting and hazards, regulatory requirements, and mitigation measures to reduce or eliminate any identified significant impacts based on published geologic reports and maps, and a site-specific technical report. This section evaluates whether Project implementation would expose people or structures to major geologic hazards or would damage geologic resources.

This analysis has been prepared using available information to identify the occurrence and severity of geologic- and soil-related hazards at the Project site and the potential for the Project to be affected by these hazards. Based on a comparison of the reviewed information, the regulatory requirements, and the Project's construction activities, potential geology- and soils-related effects of the Project are qualitatively evaluated and, as necessary, mitigation measures are proposed.

4.6.1 Environmental Setting

The soils, topography, geology, and seismic- or soil-related hazards of the Project site and vicinity are described below.

Information and analysis regarding potential environmental impacts related to geologic conditions and soils at the Project area were taken from a report prepared by Rockridge Geotechnical, dated April 4, 2014[1]. The report presents the methods and results of the geotechnical study and provides recommendations to avoid or minimize potential impacts related to the underlying geology of the Project area. The full report can be found in Appendix C.

According to Rockridge Geotechnical, the Project area is underlain by Holocene-age (11,000 years old to recent) natural alluvial fan levee deposits associated with the historic flooding of nearby San Lorenzo Creek. Results of field tests indicate the Project area is blanketed by approximately 10 to 15 feet of slightly moist, medium stiff to stiff, non-plastic sandy silt and loose to medium dense sand and silty sand. Laboratory collapse potential tests indicate the upper sandy silt layer is susceptible to severe collapse when saturated under moderate loading.

Further, the sandy silt/silty sand is underlain by stiff to very stiff clay and sandy clay of low to moderate plasticity interbedded with occasional layers of medium dense to dense sand and silty sand. These sand and silty sand layers are generally thin (less than two feet thick). One boring sample encountered dense sand between depths of 43 and 50 feet below ground surface (bgs), the maximum depth explored. Groundwater was not encountered in the borings, which were each drilled to a depth of 26.5 feet bgs. Groundwater was measured at depths of approximately 30 and 27 feet bgs in CPT-1 and CPT-2, respectively. To estimate the depth of the historically high groundwater, Rockridge Geotechnical reviewed the publication by the California Geological Survey titled Seismic Hazard Zone Report for the Hayward 7.5-Minute Quadrangle, Alameda County, California (2003). As shown in Plate 1.2 of the report, the depth to the historically high

[1] Rockridge Geotechnical. 2014. Final Report: Geotechnical Investigation Proposed Cherryland Community Center. Oakland, CA.

groundwater in the immediate site vicinity is 20 feet bgs, with the assumption that the groundwater depth varies by several feet seasonally, depending on rainfall amounts.

In general, seismic hazards are classified as two types, primary and secondary. Primary geologic hazards include surface fault rupture. Secondary geologic hazards include ground shaking, liquefaction, dynamic densification, and seismically induced ground failure. The Project area is located in a seismically active area and may be subject to moderate to strong ground shaking. Major active faults in the area include the Hayward and San Andreas faults located approximately 1.2 miles to the northeast, the Calaveras fault 9.3 miles to the east and the San Gregorio fault located approximately 23 west of the Project area.

4.6.2 Regulatory Setting

This section discusses the federal, state, and local laws, and regulations that pertain to geology and soils in the Project area.

Federal

Earthquake Hazards Reduction Act

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program. To accomplish this, the act established the National Earthquake Hazards Reduction Program (NEHRP). This program was significantly amended in November 1990 by the National Earthquake Hazards Reduction Program Act (NEHRPA) by refining the description of agency responsibilities, program goals, and objectives.

The mission of NEHRPA includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRPA designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRPA agencies include the National Institute of Standards and Technology, National Science Foundation, and the U. S. Geological Survey.

National Pollutant Discharge Elimination System Permit

In California, the State Water Resources Control Board (SWRCB) administers regulations governed by the U. S. Environmental Protection Agency (EPA) requiring the permitting of stormwater-generated pollution under the National Pollutant Discharge Elimination System (NPDES). In turn, SWRCB's jurisdiction is administered through nine regional water quality control boards. Under these federal regulations, construction activities on one acre or more are subject to the permitting requirements of the *NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) (SWRCB 2012). The Construction General Permit implements a risk-based permitting approach, specifies minimum best management practices (BMPs) requirements, and requires monitoring and reporting activities to regulate stormwater discharges from construction sites, reduce sedimentation into

surface waters, and control erosion. The Construction General Permit establishes three project risk levels that are based on site erosion and receiving-water risk factors. Risk Levels 1, 2, and 3 correspond to low-, medium-, and high-risk levels for a project and each have their own specific requirements (SWRCB 2012). A preliminary analysis indicates that the project is likely to be categorized as either Risk Level 2 or 3 depending on the erosion factors at the Project site.

One element of compliance with the NPDES permit is preparation of a storm water pollution prevention plan (SWPPP) that addresses control of water pollution, including sediment, in runoff during construction. Typical SWPPP BMPs include:

- Implementing practices to minimize the contact of construction materials, equipment, and maintenance supplies with stormwater.
- Limiting fueling and other activities using hazardous materials to designated areas, providing drip pans under equipment, and daily checks for vehicle condition.
- Implementing practices to reduce erosion of exposed soil, including stabilization for soil stockpiles, watering for dust control, perimeter silt fences, and/or placement of fiber rolls.
- Implementing practices to maintain water quality including silt fences, stabilized construction entrances, and storm drain inlet protection.
- Developing spill prevention and emergency response plans to handle potential fuel or other spills.
- Where feasible, limiting construction to dry periods.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, signed into law in 1972, requires the delineation of zones along active, potentially active, and well-defined faults. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting to structures for human occupancy and to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone (California Geological Survey 2012).

California Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act of 1990 (California Public Resources Code Sections 2690-2699.6) addresses seismic hazards other than surface rupture, such as liquefaction and seismically-induced landslides. The purpose of the California Seismic Hazards Mapping Act is to the minimize loss of life and property through the identification, evaluation and mitigation of seismic hazards. The Act specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. The Seismic Hazards Mapping Act became effective in 1991 to identify and map

seismic hazard zones for the purpose of assisting cities and counties in preparing the safety elements of their general plans and to encourage land use management policies and regulations that reduce seismic hazards.

4.6.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to geology and soils that could result from implementation of the Project. It begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with geology and soils impacts associated with the proposed Project.

4.6.3.1 *Criteria of Significance*

The Project would have a significant impact on geology and soils if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault; strong seismic ground shaking; or seismic-related ground failure, including liquefaction; or landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for disposal of waste water.

4.6.3.2 *Less Than Significant Impacts*

Project implementation would result in the following less than significant geology and soils impacts.

Impact GEO-1a: The Project would not expose people or building structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related rupture of a known earthquake fault. (LTS)

Historically, ground surface displacements closely follow the trace of geologically young faults. The proposed Project area is not located within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. As a result, the risk of fault offset at the Project area from a known active fault is very low.

Because the Project area is located in an overall seismically active area, there is a remote possibility for future faulting in areas where no faults previously existed. However, based on the geotechnical survey conducted for the Project area, the risk of surface faulting and consequential secondary ground failure from previously unknown faults would be considered very low. Therefore, the potential for exposure of people or structures to risk of loss, injury, or death due to ground rupture would be ***less than significant***.

Impact GEO-1b: The Project would not expose people or building structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. (LTS)

The ground shaking intensity felt at the Project area will depend on: 1) the size of the earthquake (magnitude), 2) the distance from the site to the fault source, 3) the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and 4) subsurface conditions. The site is approximately 1.2 miles from the Hayward Fault. Therefore, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site during the life of the Project.

However, Project structures would be designed using the 2013 California Building Code guidelines and in coordination with local engineers specializing in such design in quake prone areas. The potential risks to people and property from these seismic hazards would be adequately mitigated by required Project engineering design compliance with existing laws, regulations and policies, including the California Building Code and the County's development review procedures. Therefore, impacts from seismic ground shaking on the Project would be ***less than significant.***

Impact GEO-1c: The Project would not expose people or building structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. (LTS)

Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, and sand boils are evidence of excess pore pressure generation and liquefaction.

The Project area has been mapped within a zone of liquefaction potential on the map titled State of California, Seismic Hazard Zones, Hayward Quadrangle, and Official Map, prepared by the California Geological Survey (CGS), dated July 2, 2003[2]. The CGS recommends that subsurface investigations in mapped liquefaction potential areas be performed using rotary-wash borings and/or cone penetration tests. Such tests were conducted at the Project area in March 2014 by Rockridge Geotechnical, using the data collected from cone penetration tests at the site on November 20, 2013. Details from the test borings and CPTs performed at the Project area can be found in Appendix C, Geotechnical Survey Results, of the Final Geotechnical Report.

Results of the soil test borings and CPTs identified a discontinuous nature and depth of potentially liquefiable soil layers at the Project area. As a result, the potential for lateral spreading to occur at the Project area would be very low[2].

Further, the 2010 Eden Area General Plan (Public Safety Element) contains numerous policies to help mitigate impacts associated with seismic-related ground failure, including liquefaction:

[2] Rockridge Geotechnical. 2014. Final Report: Geotechnical Investigation Proposed Cherryland Community Center. Oakland, CA.

> Goal SAFE-1, Policy 1: Requires site specific geologic hazard assessments to be conducted by a licensed geologist. These assessments shall be completed prior to development approval in areas with landslide and liquefaction hazards.
>
> Goal SAFE-1, Policy 2: Buildings shall be designed and constructed to withstand ground shaking forces of a minor earthquake without damage, of a moderate earthquake without structural damage, and of a major earthquake without collapse of the structure.
>
> Goal SAFE-1, Policy 3: All construction in the Eden Area shall conform with the Uniform Building Code and the Alameda County Building Code, which specify requirements for seismic design, foundations, and site drainage.
>
> Goal SAFE-1, Policy 6: New development in areas with the potential for landslides or liquefaction hazards shall not be approved unless the County can determine that feasible measures will be implemented to reduce the potential risk to acceptable levels, based on site-specific analysis. The County shall review new development proposals in terms of the risk caused by seismic and geologic activity.

Implementation of these planning policies would ensure that potential impacts related to seismic-related ground failure, including liquefaction, would be ***less than significant.***

Impact GEO-1d: The Project would not expose people or building structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (NI)

The Project area is on relatively flat land and is not subject to landslides, nor is it adjacent to lands subject to landslides.[3] Therefore, there would be ***no impact*** to the Project related to landslides.

Impact GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil. (LTS)

The Project area and vicinity are relatively flat, and the potential for erosion during construction would be limited by the relatively small area of ground disturbance at any one time. Construction would occur during the predominantly dry months of the year. Additionally, best management practices routinely implemented by the County and required of its contractors for construction projects would be implemented for this Project, thereby reducing the potential for erosion. Therefore, the potential for the Project to cause soil erosion or loss of topsoil would be ***less than significant.***

Impact GEO-3: The Project would not 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. (LTS)

The Project area is on relatively flat land. The Project area is not adjacent to any existing landslides zones but does have a high potential for liquefaction. As described above, the potential for lateral spreading at the site would be considered very low; therefore, impacts would be ***less than significant.***

[3] Alameda County, Eden Area General Plan, March 30, 2010, p. 8-7.

Impact GEO-4: The Project would not 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. (LTS)

Expansive soils are characterized by the ability to undergo significant volume change (shrink and swell) as a result of variation in soil moisture content. Soil moisture content can change due to many factors, including perched groundwater, landscape irrigation, rainfall, and utility leakage.

The Project area is underlain by Holocene-age (11,000 years old to recent) natural alluvial fan levee deposits associated with flooding of nearby San Lorenzo Creek. Test borings and CPTs taken at the Project area indicate that the site is blanketed by approximately 10 to 15 feet of slightly moist, medium stiff to stiff, non-plastic sandy silt and loose to medium dense sand and silty sand. The sandy silt/silty sand layer is underlain by stiff to very stiff clay and sandy clay of low to moderate plasticity interbedded with occasional layers of medium dense to dense sand and silty sand. Because soils present at the Project area are considered non-expansive and have low shrink/swell potential when subjected to changes in moisture conditions, risks from the potential presence of expansive soils would not be substantial and would be ***less than significant.***

Impact GEO-5: This Project would not 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. (NI)

Wastewater service would be provided by the Oro Loma Sanitary District. No septic systems or alternative wastewater disposal systems are proposed for the Project. There would be ***no impact*** to septic tanks or alternative waste water disposal.

4.6.3.3 *Significant Impacts*

The Project would have no significant impacts related to geology and soils and no mitigation measures would be required.

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4.7 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential for impacts related to the presence and use of hazardous materials during construction and operation of the proposed Project. Hazards related to proximity to airports, wildland fires, and emergency response is also addressed.

The term “hazardous material” is defined in different ways for different regulatory programs. This EIR uses the definition provided in California Health and Safety Code Section 25501(n) and (o), which defines a hazardous material as:

> Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to: hazardous substances, hazardous wastes, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons, or harmful to the environment if released into the workplace or the environment.

Because regulations for hazardous materials were developed over time, hazardous materials are regulated by numerous agencies whose jurisdictions and responsibilities sometimes overlap. This analysis has been prepared using analytical methodologies and evaluation criteria outlined in the California Environmental Quality Act (CEQA) Guidelines (Appendix G), federal agencies that regulate hazardous materials include the U.S. Environmental Protection Agency (USEPA) and the Occupational Safety and Health Administration (Fed/OSHA). At the state level, agencies such as the California Occupational Safety and Health Administration (Cal/OSHA) and the California Emergency Management Agency (Cal EMA) govern the use of hazardous materials. State and local agencies often have either parallel or more stringent regulations than federal agencies.

Generation, transportation, and disposal of hazardous wastes also can be regulated by different agencies. The USEPA is the lead federal agency for regulation of such materials. The Department of Toxic Substances Control (DTSC) has primary state regulatory responsibility but may delegate enforcement authority to local jurisdictions that enter into agreements with the state agency.

4.7.1 Environmental Setting

The EIR authors reviewed available information to identify the occurrence of hazards and hazardous materials-related hazards at the Project site and the Project’s potential to be affected by these hazards. The Project’s construction activities and Project features (ex., buildings, parking area changes, drainage features, etc.) were evaluated to determine its potential to disturb existing hazardous sites or materials, result in the transport, use, or disposal of hazardous materials, or affect local schools, emergency response plans, or airports. Based on a comparison of the reviewed information, the regulatory requirements, and the Project’s construction activities, potential hazards and hazardous materials-related effects were qualitatively evaluated and, as necessary, mitigation measures were proposed.

4.7.2 Regulatory Setting

This section discusses the federal, state, and local laws, and regulations that pertain to hazards and hazardous materials that could affect the Project.

4.7.2.1 Federal

Hazardous Materials and Waste Handling

The federal Resource Conservation and Recovery Act of 1976 (RCRA) established a cradle-to-grave regulatory program governing the generation, transportation, treatment, storage, and disposal of hazardous waste. Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements. In California, the Department of Toxic Substance Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous material waste. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills. These regulations also require hazardous materials users to prepare written plans, such as a Hazardous Materials Business Plan, that describe hazardous materials inventory information, storage and secondary containment facilities, emergency response and evacuation procedures, and employee hazardous materials training programs. A number of agencies participate in enforcing hazardous materials management requirements, including DTSC, the Regional Water Quality Control Board and the Alameda County Department of Environmental Health's Hazardous Materials/Waste Program.

Transportation of Hazardous Materials

The U.S. Department of Transportation regulates hazardous materials transportation on all interstate roads. Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, federal and State agencies determine driver training requirements, road labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.

4.7.2.2 State

California hazardous materials and wastes regulations are equal to or more stringent than federal regulations. EPA has granted the state primary oversight responsibility to administer and enforce hazardous waste management programs. State regulations require planning and management to ensure that hazardous materials are handled, stored, and disposed of properly to reduce risks to human health and the environment. Several key state laws pertaining to hazardous materials and wastes are discussed below.

Worker Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the work place. The California Division of Occupational Safety and Health (Cal/OSHA) and the federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety in the workplace. Cal/OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices within the state. At sites known to be contaminated, a site safety plan must be prepared to protect workers. The site safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

4.7.2.3 Local

Alameda County Department of Environmental Health

The Alameda County Department of Environmental Health (ACDEH) is the Certified Unified Program Agency (CUPA)—the agency certified by the California Secretary of Environmental Protection to implement the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program specified in Health and Safety Code Chapter 6.11 for Alameda County. As such, ACDEH oversees the regulatory programs for Hazardous Materials Business Plans, underground and aboveground storage tanks, onsite treatment of hazardous waste, hazardous waste generators, and California Accidental Release Prevention.

Alameda County Construction and Demolition Debris Management Ordinance

The Alameda County Construction and Debris Management Ordinance specify how project-related construction and demolition waste is handled. The ordinance covers any project requiring a demolition permit and specifies the minimum requirements for diversion or salvage of waste. Projects covered under this ordinance are required to submit a debris management plan to the Alameda County Building Department.

Best Management Practices

As discussed under Chapter 3.9, Hydrology and Water Quality, a project that would disturb 1 or more acres of soil, or would disturb less than one acre but is part of a larger common plan of development must obtain coverage under the General Permit Order 2010-0014-DWQ. Coverage under the General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP includes plans for erosion and sediment control and would adhere to the County's grading ordinance and BMPs. Typical construction erosion control BMPs include the following.

- Perform clearing and earth moving activities only during dry weather.
- Limit construction access routes and stabilize designated access points.
- No cleaning, fueling, or maintaining vehicles onsite, except in a designated area where washwater is contained and treated.
- Properly store, handle, and dispose of construction materials/wastes to prevent contact with stormwater.

- Contractor will train and provide instruction to all employees/subcontractors on construction BMPs.
- Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

4.7.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to hazards and hazardous materials that could result from Project implementation. The section begins with a discussion of the significance criteria which establish the thresholds for determining whether an impact is significant, and concludes with findings for hazards and hazardous materials related impacts associated with the proposed Project.

4.7.3.1 Criteria of Significance

The proposed Project would have a significant impact in terms of hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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, it would create a significant hazard to the public or the environment;
- 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; or
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- 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.

4.7.3.2 Less Than Significant Impacts

Project implementation would result in the following less than significant impacts in terms of hazards and hazardous materials.

Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (LTS)

Construction of the Project, as well as ongoing maintenance of the Project over time, may involve the intermittent transport, use, and disposal of potentially hazardous materials, including fuels and lubricants, paints, solvents, and other materials commonly used in building construction and maintenance. With standard County storage, use, transport and disposal procedures, and federal, State and local regulation and oversight of hazardous materials, the potential threat to public health and safety or the environment from the routine transport, use or disposal of hazardous materials would be ***less than significant***.

Impact HAZ-2 and Impact HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Additionally, the Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. (LTS)

There is one existing school proximate to the Project area. Colonial Acres Elementary School is located 17115 Meekland Avenue, west of the Project area. Construction of the Project could involve the transport, storage, and use of hazardous materials within ¼ mile of this school. However, because Project operation would not emit hazardous emissions or handle acutely hazardous materials, and given existing federal, State, and County regulations and oversight of hazardous materials used in construction projects, the Project would have a less than significant impact with respect to hazardous materials use near Colonial Acres Elementary School.

According to the a review of the Environmental Protection Agency's (EPA) CERCLIS database, the Project area is not designated as either a brownfield or Superfund site by the Department of Toxic Substances Control (DTSC)[1]. Based on information from DTSC's EnviroStor database and the State Resources Control Board's (SWRCB) Geotracker database[2], the following include active and closed hazardous materials sites within .5 mile of the Project area, with current statuses:

EBMUD South Area Service Center ……...LUST Cleanup Site (Eligible for Closure)
589 Lewelling Boulevard
San Lorenzo, CA 94580

Max's Auto Repair …….……...LUST Cleanup Site (Open – Site Assessment)

[1] California Department of Toxic Substances Control, EnviroStor. Website: www.envirostor.dtsc.ca.gov. Accessed: December 16, 2014.
[2] California State Water Resources Control Board, GeoTracker. Website: http://geotracker.waterboards.ca.gov. Accessed: December 16, 2014.

508 E Lewelling Boulevard
San Lorenzo, CA 94580

Union Pacific RR Hayward Siding…….....LUST Cleanup Site (Completed – Case Closed)
Western St. & Sunset
Hayward, CA 94544

Joscon Auto Electric……LUST Cleanup Site (Completed – Case Closed)
17771 Meekland
Hayward, CA 94541

With the exception of one site, all sites are closed and would not impact the Project area. The one open site is not close enough to impact the Project area and impacts would be l***ess than significant***.

Impact HAZ-4: The Project would not be located within an airport land use plan or within two miles of a public airport or public use airport. (NI)

The closest airport to the Project area is the Hayward Executive Airport, located approximately 2.5 miles to the west of the Project area. Oakland International Airport is approximately 4 miles away from the Project area to the west[3]. As a result, the Project area is not within an airport land use plan, nor is the Project close enough for the airport to pose a unique safety hazard to residents or workers in the Project area. Therefore, the Project would have ***no impact*** due to nearby airports.

Impact HAZ-5: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (LTS)

Alameda County has a comprehensive Emergency Operation Plan (EOP) that establishes policies and procedures and assigns responsibilities to ensure the effective management of emergency operations within Alameda County. The Plan provides information on the Alameda County Operational Area (OpArea) emergency management structure and how the emergency management team is activated.

Should traffic lane reductions or street closure be required due to construction, such conditions would be short-term, temporary and localized, and adequately managed through standard traffic management practices and through coordination with the County. As a result, the potential for interference by the Project with emergency response and emergency evacuation plans would be ***less than significant.***

Impact HAZ-6: The Project would not 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. (NI)

The Project area is located in a heavily urbanized and developed area. There are no wildlands in proximity to the Project area that could result in risk of loss, injury, or death from wildland fires. As a result, there would be ***no impact*** related to wildland fires.

[3] AirNav.com airport search. Website: https://www.airnav.com/cgi-bin/airport-search. Accessed: December 18, 2014.

4.7.3.3 Significant Impacts

Project implementation would result in significant hazards and hazardous materials impacts.

Impact HAZ-7: The Project would 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. (S)

The Project does not propose any uses that would use or generate hazardous materials that would be released into the atmosphere.

However, the Project is located on a site that has been used for agriculture in the past. Construction of the Project would require grading and demolition activities, which have the potential to release hazardous materials to the atmosphere from both the soils and construction debris on the site.

A Hazardous Material Survey Report (HASR) was conducted on September 12, 2013 (Appendix D). The HMSR found that the buildings on the site contain asbestos and lead-based paint, common building materials at the time the buildings were constructed. Asbestos and lead-based paint are hazardous materials. These buildings have since been demolished; however, these buildings could have contributed lead from lead-based paint to site soils, which would result in a potentially significant impact without mitigation.

A Phase I Environmental Site Assessment (ESA) was conducted in September 2013 (Appendix D). Based on the site use history and observations, the Phase I ESA recommended the collection of soil samples. A Phase II ESA, which summarized the results of that soil sampling, was prepared on December 9, 2013 (Appendix D). Several soil analyses identified both metals and pesticides in the soils of the Project area. Lead, cadmium, nickel, total chromium, arsenic, barium and mercury were detected in some or all samples analyzed. At the Hampton Road property, lead ranged in concentration from 210 mg/kg to 1800 mg/kg. At the Boston Road property, lead ranged in concentration from 70 mg/kg to 1800 mg/kg. The origin of the lead is likely from decades of building paint flaking into the soil. No asbestos was found in soil samples.

The Phase II ESA does not identify the estimated depth of contaminated soils. Pesticide penetration into the soil is consistent with the early agricultural use, prior to the current residential subdivision. The detected concentrations of pesticides 4,4'-DDT, 4,4'-DDE and 4,4'-DDD were below the regulatory criteria referenced in the Phase II ESA. Chlordane (technical or "total") was detected above the residential ESL and the residential CHHSL in two samples (B-10-1.0 and B-10-2.0) and above the commercial/industrial ESL and commercial/industrial CHHSL in one sample (B-10-1.0). Based on the detected concentrations of certain pesticides (chlordane, gamma BHC, endosulfan sulfate, and dieldrin) and lead, the Phase II ESA recommended additional lateral and vertical characterization. Therefore, the presence of metals, lead, and pesticides in the soil would result in a potentially significant impact without mitigation.

Mitigation is proposed to reduce the above reference impacts to ***less than significant.***

MM HAZ-1: The County shall retain a hazardous materials specialist to determine the depth of soil removal needed to eliminate hazardous soils on the site.

MM HAZ-2: Contaminated soils on the Project site shall be removed from the site by a properly licensed contractor and disposed of at an appropriate landfill in accordance with applicable regulations.

MM HAZ-3: Contractors disturbing lead-based and lead-containing paint shall implement appropriate lead related work practices in accordance with applicable Cal-OSHA worker exposure regulations to include, at a minimum of lead awareness training for all site workers and provision of hand-washing stations at the work site.

4.8 HYDROLOGY AND WATER QUALITY

This section describes the existing hydrological setting for the Project site, including runoff, drainage, and water quality, based on available information about the Project, review of published materials, and a site reconnaissance. This analysis identifies impacts that could result from Project development, and recommends mitigation measures to reduce these impacts.

4.8.1 Environmental Setting

The climate, topography, hydrology, stormwater drainage, water quality, floodplain, and groundwater conditions in the Project site and vicinity are described below.

4.8.1.1 Regional Setting

Climate

The Project area is located in Cherryland within the unincorporated area of Alameda County. Cherryland is approximately 3 miles inland from the San Francisco Bay shoreline. This region of Alameda County has a Mediterranean climate, moderated by the marine conditions associated with San Francisco Bay. The climate is characterized by warm, dry summers and cool, wet winters. The mean annual precipitation is approximately 20 inches, most of which falls in the period between October and April.

4.8.1.2 Local Setting

Surface Water

Lakes and reservoirs are common within the region. Alameda County has several man-made lakes, including Lake Chabot that lies east of San Leandro. Cull Canyon and Don Castro reservoirs are less than two miles Southeast and South respectively of the Project area. These reservoirs are used for both water storage and recreation. Dams and reservoirs in the Castro Valley area (on Cull and San Lorenzo Creeks) are relatively small and pose less extensive safety hazards than larger dams in the County.

The Alameda County Flood Control and Water Conservation District is responsible for resolving flood, drainage, and water supply problems. Cherryland is within the District's Zone 2, consisting of the drainage basin and alluvial plain of San Lorenzo Creek. The San Lorenzo Creek watershed is one of the largest watersheds in the District and includes San Lorenzo Creek – and tributaries Crow Creek, Cull Creek, Castro Valley Creek, Chabot Creek, Eden Canyon Creek, Palomares Creek, and Upper Sulphur Creek. Flood control structures along San Lorenzo Creek and its tributaries were originally designed to handle a 25-year flood.

According to a 2009 letter from the FEMA engineering management branch to Alameda County, the Project area is not located within a Specific Flood Hazard Area (an area that would be inundated by the flood having a one-percent change of being equaled or exceeded in any given year). However, according to the FEMA flood insurance rate map, a portion of Hampton Road along the southern Project area boundary is located in Zone X, which is an area classified as

having a 0.2 percent annual chance floodplain (a "500-year" flood), which is considered as a moderate flood hazard area.

The American Land Title Association Policy (ALTA) does not show the Project area as in a flood hazard zone (July 2012).

4.8.2 Regulatory Setting

This section discusses the federal, state, and local laws, and regulations that pertain to hydrology and water quality.

4.8.2.1 Federal Laws and Regulations

Clean Water Act of 1977

The Clean Water Act (CWA) establishes the framework that permits discharge of waste to surface waters. This National Pollutant Discharge Elimination System (NPDES) permit typically has conditions specific to the permitted operation. It may set limits on acidity (pH), chemical concentrations, oil and grease, dissolved and suspended solids, and temperature. In lieu of an NPDES permit, a project may use Notices of Intent (NOIs) to comply with the general NPDES requirements that regulate storm water and other discharges to water by establishing effluent limitations, monitoring, and reporting requirements. The CWA also prohibits the discharge of pollutants to storm water. The CWA is administered by the United States Environmental Protection Agency (US EPA). The US EPA has delegated most authority on water pollution issues to the state.

At the state and regional level, the CWA is administered and enforced by the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB).

The CWA also prohibits the discharge of pollutants to stormwater. The new Construction General Permit, finalized in July 2010, includes both large and small construction (one acre and above) and addresses stormwater concentrations as Total Maximum Daily Load (TMDL) for pollutants of concern. The CWA is administered by the United States Environmental Protection Agency (USEPA). The USEPA has delegated some authority for implementing the CWA to the State of California.

4.8.2.2 State Laws and Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the SWRCB and the RWQCB as the principal state agencies having primary responsibility for coordinating and controlling water quality in California. The Porter-Cologne Water Quality Control Act defines water quality objectives as "…the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area" [Water Code Section 13050(h)]. It also requires the Regional Water Board to establish water quality objectives, while acknowledging that it is possible for water quality changes, to some degree, without unreasonably affecting beneficial uses.

NPDES Permit Requirements

The CWA has nationally regulated the discharge of pollutants to the waters of the U.S. from any point source since 1972. In 1999, the SWRCB adopted a Construction General Permit (General Permit). The General Permit is a National Pollution Discharge Elimination System (NPDES) permit that implements Section 402(p)(2)(B) of the CWA. Construction activities are regulated by the RWQCB, and are subject to the permitting requirements of the General Permit. The RWQCB established the General Construction Permit program to reduce surface water impacts from construction activities. The General Construction Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction activities.

The SWPPP must be prepared the Alameda County Public Works Agency (PWA) and approved by the State Water Resources Control Board (SWRCB) before construction begins. The Grading Department, within the PWA, has the authority under the County's NPDES program to require revisions to the SWPPP. The SWPPP must include specifications for Best Management Practices (BMPs) to be implemented during Project construction and be subject to regular inspections by the Project Qualified Stormwater Professional (QSP). BMPs are measures undertaken to control degradation of surface water by preventing soil erosion or the discharge of pollutants from the construction area. This General Permit is implemented and enforced by the nine California Regional Water Quality Control Boards (RWQCBs). For the Project area, the applicable regional board is the San Francisco Bay Regional Water Quality Control Board.

The Alameda County Municipal Regional Stormwater NPDES Permit (MRP) (RWQCB Order R2- 2009-0074; NPDES Permit No. CAS612008) for Alameda County incorporates updated state and federal requirements related to the quantity and quality of post-construction stormwater discharges from development projects. Provision C.3 of the NPDES permit governs storm drain systems and regulates post-construction stormwater runoff.

Provision C.3 of the NPDES permit requires the flow of stormwater and stormwater pollutants to be controlled from new development sites. Current NPDES permit requirements include implementation of source control and site design measures and stormwater treatment measures by projects that create or replace 10,000 square feet or more of impervious surface, such as the proposed Project. In addition to incorporating treatment controls, projects must also provide flow control so that post-Project runoff does not exceed estimated pre-Project rates and durations.

4.8.2.3 Local Regulations

General Plan

Water Efficient Landscape Ordinance (WELO)

To minimize the inefficient use of water in new and rehabilitated landscapes, this County ordinance prescribes the use of drought tolerant and low water use plants for the largest landscaped areas, with high water use plants designated for accent areas. Under the ordinance, use of turf grass is minimized, with the exception of sport fields and other uses that require turf for their use. Landscape development packages that are compliant with WELO are to include irrigation plans and scheduling that group plants with similar water needs into specific hydrozones. Using the methods prescribed by WELO, the licensed landscape architect can show how the proposed landscape complies with the ordinance.

4.8.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to hydrology and water quality that could result from Project implementation. It begins with the significance criteria, which establish the thresholds for determining whether an impact is significant, and concludes with hydrology and water quality impacts associated with the Project.

4.8.3.1 Criteria of Significance

The proposed Project would have a significant effect on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- 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;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- 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; or
- Cause inundation by seiche, tsunami, or mudflow.

4.8.3.2 Less Than Significant Impacts

Project implementation would result in the following less than significant impacts on hydrology and water quality.

Impact HYD-1: Construction and operation of the Project would not violate any water quality standards or waste discharge requirements and would not otherwise substantially degrade water quality. (LTS)

As discussed in the regulatory section above, the Project is subject to water quality standards and waste discharge requirements. Discharges during construction activities must meet water quality standards from the Basin Plan.

Project Construction

The County would be required to complete a SWPPP prior to Project construction. The SWPPP shall: describe when work activities would be performed that could cause the discharge of pollutants in stormwater; describe the water pollution control practices associated with each construction phase; and identify the soil stabilization and sediment control practices for all disturbed soil areas. A Soil Erosion Control Plan shall be implemented and maintained during construction of the Project that includes the following:

Temporary Hydraulic Mulch. Hydraulic mulch shall be applied to disturbed areas requiring temporary protection until permanent vegetation is established or disturbed areas that must be redisturbed following an extended period of inactivity. After any rainfall event, the Contractor is responsible for maintaining all slopes to prevent erosion.

Temporary Erosion Control Blanket. Geotextiles, mats, plastic covers, or erosion control blankets shall be placed to stabilize disturbed soil areas and protect soils from erosion by wind or water. These materials shall be used on steep slopes where erosion potential is high or adjacent to environmentally sensitive areas.

Wind Erosion Control. Wind erosion control shall consist of applying water and/or other dust palliatives as necessary to prevent or alleviate erosion by the forces of wind. Dust control shall be applied in accordance with Caltrans standard practices. Covering of small stockpiles or areas is an alternative to applying water or other dust palliatives

Additionally, construction BMPs shall be implemented and maintained during Project construction. Sediment control BMPs shall be installed at all appropriate locations along the site perimeter and at all operational internal inlets to storm drain systems at all times. These BMPs shall include the installation of following:

- Temporary silt fence
- Temporary fiber rolls
- Temporary gravel bag berm
- Daily street sweeping
- Temporary concrete washout facility

Implementation of these construction BMPs would reduce impacts to ***less than significant***.

Operation

All stormwater would be treated on site using treatment methods in compliance with Provision C.3. The Project would implement a combination of self-treating areas, bioretention areas, flow-through planter boxes, and permeable joint pavers to address stormwater treatment. The on-

site stormwater runoff would be captured by these proposed stormwater treatment facilities prior to being discharged to the existing storm drainage system within the adjacent streets.

The treatment design options that would be implemented for the Project include the following combinations:

Self-Retaining/Zero Discharge Areas. Drainage from roofs and paving would be directed to the self-retaining area, where it would pond and infiltrate into the soil. Self-retaining areas would be created by designing concave landscaped areas at a lower elevation than surrounding paved areas, such as walkways, driveways, sidewalks and plazas; or by designing areas of pervious paving to accept runoff from impervious surfaces.

Bioretention Areas. Bioretention Areas would be constructed to allow for evapotranspiration and the filtering of water engineered biotreatment soil. If the underlying soils have a saturated hydraulic conductivity rate of 1.6" per hour or greater, then runoff would be treated by evapotranspiration and infiltration. If the soils have a lower hydraulic conductivity rate, or if infiltration is prohibited and the bioretention area is lined with an impermeable layer, then stormwater would be treated with evapotranspiration, some or no infiltration, and the remaining amount of runoff would be filtered and released into the underdrain.

Flow-Through Planter Boxes. Flow-through planter boxes would be used treat stormwater by intercepting rainfall and slowly draining it through filter media and out of planter. Planter boxes may be used next to buildings and developed areas, and would not be used as a drainage channel or in-line with an existing drainage channel. Flow-through planter boxes may receive both sheet flow from paved surfaces and concentrated flows from drainage facilities.

Permeable Joint Pavers. Permeable joint pavers sized to retain at least the Municipal Stormwater Regional Permit volume of rainfall runoff would be used where feasible. Permeable joint pavers allow for treatment within an area that can support both parked vehicles and light traffic.

Implementation of these measures would ensure that impacts to water quality during Project operation would be ***less than significant.***

Impact HYD-2: The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). (LTS)

The proposed Project would not involve the use of groundwater supplies. Construction of bioretention planting areas and other measures to minimize off-site stormwater runoff would provide enhanced opportunities for groundwater recharge. Therefore, Project impacts on groundwater supplies and recharge would be ***less than significant.***

Impact HYD-3: The Project would not 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. (LTS)

The Project site is flat and there are no rivers or streams on site that would be altered. As described above, the County would implement a SWPPP that provides effective combination of

erosion (soil stabilization) and sediment control BMPs during construction. Stormwater during operation would be captured and controlled. Implementation of these measures would ensure that impacts to water quality during Project operation would be ***less than significant.***

Impact HYD-4: This Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. (LTS)

See Impact HYD-1 above. The Project would not result in a substantial increase in impervious surface area, or the rate or amount of surface runoff. Proposed bioretention planting areas and other measures to minimize off-site stormwater runoff would provide enhanced opportunities for groundwater recharge and decreased draining off-site. The Project would not result in flooding on- or off-site, therefore the impacts would be ***less than significant.***

Impact HYD-5: The Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (LTS)

San Lorenzo Creek is approximately 225 feet from the northeast corner of the Project area. Under the Federal Clean Water Act, the State Water Resources Control Board is required to report on the condition of its surface water quality. Water bodies and pollutants that exceed protective water quality standards are placed on the State's 303(d) List of Impacted Water Bodies.

Under the current 303(d) List, San Lorenzo Creek is impaired for Diazinon. The EPA approved a Total Maximum Daily Load (TMDL) in 2007. (TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards.) The Project would be required to prepare a SWPPP prior to Project implementation. The SWPPP would include measures to ensure pollutants such as Diazinon do not reach surface waters of San Lorenzo Creek. Impacts would be ***less than significant.***

Impact HYD-6: This Project would not place housing or structures within a 100-year flood hazard area structures which would impede or redirect flood flows. (NI)

According to the FEMA flood insurance rate map, a portion of Hampton Road along the southern Project area boundary is located in Zone X, which is an area classified as having a 0.2 percent annual chance floodplain (a "500-year" flood). The Project does not propose the construction of any housing units and there would be ***no impact.***

Impact HYD-7: The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. (NI)

According to the ABAG Dam Failure Inundation Hazard Map, the Project area is not located within an area subject to inundation in the event of a failure of any dam, nor is the Project area located in an area that is protected by levees. As a result, there would be ***no impact*** on the Project related to dam or levee failure inundation.

Impact HYD-8: The Project would not cause tsunami, seiche, mudflow impacts. (NI)

Seiche, tsunami, or mudflow risks are associated with seismic activity near large bodies of water, or the flow of mud and other debris from hillsides. There are no large bodies of water near the Project area, and the Project is not subject to inundation by seiche or tsunami. Therefore, the impact of the Project related to seiche, tsunami, or mudflow would be ***less than significant.***

4.8.3.3 Significant Impacts

The Project would have no significant impacts related to hydrology and water quality and no mitigation measures would be required.

4.9 LAND USE AND PLANNING POLICY

This section describes existing land uses and planning policies on the Project site and in the surrounding area. A regulatory framework is provided in this section describing applicable agencies and regulations related to the Project. Land use impacts associated with the Project are identified and mitigation measures are recommended, where appropriate. This section also contains a discussion of the Project's consistency with relevant land use policies. However, conflicts between a project and applicable policies do not constitute a significant physical environmental impact in and of themselves; as such, the Project's consistency with applicable policies is discussed separately from the physical land use impacts associated with the Project.

4.9.1 Environmental Setting

Cherryland is located in an unincorporated census-designated place in Alameda County, California. Alameda County has six major unincorporated communities that qualify as census designated places, including Cherryland, Ashland, and San Lorenzo. Cherryland has a total area of 1.17 square miles, all of it land.

4.9.2 Regulatory Setting

The unincorporated communities in Alameda County are governed directly by the County. Cherryland is located within the Eden Planning Area, which consists of unincorporated land in western Alameda County between the cities of San Leandro and Hayward. The area is governed by the policies in the Eden Area General Plan.

4.9.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to land use and planning that could result from implementation of the Project. This subsection begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with land use impacts associated with the proposed Project.

4.9.3.1 Criteria of Significance

The proposed Project would have significant land use impacts if it would:

- Physically divide an established community;
- 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; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.3.2 Less Than Significant Impacts

Project implementation would result in the following less than significant land use impacts.

Impact LU-1: The Project would not physically divide an established community. (NI)

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. The Project would construct a Community Center building and reconfiguration of an existing parking lot. The Project would provide services to the Cherryland community and would not physically divide an established community. Therefore, the Project would have ***no impact*** related to the division of a community.

Impact LU-2: The Project would not conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. (LTS)

Current General Plan and Zoning Designations are the following:

- General Plan: 2010 Eden Area General Plan land use designation is Low-Medium Density Residential (between 7 to 12 dwelling units per acre density).
- Zoning: Suburban Residential – Secondary Unit (RS-SU) zoning district.

Eden Area General Plan. The Project would be consistent with the Eden Area General Plan, which states that uses such as community centers, parks, schools, places of worship, care centers, and home occupations may also be permitted in residential areas (Land Use Element page 3-24).

Alameda County Zoning. With regard to the two parcels where the Community Center will be built, given that the project is proposed by Alameda County, those parcels would not be subject to the requirements set forth under the General Ordinance Code. Therefore, that portion of the Project would be consistent with the Project site zoning. Pursuant to California Government Code Section 53090 et seq., case law interpreting these statutes, and common law, the County's zoning ordinances do not apply to the County as the Project sponsor unless the County has taken affirmative action to apply its zoning rules to itself, which the County has not done.

With regard to the Meek Estate Parking Lot parcel, the proposed parking reconfiguration meets the parking requirements as set forth in the General Ordinance code and therefore is considered consistent with zoning.

The Project would be consistent with and further the following Eden Area General Plan goals, as demonstrated in Table 4.9-1:

Table 4.9-1: Project Consistency with Eden Area General Plan Goals

Goal	Description
CIR-9	Minimize the negative effects of traffic on adjacent land uses and improve traffic safety.
GH-3	Improve the energy efficiency of new and remodeled buildings in the Eden Area.
LU-1	Establish a clearly defined urban form and structure to the Eden Area in order to enhance the area's identity and livability.
LU-3	Expand cultural and arts facilities in the Eden Area.
LU-4	Preserve the quality and character of existing Neighborhoods in the Eden Area.

LU-5	Allow appropriately scaled development in Neighborhoods.
LU-7	Create attractive Corridors with a mix of uses throughout the Eden Area.
LU-8	Create Districts that serve as shopping, living, meeting, and gathering spaces.
LU-10	Ensure that the Eden Area remains attractive and free of public nuisances through enforcement and community involvement programs.
LU-12	Improve the visual quality of the Eden Area.
LU-16	Preserve significant cultural resources in the Eden Area.
N-1	Protect citizens from excessive noise.
N-2	Minimize the noise impacts from the construction and operation of new land uses.
PF-11	Collect, store and dispose of stormwater in ways that is safe, sanitary and environmentally acceptable.
PR-1	Improve the quality of life in the Eden Area through the maintenance and improvement of parks and recreation facilities.
PR-2	Develop new parks and recreational facilities in the Eden Area to meet existing deficiencies.
GH-3	Improve the energy efficiency of new and remodeled buildings in the Eden Area.
LU-3	Expand cultural and arts facilities in the Eden Area.
LU-4	Preserve the quality and character of existing Neighborhoods in the Eden Area.
LU-8	Create Districts that serve as shopping, living, meeting, and gathering spaces.
LU-10	Ensure that the Eden Area remains attractive and free of public nuisances through enforcement and community involvement programs.
LU-12	Improve the visual quality of the Eden Area.
PF-11	Collect, store and dispose of stormwater in ways that are safe, sanitary and environmentally acceptable.

Development of a neighborhood community center in the existing residential community would be consistent with the Eden Area General Plan

The Project would be consistent with the above referenced Noise Element goals by attenuating sounds from the Community Center through sound barriers, and scheduling of events.

The Project would be consistent with the Circulation goal since the amount of peak travel new vehicle trips added is small (36 AM trips and 48 PM trips) in relation to existing traffic on the local road network.

As stated above, the County's zoning ordinances do not apply to the County as the Project sponsor unless the County has taken affirmative action to apply its zoning rules to itself. Changes on the Meek Estate Park parking lot would be consistent with the County's zoning. The environmental effects resulting from any conflicts between the proposed Project and the County's land use regulations (General Plan, zoning, etc.) are ***less than significant***.

All of the impacts associated with the Project would be mitigated by implementing the measures described in this EIR, therefore the Project would have ***less than significant*** impacts regarding land use plans and polices.

Impact LU-3: The Project would not conflict with applicable habitat conservation plan or natural community conservation plan. (NI)

No habitat conservation plan or natural community conservation plan is applicable for the Project area or vicinity. Therefore, the Project would not conflict with any habitat conservation plan or natural community conservation plan, and ***no impacts*** would occur.

4.9.3.3 Significant Impacts

The Project would have no significant impacts related to land use and planning and no mitigation measures would be required.

4.10 NOISE

This section describes the existing noise environment in the Project vicinity and potential noise impacts resulting from the proposed Project. This noise analysis has been prepared using analytical methodologies and evaluation criteria outlined in the California Environmental Quality Act (CEQA) Guidelines (Appendix G), the Alameda County Eden Area General Plan, and the Alameda County General Ordinance Code.

4.10.1 Environmental Setting

4.10.1.1 Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its pitch or its loudness. Pitch is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. Loudness is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 4.10-1.

There are several methods of characterizing sound. The most common method in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4.10-2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called *Leq*. The most common averaging period is hourly, but Leq can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

In determining the daily level of environmental noise, noise studies need to differentiate between daytime and nighttime noises. Since the sensitivity to noise increases during the evening and at night–because excessive noise interferes with the ability to sleep—24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 PM- 10:00 PM) and a 10 dB addition to nocturnal (10:00 PM- 7:00 AM) noise levels. The *Day/Night Average Sound Level (Ldn)* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Table 4.10-1: Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period.
Lmax, Lmin	The maximum and minimum A-weighted noise level during the measurement period.
L01, L10, L50, L90	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, Ldn or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

4.10.1.2 Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this analysis, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 4.10-3 below shows the reactions of people and effects on buildings that continuous vibration levels produce.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as minor cracking of building elements, or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Table 4.10-2: Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, November 2009.

Table 4.10-3: Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

4.10.2 Regulatory Setting

The State of California and Alameda County establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. These plans and policies include: (1) the State CEQA Guidelines, Appendix G, (2) the Alameda County Eden Area General Plan, and (3) the Alameda County General Ordinance Code.

State CEQA Guidelines. CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed Project. CEQA asks the following applicable questions. Would the Project result in:

(a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies?

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

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

(d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

(e) For a Project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, exposure of people residing or working in the Project area to excessive noise levels?

(f) For a Project within the vicinity of a private airstrip, exposure of people residing or working in the Project area to excessive noise levels?

Of these guidelines, items (a), (b), (c), and (d) are applicable to the proposed Project. Guidelines (e) and (f) are not applicable because the Project is not located in the vicinity of public airports or private airstrips.

Table 4.10-4: Land Use Compatibility for Community Noise Environment

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 Ldn shall be analyzed following protocols in Appendix Chapter 12, section 1208A, Sound Transmission Control, California Building Code.

NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.

CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies

***Alameda County General Ordinance Code*.** Section 6.60.040 of the General Ordinance Code establishes regulations and standards applicable to the generation of noise.

6.60.040 Exterior noise level standards.

A. It is unlawful for any person at any location within the unincorporated area of the county to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any single- or multiple-family residential, school, hospital, church, public library or commercial properties situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in Table 6.60.040A or Table 6.60.040B.

B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal said ambient noise level.

C. Each of the noise level standards specified in Tables 6.60.040A and B shall be reduced by five dB(A) for simple tone noises, noises consisting primarily of speech or music or for recurring impulsive noises.

D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the applicable noise level standards in Table 6.60.040A and Table 6.60.040B.

E. Notwithstanding the noise level standards set forth in this section, the noise level standard applicable to the emission of sound from transformers, regulators, or associated equipment in electrical substations shall be 60 dB(A).

Table 6.60.040A Non-commercial[a] Noise Ordinance Limits

Category	Cumulative Minutes in 1-Hour Period	Daytime, dBA (7 a.m. – 10 p.m.)	Nighttime, dBA (10 p.m. – 7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

[a] Non-commercial uses include single- or multi-family residential, school, hospital, church, or public library properties.
Source: Noise Ordinance Table 6.60.040A

Alameda County Eden Area General Plan. The Noise Element of the Alameda County Eden Area General Plan identifies noise and land use compatibility standards for various land uses. The proposed community center would fall under the land use category containing similar land uses such as schools, libraries, meeting halls, etc. Under this land use category, the proposed community center would be considered "normally acceptable" up to 60 dBA DNL, "conditionally acceptable" up to 75 dBA DNL, and "unacceptable" above 75 dBA DNL. Applicable goals and policies contained in the County's General Plan include:

Goal N-1: Protect citizens from excessive noise.

Policy 1: New land uses shall not be located in areas where either indoor or outdoor noise levels exceed those considered normally acceptable for each land use, as shown in Figure 7-1, unless measures can be implemented to reduce noise to acceptable levels.

Policy 7: Noise-sensitive projects proposed within noise-affected areas (subject to noise levels exceeding 60 dB Ldn) shall be subject to acoustical studies and provide necessary mitigation from noise.

Policy 8: The reduction of noise inside buildings shall be achieved by requiring architectural design techniques that meet noise attenuation requirements such as:

- Locating noise-tolerant rooms (garages, kitchens, bathrooms) closest to the noise source and noise sensitive rooms or areas (living rooms and bedrooms) away from the noise source.
- Using architectural design techniques and building façade materials that help shield noise.
- Orienting buildings to shield noise sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.

Goal N-2: Minimize the noise impacts from the construction and operation of new land uses.

Policy 1: As a condition of project approval, a noise analysis shall be required for all proposed projects that may result in potentially significant noise impacts to nearby noise-sensitive land uses, such as residential areas. The noise analysis shall include recommendations for design mitigation where significant impacts are identified.

Policy 2: Mitigation measures shall be required for all projects that would cause a significantly adverse community response or cause any of the following criteria to be exceeded:

- Normally acceptable DNL for land use
- Increase of 5 dB DNL at noise-sensitive uses
- Noise ordinance limits (after adoption)

Policy 3: Inclusion of site design techniques for new construction shall be encouraged to minimize noise impacts, including building placement, landscaped setbacks, orientation of noise tolerant components (i.e. parking, utility areas and maintenance facilities) between noise sources and the sensitive receptor areas.

Policy 4: All construction in the vicinity of noise sensitive land uses, such as residences, hospitals or convalescent homes, shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday, and to 8:00 a.m. to 5:00 p.m. Saturday and Sunday. These noise source standards may be exceeded as specified in the Alameda County Noise Ordinance in order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events.

Policy 5: Mitigation measures for construction noise shall be included in EIRs or other appropriate environmental documents as a requirement of construction permit approval.

Existing Noise Environment

The Project area is bounded on the south by Hampton Road and to the west, north, and east by residences. Boston Road serves as a western boundary for one portion of the site and provides access to residences and the Meek Estate.

Noise monitoring was completed between Wednesday, February 12, 2014 and Monday, February 17, 2014 in order to quantify existing ambient noise levels (Figure 4.10-1). The noise monitoring survey included two long-term noise measurements (LT-1 and LT-2). The existing noise environment at the site and in the vicinity results primarily from traffic on Hampton Road and the nearby BART tracks, located to the east of the Project area. Secondary noise sources include surrounding residential activity, aircraft overflights, and traffic noise from distant roadways.

Long-term noise measurement LT-1 was made along the northern boundary of the Project area, 280 feet from the centerline of Hampton Road. Noise sources affecting measurements at this location were primarily BART, local traffic along Hampton Road, and other neighborhood activities (e.g., landscaping, children playing, dogs barking). Hourly average noise levels ranged from 50 to 57 dBA Leq during daytime hours and from 37 to 52 dBA Leq during nighttime hours. Day-night average noise levels were 56 to 57 dBA DNL during weekdays and ranged from 56 to 60 dBA DNL over the weekend.

Noise measurement LT-2 was made 75 feet from the centerline of Hampton Road and noise levels measured at this site were primarily the result of traffic along the roadway and BART. Hourly average noise levels ranged from 54 to 63 dBA Leq during daytime hours and from 41 to 57 dBA Leq during nighttime hours. Noise levels were 59 dBA DNL during weekdays and ranged from 59 to 62 dBA DNL over the weekend. The level of 62 dBA DNL was the result of one particularly loud event (at 6:00 a.m. on Saturday morning) that was not representative of the typical noise environment. The Project area and measurement locations are shown in Figure 4.10-1 and the daily trends in noise levels at LT-1 and LT-2 are shown in Appendix E of the Draft EIR.

Cherryland Community Center
Cherryland, CA

Figure 4.10-1
Project Site and Noise Measurement Locations

Table 4.10-5: Number of Lmax Noise Measurements Equal or Greater to 70 dBA

Location	Distance from centerline Hampton Rd	Wednesday-Thursday	Thursday-Friday	Friday-Saturday	Saturday-Sunday	Sunday-Monday
LT-1	280 feet	6	4	13	10	11
LT-2	75 feet	17	32	25	30	35

Source: Noise Analysis Report, Illingworth and Rodkin, April, 2014

4.10.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to noise and vibration that could result from implementation of the Project. It begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with noise and vibration impacts associated with the Project.

4.10.3.1 Criteria of Significance

The proposed Project would have a significant impact on noise and vibration if it would:

- Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose people to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project;
- 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 airstrip, expose people residing or working in the Project area to excessive noise levels; or
- For a Project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

4.10.3.2 Less Than Significant Impacts

Project implementation would result in the following less-than-significant noise and vibration impacts.

Impact NOI-1: Noise and Land Use Compatibility (LTS)

The future noise exposure at the Project site is calculated to be up to 63 dBA DNL. The outdoor use area, however, would be exposed to noise levels below 60 dBA DNL. Interior noise levels would be expected to be below 45 dBA DNL assuming standard construction methods with the windows closed. This impact would be ***less than significant.***

The building proposed as part of the Project would be setback a minimum distance of 60 feet from the center of Hampton Road. Future cumulative traffic noise levels are anticipated to

increase by 3 dBA DNL above existing conditions along the roadway as a result of cumulative growth forecast in the General Plan. Exterior noise levels would reach 63 dBA DNL at the southernmost façade of the proposed building. Such levels would fall in the "Conditionally acceptable" category for noise and land use compatibility for proposed land uses similar to meeting halls and schools.

Future Exterior Noise Environment

A review of the proposed site plan indicates that the Project would construct a play area to be located at least 150 feet from Hampton Road. The outdoor use area would be shielded from traffic noise by the proposed building and walls. The future noise exposure at the proposed outdoor use area (play area) is calculated to be less than 60 dBA DNL. Due to the increased distance from area roadways and shielding provided by proposed walls, exterior noise levels at the common outdoor use area would meet the County's "normally acceptable" exterior noise level limit of 60 dBA DNL.

Interior Noise Environment

Portions of the southernmost façades of the proposed building would be exposed to future noise levels of 63 dBA DNL. Standard building construction, assuming fixed windows and mechanical ventilation, would result in a noise reduction of approximately 25 to 30 dB in interior spaces. Interior noise levels would range from 33 to 38 dBA DNL, and would be less than 45 dBA DNL throughout the Project site. Spaces where lower noise levels would be desired, such as private offices and conference rooms, may benefit from additional noise control in order to meet a lower, more desirable interior noise level. Additional noise control could be accomplished through building design by selecting appropriate sound-rated windows for sensitive interior spaces along the southernmost façades of the proposed building, adjacent to traffic noise sources.

Impact NOI-2: Project-Generated Traffic Noise (LTS)

A noise impact is identified at noise-sensitive land uses where the noise level increase would be 5 dBA DNL or greater.

Traffic volume information at the study area intersections was reviewed as part of the traffic noise analysis. Traffic data provided by Hexagon Transportation Consultants, Inc. estimates 84 net new peak hour trips as a result of the Project with a total of 36 trips occurring in the AM Peak Hour and 48 trips occurring in the PM Peak Hour.

The analysis for increased traffic noise was prepared by comparing traffic volumes from the Hexagon traffic report for the "Existing" and "Near-Term Plus Project" traffic scenarios. Traffic volumes for these two scenarios were compared to calculate the relative increase in traffic noise attributable to the proposed Project.

This comparison showed that traffic noise levels would not be substantially increased with the Project as compared to existing conditions at sensitive land uses along roadway segments serving the Project site. Traffic noise levels are calculated to increase by 0 to 1 dBA DNL as a result of the Project and such noise increases would not be considered substantial. Project generated traffic would not substantially increase traffic noise levels in the area. This impact would be ***less than significant***.

Impact NOI-3: Construction Noise (LTS)

Noise levels generated by Project construction activities would temporarily elevate ambient noise levels at sensitive land uses in the vicinity. However, the duration of construction would be limited to one year or less. Temporary construction noise impacts would be ***less than significant.***

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise sensitive receptors. Where noise from construction activities exceeds 60 dBA Leq and exceeds the ambient noise environment by at least 5 dBA Leq at noise-sensitive uses in the Project vicinity for a period of one year or more, the impact would be considered significant.

Construction activities generate considerable amounts of noise, especially during the demolition phase and the construction of Project infrastructure when heavy equipment is used. Table 4.10-6 presents the typical range of hourly average noise levels generated by different phases of construction measured at a distance of 50 feet. Hourly average noise levels generated by demolition and construction are about 77 dBA to 89 dBA Leq measured at a distance of 50 feet from the center of a busy construction site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding provided by barriers or structures can provide an additional 5 to 10 dBA noise reduction at receivers.

Residential buildings to the west, north, and east nearest the site are located as close as 15 feet from areas on the Project site where construction activities would occur and are about 100 feet from the middle of the construction site. Noise from typical phases of construction (i.e., ground clearing, excavation, foundations, erection, and finishing) would range from 69-83 dBA Leq at adjacent land uses when construction activities occur near the periphery of the site and would exceed the ambient noise environment by at least 5 dBA Leq when these phases of construction occur within about 100 feet of these receivers.

Table 4.10-6: Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA Leq)

	Domestic Housing		**Office Building, Hotel, Hospital, School, Public Works**		**Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station**		**Public Works Roads & Highways, Sewers, and Trenches**	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.
II - Minimum required equipment present at site.
Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

Typically, significant noise impacts do not result when standard construction noise control measures are enforced at the Project site and when the duration of the noise generating

construction period is limited to one construction season (typically one year) or less. The entire construction period is not expected to occur over a period of more than one year.

Construction activities associated with the Project would expose existing sensitive receivers to noise levels that are substantially increased over ambient conditions, but major noise generating phases of construction would be limited to a period of about three to six months in a construction year. The remainder of Project construction would require significantly less heavy equipment and generate lower noise levels. Construction activities would not be concentrated adjacent to any particular receiver or group of receivers over extended periods of time. Although the impact would be less-than-significant, the following standard noise control measures are recommended to be included in the Project:

- Construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. to 5:00 p.m. Saturday and Sunday (Consistent with Policy 4 of the Alameda County Eden Area General Plan).
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment (e.g. rock crushers, compressors) as far as possible from adjacent residential receptors.
- Acoustically shield stationary equipment located near residential receptors with temporary noise barriers or recycled demolition materials.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

Implementation of the above measures would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. The substantial temporary increase in ambient noise levels would be ***less than significant***.

Impact NOI-4: Construction Vibration (LTS)

Vibration levels generated during demolition and construction activities may at times be perceptible at neighboring land uses, but vibration levels would not be excessive causing cosmetic or structural damage to buildings.

The construction of the Project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams, etc.) are used. Construction activities would include excavation, grading, site preparation work, foundation work, and new building framing and

finishing. Therefore, groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened adjoin the Project site.

Table 4.10-7 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 in/sec PPV or less at a distance of 25 feet, below the 0.3 in/sec PPV significance threshold. Vibration generated by construction activities near the common property line with adjacent residential land uses would at times be perceptible, however, would not be expected to result in cosmetic damage to these buildings. Therefore, this impact would be ***less than significant***.

Table 4.10-7: Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Approximate L_v at 25 ft. (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

Impact NOI-5: The Project would not expose people residing or working in the Project area to excessive noise levels from an airport or private airstrip. (NI)

The Project area is not subject to an Airport Land Use Plan and is not near a private airstrip. The closest airport to the Project area is the Hayward Air Terminal, located approximately 2.5 miles to the southwest. Oakland International Airport is located approximately 5.8 miles to the

northwest of the Project area. People residing near or visiting the Cherryland Community Center would not be exposed to excessive noise levels. Therefore, there would be ***no impact***.

4.10.3.3 Significant Impacts

Impact NOI-6: Operational Noise (S)

Sources from the Project would increase noise levels at noise sensitive receptors by more than 5 dBA DNL. Noise levels from rooftop mechanical equipment would exceed daytime and nighttime General Ordinance Code standards at adjacent residential land-uses.

Parking Lot Noise

Project vehicles would use two parking lots, one existing larger lot to the north of the Community Center (Meek Estate Park parking lot), and a lot constructed as part of the Project within the Community Center site to the southeast. The existing Meek Estate Park parking lot, which will be reconfigured with 104 spaces, would be located approximately 90 feet north of the proposed Community Center Project site. A row of existing residences are located between the proposed Community Center Project site and the Meek Estate Park parking lot, with the nearest residential façade approximately 30 feet south from the nearest parking spaces at the Meek Estate Park parking lot.

The major noise sources attributed to parking lot activities are the sounds of vehicles as they drive by, noise generated when vehicles start their engines, door slams, and the occasional sound of car alarms or horns. Illingworth & Rodkin, Inc. has measured noise generated by a similar parking lot in close proximity to residences. Predicted parking lot noise levels were then compared to existing ambient noise levels. Using this data, maximum and average noise levels resulting from activities in the existing Meek Estate Park parking lot and proposed Community Center Project site parking lot were assessed at the residences nearest to the parking lots.

Maximum instantaneous noise levels at residential receivers 30 feet from the Meek Estate Park parking lot activities would range from about 54 to 64 dBA Lmax as a result of typical activities and could reach 74 dBA Lmax when car alarms are sounded. Noise levels from typical activities would be about 4 to 7 dBA higher than measured hourly Leq noise levels conditions during the day. When car alarms are sounded, noise levels could exceed measured hourly average conditions by 17 to 24 dBA during the day. However, maximum noise levels under current conditions are typically within the 62 to 71 dBA Lmax range during the daytime. While maximum instantaneous noise levels resulting from the Meek Estate Park parking lot would be audible and may be considered intrusive by some, the quantitative noise increase would not be substantial.

The hourly average noise level resulting from noise-generating activities in the Meek Estate Park parking lot would reach 41 dBA Leq at a distance of 125 feet from the acoustical center of the parking area and would fall below typical hourly average noise levels during the day. Similarly, day-night average noise levels resulting from the operation of the parking lot would reach 48 dBA DNL at the nearest residential receivers, but would be below existing ambient conditions. On an hourly average or daily average basis, the operation of the parking lots would not substantially increase ambient noise levels above levels existing without the Project and this impact would be ***less than significant***.

The proposed Project surface parking lot, with a total of 20 spaces, would be located on the southeastern portion of the site adjacent to a residence to the east. Maximum instantaneous noise levels at 25 feet from parking lot activities would range from about 55 to 65 dBA Lmax as a result of typical activities and could reach 75 dBA Lmax when car alarms are sounded. Noise levels from typical activities would be about 1 to 4 dBA higher than measured hourly Leq noise level conditions at residential receivers to the east during the day. When car alarms are sounded, noise levels could exceed measured hourly average conditions at neighbors to the east by 14 to 25 dBA during the day. However, maximum noise levels under current conditions are typically within the 65 to 75 dBA Lmax range during the daytime. While maximum instantaneous noise levels resulting from the parking lot would be audible and may be considered intrusive by some, the quantitative noise increase would not be substantial.

The hourly average noise level resulting from noise-generating activities in the proposed Project parking lot would reach 40 dBA Leq at a distance of 50 feet from the acoustical center of the parking area and would fall below typical hourly average noise levels during the day. Similarly, day-night average noise levels resulting from the operation of the parking lot would reach 47 dBA DNL at the nearest residential receivers, but would be below existing ambient conditions. As detailed below, an 8-foot high exterior wall would be constructed between the Project parking lot and the nearest residence, which would further attenuate noise from parking lot activities. On an hourly average or daily average basis, the operation of the proposed Project parking lot would not substantially increase ambient noise levels above levels existing without the Project and this impact would be ***less than significant***.

Noise from Outdoor Activities

Noise from a planned play area is assessed below with respect to the Non-Commercial Noise Ordinance Limits of the Alameda County General Ordinance Code.

Illingworth & Rodkin, Inc. has measured noise generated by outdoor play areas at several childcare centers in the Bay Area. During continuous play at a reference distance of 30 feet, 24 preschoolers would be expected to generate a noise level of 68 dBA for 1 minute in a 1-hour period (L2), 66 dBA for 5 cumulative minutes in a 1-hour period (L8), 64 dBA for 15 cumulative minutes in a 1-hour period (L25), and 62 dBA for 30 cumulative minutes in a 1-hour period (L50). The L50 noise metric is most appropriate considering the amount of time the play area would be in use. A review of the site plan prepared by Noll & Tam shows that 8-foot tall exterior walls are planned along the Project's boundary adjacent to each neighboring residential land use. A barrier with a height of 8 feet would provide 8 to 11 dBA of noise reduction from outdoor activities.

Noise from a play area was assessed 25 feet from the nearest residence located north of the Project site, where noise levels from 25 children at play were calculated to range from 54 to 57 dBA L50. While these noise levels would exceed the Noise Ordinance limit of 50 dBA L50 during daytime hours, ambient daytime noise levels currently range from 50 to 59 dBA L50. Furthermore, this worst-case assumption of outdoor activities is not expected to occur for more than three daytime hours per day and when the new noise source is added to the existing noise levels at residences (59 dBA DNL), noise levels would increase by less than 1 dBA DNL.

The next nearest residence is located 75 feet west of the planned play area in the northernmost portion of the Project site. A garage structure on the residential property would provide noise

attenuation in addition to the attenuation provided by the planned wall, reducing noise levels at outdoor use areas of the residence to below 50 dBA L50. Therefore, this impact would be ***less than significant***.

Noise from Special Events

Noise from a special event, such as a wedding or party, was modeled and noise contours were generated based on the results of the monitoring. The noise source assumed 250 people would attend the event, which would be located inside the Community Center and in the outdoor community courtyard. The Project includes an 8 feet high property line wall separating these outdoor use areas from the adjacent residences. The height of the property line wall was determined in consultation with the residential neighbors. The courtyard would be enclosed by Community Center façades to the west and north and a 7-foot wall on the east and south. No amplified music would be allowed outside and all doors and windows would be closed at 8:00 p.m. if any music is being played inside the proposed Project at that time. Noise from other Project components includes persons walking/conversing outdoors, weekend lunches, and general socializing. These Project components, although well below ambient noise levels, would be audible at times.

As shown in Figure 4.10-2, even with the incorporation of the courtyard walls and of an 8-foot perimeter wall around the Project area, noise levels at the nearest residential property line to the east would be up to 60 dBA L50, exceeding the adjusted General Ordinance Code's non-commercial noise ordinance limit of 50 to 59 dBA L50 by up to 10 dB as a result of special event activities. The nearest residence to the east would be exposed to a day-night average noise level of 51 dBA DNL as a result of a special event occurring over three daytime hours. Therefore, even with incorporation of an 8-foot tall perimeter wall and 7-foot courtyard wall, this noise would at times exceed the General Ordinance Code. Therefore, this impact would be ***significant and unavoidable***.

Noise from Rooftop Mechanical Equipment Noise

Noise from heating, ventilating, and air conditioning equipment for the building may exceed the daytime and nighttime noise standards established in the Alameda County General Ordinance Code at adjacent residential properties. Mechanical Rooftop Equipment drawing SK-007, by Noll & Tam dated February 2, 2014, Property Line Noise Analysis performed by Charles Salter and Associates (CSA) dated March 2nd, 2015, and Rooftop Mechanical Equipment Property Line Noise Analysis (Updated) were reviewed and used to determine noise source levels. It is anticipated that buildings would be climate-controlled and that there would be heating, ventilating, and cooling units within the building and on the Project rooftop.

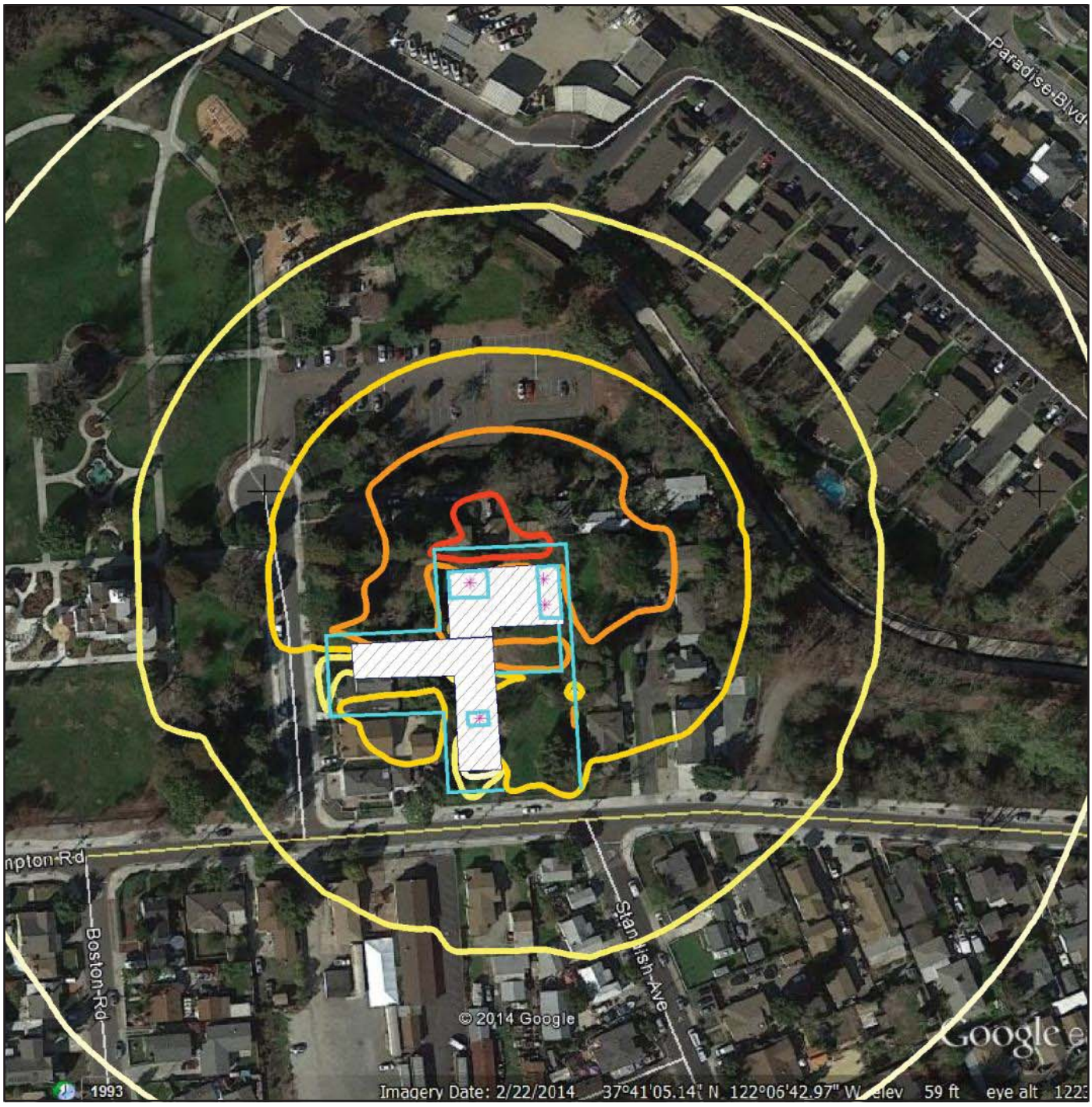
The Project would include mechanical equipment screens for rooftop equipment. The mechanical equipment screens would be 16 feet-6 inches from the ground, approximately 3 feet from the roof surface, and varying with slope. Three foot screens were chosen based on neighborhood input on aesthetic considerations as higher screening would create a significant visual impact for adjacent neighbors at the north end of the property.

Existing single-family residential uses are located immediately north, east, and west of the proposed Project. Although the rooftop mechanical equipment would only operate when the building is occupied and would be controlled by a building maintenance system, assuming a worst case scenario with rooftop mechanical equipment operating intermittently from 7 a.m. to

10 p.m., the day-night average noise level would be 58 dBA DNL at the adjacent residence. As shown in Figure 4.10-3, under this worst case scenario the noise from this equipment would reach 60 dBA L50 at adjacent residential property to the north, exceeding the adjusted applicable standard of 50 to 59 dBA L50 for daytime hours and 36 to 48 dBA L50 for nighttime hours, as per the Alameda County General Ordinance Code noise limits. Therefore, even with incorporation of a 3-foot tall mechanical rooftop screening, this noise would at times exceed the General Ordinance Code. Therefore, this impact would be ***significant and unavoidable***.

Cherryland Community Center
Cherryland, CA

Figure 4.10-2
Noise Level Contours from Special Event



MIG Cherryland Community Center
Cherryland, CA

Figure 4.10-3
Noise Level Contours from Rooftop Mechanical Equipment (3-Foot Screen Walls)

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4.11 PUBLIC SERVICES AND RECREATION

This section describes existing public services and recreation near the Project site, discusses relevant policies, evaluates potential impacts resulting from Project implementation, and identifies mitigation measures to reduce impacts, as appropriate.

The analysis examines police, fire, and emergency response services and water supply, wastewater treatment and collection and solid waste resources. Available information was collected to identify public services and recreation for Alameda County. The Project area's existing police, fire, and emergency response and water supply, wastewater treatment and collection and solid waste resources were evaluated to determine the Project's potential to exceed existing service levels.

4.11.1 Environmental Setting

The Alameda County Fire Department (ACFD) serves the unincorporated areas of Alameda County, the cities of San Leandro, Dublin, Newark, Union City, and the Lawrence Berkeley National Laboratory and the Lawrence Livermore National Laboratory. The ACFD has a total of 28 fire stations. Services include fire suppression, arson investigation, hazardous materials mitigation, paramedic services, urban search and rescue, fire prevention, and public education. The Alameda County Sheriff's Office provides law enforcement and emergency services to the unincorporated areas of Alameda County. The Project area is located adjacent to Meek Estate Park. Colonial Acres Elementary School is located 17115 Meekland Avenue, west of the Project area.

The Project is a County-sponsored project. Therefore, the County has communicated with agencies that would provide emergency services to the Project site and confirmed that they have capacity to serve the Project.

There are a number of local and community parks as well as recreational facilities located within close proximity to the Project area. Within Cherryland, community parks include Meek Estate Park at 240 Hampton Road, Cherryland Park at 198 Grove Way, and Carlos Bee Park at 1905 Grove Way.

The Meet Estate Park is located immediately west of the Project area and features a group picnic area, barbecues, playground, open lawn area, restrooms, parking lot, and historic buildings that are available for weddings. Cherryland Park is located approximately one mile from the Project Area and features barbecues, basketball courts, horseshoe courts, an open lawn area, parking, picnic tables, playground and skate area.

4.11.2 Regulatory Setting

This section discusses the federal, state, and local laws, and regulations that pertain to public service and recreation.

4.11.2.1 Federal

There are no federal regulations pertinent to public services and recreation.

4.11.2.2 State

There are no state regulations pertinent to public services and recreation.

4.11.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to public services and recreation that could result from implementation of the Project. It begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant, and concludes with public services and recreation impacts associated with the Project.

4.11.3.1 Criteria of Significance

The Project would have a significant impact on public services and/or recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other facilities;
- 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;
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

4.11.3.2 Less Than Significant Impacts

This section discusses potential impacts on public services and recreation that could result from the Project and identifies mitigation measures, if appropriate. Less-than-significant impacts are discussed first, followed by significant impacts.

Impact PUB/REC-1: Project construction and implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other facilities. (NI)

Fire Protection. The Project site is served by fire and emergency services by the Alameda County Fire Department (ACFD). The closest fire stations are ACFD #22, located at 427 Paseo Grande, San Lorenzo, CA 94580 and ACFS #23, located at 109 Grove Way, Hayward, CA 94541. These stations are located less than 1 mile from the Project.

Emergency vehicles would have perimeter access to the Project site from street frontages located on Hampton Road and Boston Road. Interior site access would be provided via the 24-foot wide driveway accessible from Hampton Road. Access would also be provided on the northern side of the Community Center via an emergency vehicle access roadway. The parking lot and driveway has been designed so that a fire truck could enter the site far enough to access the northern most portion of the site with a 150-foot fire hose.

Construction and operation of the Project would not affect the Department's service ratios, response times, or other performance objectives to the extent that new or physically altered fire protection facilities would need to be constructed. As a result, impacts on fire protection would be ***less than significant***.

Police Protection. Construction and operation of the proposed Project would not affect Sheriff's Office service ratios, response times, or other performance objectives to the extent that new or physically altered law enforcement protection facilities would need to be constructed. As a result, impacts on police protection would be ***less than significant***.

Schools. The Project area is located within the Hayward Unified School District (HUSD). The Community Center is intended to serve the local Cherryland community and would not result in any influx of additional population in the area. Therefore, the proposed Project would not generate additional student to the HUSD or result in the need for additional school capacity and the Project would have ***no impact*** on existing schools or the need for additional schools.

Parks. Public park facilities in the Project vicinity are provided primarily by the Hayward Area Recreation and Park District (HARD). Within Cherryland, parks include Meek Estate Park at 240 Hampton Road, Cherryland Park at 198 Grove Way, and Carlos Bee Park at 1905 Grove Way. The closest facility for active recreation is Hayward Memorial Park, east of Mission Boulevard. The Project would not generate additional population, and would help fulfill HARD's mission which is "to enrich the quality of life for our community by providing a variety of recreation activities, parks, and facilities that promote health and wellness, learning, and fun." As a result, there would be ***no impact*** on existing recreation and services from the Project.

Other Public Facilities. The Alameda County Public Works Agency provides for roadway maintenance and design, management of flood control projects, and a variety of other facilities and services in the unincorporated areas of the County. The cost of providing roadway maintenance, flood control and other services would be provided through existing property taxes collected within the County. As a result, impacts on roadway, flood control or other facilities and services, or the County's levels of service for these facilities and services would be considered ***less than significant.***

Impact PUB/REC-2: Project construction and implementation would not 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. (LTS)

The Project would provide new community facilities and would help accommodate additional demand for park and recreation facilities. It is possible that the Community Center would attract some new users to Meek Estate Park or increase the use of Meek Estate Park by current users by attracting more people to the Project area. However, the Community Center is intended to serve the Cherryland community and it is not anticipated that the Project would substantially increase the use of Meek Estate Park, or existing neighborhood or regional parks or other recreational facilities leading to the substantial physical deterioration of existing recreational facilities. The Project would help fulfill HARD's ongoing mission to enrich the quality of life for the community by providing a variety of recreation activities, parks, and facilities that promote health and wellness, learning, and fun. As a result, impacts to existing parks would be ***less than significant.***

4.11.3.3 Significant Impacts

The Project would have significant impacts related to public services and recreation.

Impact PUB/REC-3: The Project includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (S)

As stated above, the Project would include the construction of new recreational facilities within the Cherryland community. Potential construction-related impacts of the proposed Project and any associated mitigation measures are discussed in the following sections of this Initial Study: Air Quality, Biological Resources, Cultural Resources, Hazards and Hazards Materials, and Hydrology and Water Quality. No mitigation measures are available to reduce this impact**.** Therefore, impacts from operational noise would remain ***significant and unavoidable.***

4.12 TRANSPORTATION

This section describes the existing transportation environment in the Project vicinity, including pedestrian and bicycle facilities. This transportation impact assessment has been conducted in a manner consistent with the requirements and methodologies of Alameda County, the State of California, and applicable provisions of CEQA. The traffic analysis describes the operational characteristics of the existing study area circulation system, determines the circulation system needs based on future traffic demand, and summarizes the potential circulation impacts associated with Project development.

4.12.1 Environmental Setting

The following discussion of potential transportation or traffic impacts is based on a report prepared by Hexagon Transportation Consultants in 2013 for the proposed Project area (Appendix F).

The Project is located in a low density suburban area of Alameda County within the community of Cherryland. Vehicular access to the site would be via a single driveway on Hampton Road.

Existing Roadway Network

Regional access to the Project area is provided via I-580 and I-238. Local access to the site is provided by Hampton Road and Meekland Avenue. These facilities are described below.

- Interstate 238 (I-238) is an east/west freeway providing regional access between I-880 and I-580. I-238 is a six lane freeway. Full interchanges are provided at I-880 and at I-580.
- Hampton Road/Mattox Road is a two-lane undivided east-west minor arterial and provides direct access to the Project area. There are no bike lanes on Hampton Road. Access to the Project area is provided via a single driveway on Hampton Road. On the east side of Mission Boulevard the street name changes to Mattox Road.
- Mission Boulevard/East 14th Street is a north-south divided major arterial with two lanes in each direction.
- North of Hampton Road, the street name changes to East 14th Street, and extends northward into San Leandro. There are no bike lanes on Mission Boulevard in the vicinity of the Project.
- Meekland Avenue is a north-south undivided minor arterial with one lane of travel in each direction. Depot Road begins at Cabot Boulevard in an industrial area of Hayward, and extends eastward where it transitions into Cathy Way at its intersection with Hesperian Boulevard. Crosswalks are provided at one Community center driveway on Depot Road and at Hesperian Boulevard. There are no bike lanes on Depot Road.

Existing Bicycle and Pedestrian Facilities

According to the Alameda County Bicycle Master Plan, there are limited existing bicycle facilities in the immediate Project vicinity. There are existing bike lanes on Meekland Avenue. Class I bike lanes are proposed for Western Boulevard, which runs parallel to Mission Boulevard

and is approximately two blocks east of the Project. A class I bike facility is a multi-use path. The proposed class I bike facility would greatly improve the connectivity of the currently limited network of bicycle facilities.

Pedestrian facilities in the Project area consist primarily of a continuous network of sidewalks along the previously described local roadways. Crosswalks with pedestrian push buttons and signal heads are provided at the major intersections in the Project area. Existing pedestrian traffic in the Project area primarily is generated by visitors of Meek Park and local residents walking to and from the park, bus stops, and nearby schools on Meekland Avenue.

Existing Transit Service

Existing transit service to the Project area is provided by Alameda-Contra Costa Transit District (AC Transit). The Project is served by local bus lines 32, 93 and 99. The line 32 bus stops on Meekland Avenue near the intersection with Hampton Road. Line 32 provides service between BART Bayfair station and downtown Hayward and has 60-minute headways on weekends. On Mission Boulevard, AC Transit operates lines 93 and 99. Line 93 has headways of 60 minutes on weekends, and provides service between the BART Bayfair station and Meekland Avenue. Line 99 provides service between BART Bayfair station and BART Fremont station, and operates with 30 minute weekend headways.

Circulation System Operation

The two intersections studied for the Project included Meekland Avenue/Hampton Road and Mission Boulevard/Hampton Road. Both intersections are signalized (Figure 4.12-1). Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, with the PM peak hour typically occurring between 4:00 and 6:00 PM.

Further, the two signalized study intersections are located in unincorporated Alameda County and are therefore subject to the Alameda County level of service standards. For the traffic analysis, it was assumed that the Alameda County level of service standards are consistent with those of the City of Hayward. The City of Hayward level of service standard for signalized intersections is level of service (LOS) D or better.

Analysis Methodology

The data required for the traffic analysis were obtained from new traffic counts, field observations, Alameda County and the Hayward Area Recreation District. The following data were collected from these sources: 1) Existing traffic volumes; 2) Lane configurations; and 3) Bus route data.

The level of service methodology used for the study was TRAFFIX, based on the 1994 Highway Capacity Manual (HCM) operations method for signalized intersections[1]. The 1994 HCM method evaluates signalized intersection operations on the basis of average stopped delay time for all vehicles at the intersection. Thus, the average delay and corresponding level of service

[1] Transportation Research Board (TRB), National Research Council. 2002 update. *Highway Capacity Manual 2000*.

reported for each signalized intersection analyzed for this traffic study are based on the average stopped delay at the intersection.

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays (Table 4.12-1).

Table 4.12-1: Signalized Intersection LOS Criteria

Level of Service	Description	Average Stopped Delay per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	5.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	5.1 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	25.1 to 40.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	40.1 to 60.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 60.0

Source: Hexagon Traffic Consultants, 2014.

Existing Conditions

The existing lane configurations and traffic volumes for the study intersections were collected in the field and are included in Appendix F, Figures 4 and 5.

Existing Intersection Levels of Service

Traffic conditions were observed in the field in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Overall the study intersections operated well during both the AM and PM peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions (Table 4.12-2).

Project Location and Study Intersections

HEXAGON

MIG

Cherryland Community Center
Cherryland, CA

Figure 4.12-1
Traffic Conditions at Intersections

Table 4-12-2: Existing Intersection Levels of Service

Intersection	Peak Hour	Avg Delay	LOS
Meekland Avenue & Hampton Road	AM PM	7.8 7.4	B B
Mission Boulevard & Hampton Road	AM PM	16.6 15.8	C C

Source: Hexagon Traffic Consultants, 2014.

Near-Term No Project Conditions

Traffic Volumes

Near term traffic volumes without implementation of the Project were estimated by applying an annual growth rate of one percent to existing traffic volumes, over a two-year period. This approach to determine potential growth resulting from future developments in the Project area has been used on past projects and endorsed by staff in the City of Hayward and is subject to review and approval by Alameda County staff.

Near-Term No Project Intersection Levels of Service

The results of the intersection level of service analysis under near term No Project conditions are summarized below in Table 4.12-3. The result of the analysis showed that the two signalized study intersections would operate at an acceptable level of service under near term No Project conditions.

Table 4.12-3: Intersection Levels of Service Under Background Conditions

			Existing		Background	
Intersection	Peak Hour	Count Date	Avg Delay	LOS	Avg Delay	LOS
Meekland Avenue & Hampton Road	AM PM	01/00/00 01/00/00	7.8 7.4	B B	7.8 7.4	B B
Mission Boulevard & Hampton Road	AM PM	01/00/00 01/00/00	16.6 15.8	C C	17.0 15.9	C C

Source: Hexagon Transportation Consultants, 2014.

Project Trip Estimates and Traffic Volumes

New trips generated by the Cherryland Community Center Project were estimated by applying trip generation rates from the ITE Trip Generation Manual[2]. Based on the average trip rates of community centers included in the survey, the Project would generate 36 AM peak hour trips and 48 PM peak hour trips. Based on the average inbound/outbound splits that were surveyed, the Project would produce 24 inbound and 12 outbound trips during the AM peak hour, and 27

[2] Hooper, Kevin G. Trip Generation Handbook: An ITE Proposed Recommended Practice. 9th ed. N.p.: n.p., n.d. Print.

inbound and 21 outbound trips during the PM peak hour. The trip generation estimates are presented below in Table 4.12-4.

Table 4.12-4: Cherryland Community Center Project Trip Generation Estimates

	AM Peak Hour				PM Peak Hour			
Square Feet (in Thousands)	Peak Hour Rate	In	Out	Total	Peak Hour Rate	In	Out	Total
17.508	2.05	24	12	36	2.74	27	21	48

Source: Hexagon Transportation Consultants, 2014.

Project trips were added to the Near Term No Project traffic volumes to represent Near Term Project traffic conditions with implementation of the Project (hereafter called Near Term Project traffic volumes). Figure 4.12-2 shows near term Project traffic volumes at the study intersection locations.

4.12.2 Regulatory Setting

State and local laws, regulations, and orders that pertain to transportation and traffic resources under the Project are presented below.

State

California Environmental Quality Act (Section 21000 et seq.) and CEQA Guidelines (Section 15000 et seq.)

CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential significant impacts on transportation and traffic systems.

California Government Code Section 65080

The State of California requires each transportation planning agency to prepare and adopt a regional transportation plan (RTP) directed at achieving a coordinated and balanced regional transportation system.

California Streets and Highways Code (Section 1 et seq.)

The code provides the standards for administering the statewide streets and highways system. Designated State Route and Interstate Highway facilities are under the jurisdiction of the California Department of Transportation (Caltrans), except where facility management has been delegated to the county transportation authority.

4.12.3 Impacts and Mitigation Measures

This subsection analyzes impacts related to transportation that could result from implementation of the Project. It begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant and concludes with transportation impacts associated with the Project.

4.12.3.1 Criteria of Significance

The Project would have a significant effect on transportation if it would:

- 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;
- 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;
- 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 risk;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

4.12.3.2 Less Than Significant Impacts

Project implementation would result in the following potentially less than significant transportation impacts.

Impact TRANS-1: The Project would not 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. (LTS)

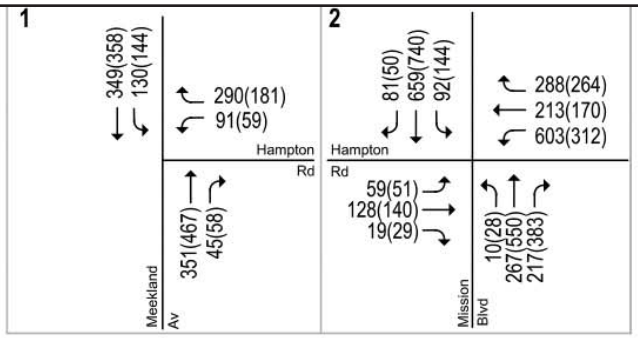
Project Intersection Analysis

The results of the intersection level of service analysis under near term Project conditions are summarized in Table 4.12-5. The results show that the two signalized study intersections would operate at acceptable levels of service under Near Term Project conditions and this impact would be ***less than significant***.

Table 4.12-5: Intersection Levels of Service Under Background Project Conditions

		Background		**Background + Project**		
Intersection	Peak Hour	Avg Delay	LOS	Avg Delay	LOS	Inc. in Crit. Delay
Meekland Avenue & Hampton Road	AM PM	7.8 7.4	B B	7.8 7.5	B B	0.2 0.3
Mission Boulevard & Hampton Road	AM PM	17.0 15.9	C C	17.0 16.0	C C	0.0 0.1

Source: Hexagon Transportation Consultants, 2014.



LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Near-Term with Project Traffic Volumes

HEXAGON

NORTH
Not to Scale

MIG Cherryland Community Center
Cherryland, CA

Figure 4.12-2
Near term project traffic volumes
at study intersection locations

Impact TRANS-2: The Project would not 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. (NI)

The Project would not result in additional population to Cherryland, nor would the Project be inconsistent in terms of its height as in relation to nearby structures. As a result, the Project would not induce any change in air traffic patterns or air travel safety hazards. As discussed Hazards and Hazardous Materials, the Project area is not located within an airport land use plan area or within two miles of a public use airport or private airport strip. The Project would not change air traffic patterns, and therefore, there would be ***no impact***.

Impact TRANS-3: The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (LTS)

Access to the Project area would be from Hampton Road. Intersection LOS at both study intersections is good, and the Project would not result in any changes to road alignment on Hampton Road. Therefore, impacts associated with Project design features would be ***less than significant.***

Impact TRANS-4: The Project would not result in inadequate emergency access. (NI)

The County has consulted with the Alameda County Fire Department regarding requirements for emergency access to the site. As a result of these discussions, modifications were made to the placement of the driveway and parking lot to enable adequate fire truck access to the center portion of the Project area. These changes would also enable fire personnel to reach the far northwestern corner of the site with a 150-foot fire hose should it be necessary. Additionally, a emergency vehicle access has been included on the northern side of the Community Center. With the Fire Department's acceptance of the design changes, the Project would have ***no impact*** with regard to inadequate emergency access.

Impact TRANS-5: This Project would 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. (NI)

The proposed Community Center would be served by AC Transit bus lines on Meekland Avenue and Mission Boulevard, but there are no routes serving Hampton Road. Route 32 on Meekland Avenue provides service between BART Bayfair station and downtown Hayward and has 60-minute headways on weekends. On Mission Boulevard, Bus Routes 93 and 99 with headways of 60 minutes on weekends, provides service between the BART Bayfair station and Meekland Avenue. Bus Route 99 provides service between BART Bayfair station and BART Fremont station, and operates with 30 minute weekend headways. New transit riders resulting from the Project are not expected to be significant, in particular due to the distance of nearby transit.

Pedestrian traffic primarily would be generated by local residents walking to and from the proposed community center, bus stops, and Meek Park. All of the roadways in the Project area currently have sidewalks on both sides of the street, with crosswalks and pedestrian push buttons and signal heads at the major intersections. The extensive network of sidewalks within the Project area would continue to provide users of the community center with a safe connection between the Project and other surrounding land uses in the area.

There are very few bicycle facilities in the Project area and no bike lanes are proposed as part of the Project. Further, the Project would not be expected to generate a significant number of additional bicycle trips. Bicyclists would share the road with vehicular traffic. Since the proposed Project would have a relatively small effect on the total bicycle trips in the Project area, and forecast traffic volumes on Hampton Road are relatively low, no improvements to bicycle facilities would be necessary as a result of the Project. The Project would have no impact due to conflicts with adopted plans, policies, or programs regarding public transit.

Consequently, the proposed Project would have ***no impact*** on the existing transit, pedestrian, and bike lanes.

4.12.3.3 Significant Impacts

There are no significant transportation impacts associated with Project implementation.

4.13 UTILITIES

This section describes existing utilities near the Project site, discusses relevant policies, evaluates potential impacts resulting from Project implementation, and identifies mitigation measures to reduce impacts, as appropriate.

4.5.1 Environmental Setting

Utilities and service systems include wastewater treatment plants, potable water treatment facilities, storm water drainage system, water supply systems, and solid waste landfills currently serving the Cherryland area.

Water Supply - The East Bay Municipal Utilities District (EBMUD) provides comprehensive water services, including production, conveyance, treatment and retail services, as well as water recycling. The District's water service area includes the unincorporated Eden area of Alameda County. EBMUD's primary water source is Mokelumne River runoff, which is collected in Calaveras and Amador Counties and conveyed through an aqueduct 90 miles into Alameda County. EBMUD treats water from the Mokelumne River watershed and distributes it directly to customers throughout the service area. The primary EBMUD treatment facility serving Alameda County is the Orinda water treatment plant. The plant is the largest in the area with a capacity of 175 million gallons per day (mgd), and was most recently rebuilt in 1998.

EBMUD provides potable water to approximately 1,300,000 people throughout portions of Alameda and Contra Costa counties. In 2009, EBMUD adopted a long-term Water Supply Management Programs (WSMP) that serves as a water supply planning guide through the year 2040. The WSMP is used by EBMUD 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.[1]

Wastewater Collection and Treatment - The Oro Loma Sanitary District provides wastewater service for this portion of unincorporated Alameda County residents and businesses. Wastewater is collected within the Eden area is by the East Bay Dischargers Authority (EBDA), a consortium of public wastewater agencies who participate jointly in a common discharge system that conveys treated wastewater to the outfall in the San Francisco Bay under appropriate discharge permits issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB). The RWQCB requires such facilities to meet specific standards for water discharged into San Francisco Bay and the Pacific Ocean. The Wastewater Control Ordinance & Discharge Limits may be found on the EBMUD's website.[2]

The collection and conveyance of wastewater produced within the District goes to the Oro Loma/Castro Valley Wastewater Treatment Plant in San Lorenzo. The District treatment plant is jointly owned by Oro Loma Sanitary District (75%) and Castro Valley Sanitary District (25%). It has a permitted capacity of 20 million gallons per day, and treats an average dry weather flow of

[1]East Bay Municipal Utility District (EBMUD). 2010. *Urban Water Management Program 2010*. June 2011. <http://ebmud.com/sites/default/files/pdfs/UWMP-2010-2011-07-21-web-small.pdf>
[2] EBMUD. 2009. *Water Supply Management Programs 2040*. October 2009. <https://www.ebmud.com/water-and-wastewater/wastewater-treatment/wastewater-control-ordinance>

12.2 million gallons per day (mgd). Using population growth increase from the Eden General Plan wastewater flows will increase by approximately 2.3 mgd over a 10-year projection period (i.e., to 2024).

Storm Drain System – 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 an integrated part of local stormwater systems, which are built and managed by the cities, and functions as an expansion of the local cities' stormwater systems. Stormwater systems drain in various fashions, in some cases, directly into ACFCD channels, and in other cases through local creeks. Stormwater facilities near the Project site drain south into a storm drain, which is presumed to flow eventually into San Lorenzo Creek, a tributary to the San Francisco Bay. The ACFCD is the main flood control service provider in the County, including the Cherryland area.

4.5.2 Regulatory Setting

This section discusses the federal, state, and local laws, and regulations that pertain to public service and utilities.

4.5.2.1 Federal

There are no federal regulations pertinent to public services and utilities.

4.5.2.2 State

Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the State to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling and composting. To help achieve this, the Act requires that each city and county prepare and submit a Source Reduction and Recycling Element. AB 939 also establishes the goal for all California counties to provide at least 15 years of on-going landfill capacity.

California Solid Waste Reuse and Recycling Access Act of 1991.

The California Solid Waste Reuse and Recycling Access Act of 1991 (Public Resources Code Sections 42900 through 42911) requires that any development project for which an application for a building permit is submitted include adequate, accessible areas for collecting and loading recyclable materials.

4.5.3 Impacts and Mitigation Measures

4.13.1.1 Criteria of Significance

The proposed Project would have a significant effect on utilities if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- 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;
- Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed;
- 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;
- Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs;
- Comply with federal, state, and local statutes and regulations related to solid waste.

4.5.3.1 Less Than Significant Impacts

This section discusses potential impacts on utilities that could result from the Project and identifies mitigation measures, if appropriate.

Impact UTIL-1: Project construction and implementation would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (LTS)

The Project area would be provided with sanitary sewer services by the Oro Loma/Castro Valley Sanitary District. Use of the Cherryland Community Center by large groups for special events would occur on an irregular basis, with some events attended by as many as 250 people. Based on intermittent demand for wastewater service and the current capacity of the District's treatment plant, it can adequately address RWQCB treatment requirements. The proposed Project would not result in an increase in wastewater flows beyond the existing permitted capacity of the existing wastewater collection and treatment system, would not require any new or expansion of existing facilities, would not cause any violation of any waste discharge requirements, and would not cause any applicable San Francisco Regional Water Quality Board wastewater treatment requirements to be exceeded. The impact of the Project on wastewater treatment facilities would be ***less than significant.***

Impact UTIL-2: Project construction and implementation would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (LTS)

Limited amounts of water would be used for dust control and other construction activities during Project construction, and for landscaping after the Project is completed. The Project would include extensive water conservation and on-site stormwater treatment measures and would not generate substantial long-term water demand or wastewater treatment requirements. All stormwater would be treated on site and as a result, the Project would not result in the need for new or expanded water or wastewater facilities, and impacts would be ***less than significant.***

Impact UTIL-3: The Project would not 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. (LTS)

See UTIL-2 above.

Impact UTIL-4: Project construction and implementation would have sufficient water supplies available to serve the Project from existing entitlements and resources. (LTS)

EBMUD is the water supply provider for the Project area. EBMUD prepared an UWMP in 2010, which projects water supply and demand for its service area to 2040. The proposed Project would not add new houses or residents to the Eden area, and use of the Community Center would generally be from local residents. Any population growth that might occur in the Eden Area thereby increasing water demand has already been anticipated and addressed in the EBMUD's UWMP. Therefore, impacts to water supply would be ***less than significant.***

Impact UTIL-5: The Project would 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. (LTS)

See UTIL-1 above.

Impact UTIL-6: Project construction and implementation would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. (LTS)

Project construction activities would generate solid waste, including debris from demolition of existing concrete pads present on the Hampton Road parcel and removal of existing vegetation, including trees. However, most of these materials would be hauled off-site for recycling (concrete) and mulching (vegetation and trees). Operation of the Project would generate solid waste, most of which would be related to daily operations of the Community Center, organized neighborhood events, and food preparation activities at the site.

Solid waste and recycling collection service in the Eden Planning Area is overseen by the Alameda County Waste Management Authority (ACWMA), and the Project would be required to comply with all regulations established by the ACWMA. Most of Alameda County's unincorporated residents are serviced by either the Oro Loma Sanitary District (OLSD) or the Castro Valley Sanitary District (CVSD).[3]

Alameda County is served by three landfills: Altamont Landfill and Resource Recovery Facility (Livermore), Tri-Cities Landfill (Fremont) and the Vasco Road Landfill (Livermore). All of these landfills have remaining capacities that will extend into the next 20 years. Therefore, the impact of the Project related to solid waste disposal and landfill capacity would be less than significant. Moreover, based on information compiled by Cal Recycle[4], the Project is estimated to generate .03 pounds of solid waste, per day, per square foot. However, this rate would apply to

[3] Alameda County Waste Management Authority. 2003. Alameda County Integrated Waste Management Plan. February 2003. <http://www.naco.org/programs/csd/Lists/GGLinksNew/Attachments/62/Alameda%20County%20CA%20Integrated%20Waste%20Management%20Program.pdf>

[4] California Department of Resources Recycling and Recovery. 2014. *Estimated Solid Waste Generation and Disposal Rates*. <http://calrecycle.ca.gov>

days when special events are held, on those days would generate 540 pounds of solid waste per day. Based on this amount of solid waste, and the capacities of the above referenced landfills, impacts would be ***less than significant.***

Impact UTIL-7: Project construction and implementation would comply with federal, state, and local statutes and regulations related to solid waste. (LTS)

The Project would be required to comply with all regulations established by the ACWMA related to recycling and solid waste collection. See UTIL-6 above.

4.5.3.2 Significant Impacts

The Project would have no significant impacts related to utilities, and no mitigation measures would be required.

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5. ALTERNATIVES

5.1 PURPOSE

The purpose of the alternatives analysis is to assess a range of reasonable alternatives to the proposed Project that would feasibly attain most of the basic objectives of the Project while avoiding or substantially lessening any of the significant impacts of the Project and to evaluate the comparative merits of each alternative (*CEQA Guidelines* Section 15126.6). The *Guidelines* state that the selection of alternatives should be governed by a "rule of reason." Not every conceivable alternative must be addressed, nor do infeasible alternatives need to be considered (*CEQA Guidelines* Section 15126.6[a]). When addressing feasibility, Section 15126.6 of the *CEQA Guidelines* states, "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, jurisdictional boundaries.…"

Based on the *CEQA Guidelines*, several factors must be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed Project, (2) ability of alternatives to avoid or lessen the significant impacts associated with the Project, (3) the ability of the alternatives to meet the objectives of the Project, and (4) the feasibility of the alternatives.

CEQA also states that, "the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project." Generally, significant impacts of an alternative are discussed in this section, but in less detail than the proposed Project, and should provide decision makers perspective as well as a reasoned choice regarding each alternative.

5.2 METHODOLOGY

The alternatives analysis is presented as a comparative analysis to the proposed Project. This analysis compares the anticipated impacts of the alternative to the impacts associated with the proposed Project; the discussion includes a determination as to whether or not the alternative would reduce, eliminate, or create new significant impacts. The following alternatives analysis compares the potential significant environmental impacts of the alternative with those of the proposed Project for each of the environmental topics analyzed in Sections 4.1 through 4.13 (Environmental Impact Analysis) of the EIR.

5.2.1 Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the *CEQA Guidelines* states: "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from

detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

To determine what range of alternatives should be considered, the impacts identified for the proposed Project were considered along with the Project objectives. The proposed Project is described in detail in Section 3, Project Description, and the potential environmental effects of the proposed Project are analyzed in Sections 4.1 through 4.13.

5.3 PROJECT OBJECTIVES

To develop Project alternatives, the EIR preparers considered the Project objectives and reviewed the significant impacts in Section 4 to identify those significant impacts that could be avoided or reduced substantially through an alternative.

The Project's objectives are to:

- Provide a gathering place and community focal point for residents of Cherryland that provides classes, events, and places for learning.

5.4 CONSTRUCT AN ENERGY EFFICIENT, LEED CERTIFIED COMMUNITY CENTER. SELECTED ALTERNATIVES

The following discussion is provided to meet the requirement of the *CEQA Guidelines* and provide the public and decision makers with information that will help them understand the significant impacts associated with the alternatives to the proposed Project. One alternative to the Project was evaluated:

- **Alternative A: No Project/No Build:** The No Project/No Build Alternative assumes that the County would not construct the Project on the Project site and that the County would not construct the community center at another location.

5.4.1 Alternatives Rejected as Being Infeasible

As described above, Section 15126.6(c) of the *CEQA Guidelines* requires an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination.

The Project would have significant impacts on air quality, biological resources, cultural resources, hazardous materials, operation noise, and recreation. With the exception of impacts from operation noise, these impacts are common to all construction projects and any project requiring construction on the site would have the same impacts.

Regarding choosing an alternate location, the Project is a community center for the residents of Cherryland. The Project site location is preferred by the County as it is adjacent to a neighborhood park and in a residential area making easy access for residents. Although other suitable sites may exist in the Cherryland area, the County does not own any other site in the Cherryland neighborhood. Therefore, alternative sites were not analyzed.

Alternative programming options for the Community Center considered and rejected as being infeasible include limiting the type of events and number of events, not permitting the playing of music indoors, and reducing the number of attendees allowed at events. The County devised the

programming for the Community Center using specific feedback obtained by the County at community meetings on its wants, needs, and desires. This feedback included the need for a venue that would permit group events (such as weddings and other celebrations) of up to 250 people that allow the playing of music indoors and the use of the outdoor courtyard by the event. Alternative event programming, including limiting event types, number, and attendees; the playing of music indoors, and use of the courtyard during events would fail to meet the objectives of the Project, which is to serve the Cherryland Community with this type of venue. Therefore, alternative programming and restrictions, as described above, were considered infeasible and are not analyzed further in this document.

Additionally, alternative designs for building courtyard and site walls were considered. Project building courtyard walls were originally designed at 3-feet in height. These walls were increased to 6-feet in height. Additionally, site walls originally designed to 6-feet in height were increased to 8-feet in height. Changes to building courtyard and site walls reduced noise levels emanating from the building. Higher outer site wall heights were discussed with neighbors; however, the neighboring land owners did not want walls higher than 8-feet in height. Screening for rooftop mechanical equipment is 3-feet in height. Alternative heights for screening of rooftop mechanical equipment were discussed with neighbors and were deemed intrusive and undesirable. Therefore, alternative designs, including wall and screen heights, were considered infeasible and not analyzed further.

5.5 ALTERNATIVES ANALYSIS

Following is a description of the alternative, its anticipated environmental impacts, and a comparison of those impacts to the proposed Project. The discussion includes a determination as to whether the alternative would reduce, eliminate, or create new significant impacts.

5.5.1 Alternative A: No Project/No Build

Under Alternative A: No Project/No Build, the site would remain as it currently exists and no Community Center would be constructed to serve the Cherryland Community. No grading or construction would take place on the site. In addition, there would be no changes to the existing Meek Estate Parking Lot. The No Project alternative would also not result in any changes to the site's drainage or soils on the site. There would be no construction impacts from the Project.

5.5.1.1 Aesthetics

Under Alternative A, there would be no changes to the Project site. The visual character of the site would not improve under Alternative A since the Project site would remain an empty and undeveloped lot along Hampton Road. Although this impact was less than significant, under Alternative A there would not be additional sources of light or glare and this impact would be incrementally less.

Overall, impacts on aesthetics under Alternative A would be more than under the Project since the Project site would remain unchanged and would not be developed with a high-quality community center.

5.5.1.2 Air Quality/Greenhouse Gas Emissions

Under Alternative A, there would be no construction on the Project site. Because there would be no construction under Alternative A, no air quality or greenhouse gas (GHG) emissions would occur from construction equipment and truck traffic. Although there would be no significant impacts to GHG from the Project, GHG emissions under Alternative A would be lower than GHG emissions from the Project because of reduced vehicle trips to and from the Project site. Under Alternative A, there would be no construction that would expose sensitive receptors to pollutant concentrations and this impact would be less than under the Project.

5.5.1.3 Biological Resources

Under Alternative A, there would be no construction on the Project site. Because no construction would occur, no ground disturbing activities, such as grading, fill, and/or excavation, would take place. Therefore, no tree or habitat removal would occur that could affect sensitive species.

Although all significant impacts on biological resources resulting from the Project would be mitigated to less than significant, overall, impacts on biological resources under Alternative A would be less than impacts under the Project since the Project site would remain unchanged.

5.5.1.4 Cultural Resources

Under Alternative A, there would be no construction on the Project site. Because no construction would occur, no ground disturbing activities, such as grading, fill, and/or excavation, would take place on the site. There would be no potential to adversely affect archeological or paleontological resources, destroy a unique geologic feature, or disturb any human remains. In addition, similar to the Project, Alternative A would have no impacts on architectural resources.

Although all significant impacts on cultural resources resulting from the Project would be mitigated to less than significant, overall, impacts on cultural resources under Alternative A would be less than impacts under the Project since the Project site would remain unchanged.

5.5.1.5 Geology/Soils

Under Alternative A, there would be no construction on the Project site. Because no construction would occur, no ground disturbing activities, such as grading, fill, and/or excavation, would take place. Therefore, substantial soil erosion/loss of topsoil during construction and post-construction due to ground disturbances would not occur.

The Cherryland Community Center would not be constructed in the Project area. Therefore, under Alternative A there would be no potential for exposing people or structures to rupture of earthquake fault and seismic-related ground failure/shaking. Similar to the Project, Alternative A would have no impacts on potentially exposing people or structures to landslides.

Although there are no impacts on geology/soils resulting from the Project, overall, impacts on geology/soils under Alternative A would be less since the Project site would remain unchanged.

5.5.1.6 Hazards/Hazardous Materials

Under Alternative A, there would be no construction on the Project site. Because there would be no construction under Alternative A, there would be no use, transport, or release/disposal of any

potentially hazardous construction materials. However, the Project would result in the removal of contaminated soil. Therefore, this impact would be greater under Alternative A than under the Project as contaminated soils could potentially release hazardous materials into the environment through erosion on the site. Comparable to the Project, there would be no impacts on schools or hazardous sites; the site would not expose people or structures to loss from wildlife fires, or be located near a private or public airport.

Impacts under Alternative A would be greater than impacts under the Project due to potential contamination from on-site soils.

5.5.1.7 Hydrology/Water Quality

Under Alternative A, there would be no construction and grading activities that would expose areas susceptible to erosion resulting in sedimentation in San Lorenzo Creek. Additionally, there would be no increase in paved surfaces that would contribute additional stormwater runoff contaminants typical of urban landscapes. Similar to the Project, Alternative A would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or increase siltation. Under Alternative A, no grading would occur and the Project's less than significant impact related to erosion would be incrementally reduced.

As with the Project, Alternative A would not result in the placement of any fill on the Project site or construction of buildings in the FEMA-designated 100-year flood zone and impacts on the FEMA flood zone. Comparable to the Project, Alternative A is not located downstream of any levees or dams, and is therefore not subject to flooding due to dam failure. Tsunami inundation maps indicate that the Project site is not located in an area subject to inundation by tsunami.

There are no significant impacts on hydrology/water quality resulting from the Project. However, as stated above in Hazards/Hazardous Materials, there would be no removal of contaminated soils and impacts on hydrology/water quality under Alternative A would be slightly greater since the Project site would remain unchanged and the potential for existing contaminants in soils on the site to run off to San Lorenzo Creek would be greater.

5.5.1.8 Land Use and Planning

Under Alternative A, the Cherryland Community Center would not be built and a number of goals under the Eden Area General Plan would not be met, including improvements to gathering spaces and recreation facilities. Similar to the Project, Alternative A would not physically divide an established community, nor would it conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, impacts on land use and planning under Alternative A would be slightly greater than under the Project.

5.5.1.9 Noise

Under Alternative A, there would be no noise generated by construction activities. Therefore, although construction noise from the Project is less than significant, this impact would be less under Alternative A. Under Alternative A, there would be no construction vibration impacts.

Permanent ambient noise level increases under Alternative A would be incrementally less than under the Project. Under Alternative A, there would be no periodic increase in noise that exceeds the County noise ordinance. This would be less than under the Project. Impacts from exposure to

airport noise by people using the Project would be comparable to the Project and less than significant. Overall, impacts under Alternative A would be less than under the Project.

5.5.1.10 Public Services and Recreation

Similar to the Project, there would not be any impacts to public services (fire protection, police protection, schools, parks, and other public facilities) under Alternative A.

Under Alternative A, there would not be construction of a recreational facility, thus, there would not be any adverse physical impacts on the environment associated with construction activities. However, since the Cherryland Community Center would not be built, there would not be any improvements or goals met under HARD's ongoing mission to provide a variety of recreation activities, parks, and facilities that promote health and wellness, learning, and fun. This impact would be greater than under the Project.

Although Alternative A reduces adverse impacts associated with construction, not constructing the community center diminishes recreational opportunities for local residents. Therefore, impacts on recreation under Alternative A would be greater than under the Project.

5.5.1.11 Traffic and Transportation

Under Alternative A, the Cherryland Community Center would not be constructed and there would not be any changes in the level of service (LOS) at the identified major intersections of the Project area. Similar to the Project, Alternative A would not cause changes in air traffic patterns, result in inadequate emergency access, or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

Although there are no significant impacts on transportation and traffic resulting from the Project, overall, impacts on transportation and traffic under Alternative A would be less than significant since the Project site would remain unchanged.

5.5.1.12 Utilities

Under Alternative A there would be no construction of a community center and consequently no solid waste would be generated during construction activities. Alternative A would not require potable water or utilize wastewater treatment facilities to serve the Project area. Therefore, although there are no significant impacts to utilities resulting from the Project, overall, impacts on utilities under Alternative A would be less than under the Project since the Project site would remain unchanged.

5.5.1.13 Relationship of the Alternative to the Project Objectives

Alternative A would not meet any Project objectives. The No Project Alternative would not construct an energy efficient, LEED certified Community Center or provide a gathering place and community focal point for residents of Cherryland. In addition, Alternative A would not fulfill one of the goals under the Eden Area Livability Initiative, including creating an integrated partnership between the community, the County, and other public sector jurisdictions that have a stake in the unincorporated urban communities of Alameda County

5.5.2 Environmentally Superior Alternative

As described in 5.1 and 5.2.1, Section 15126.6 of the *CEQA Guidelines* governs the consideration and discussion of alternatives to the proposed Project. CEQA requires that an EIR select the "environmentally superior" alternative and disclose the reasons for its selection as such.

Alternative A: No Project/No Build Alternative would eliminate many of the significant impacts associated with the proposed Project. Alternative A would not result in any ground-disturbing activities and new construction, which would avoid the Project's significant impacts. However, Alternative A would result in greater impacts on hazards, land use, and recreation.

Additionally, Alterative A would not meet the primary objectives of the Project as it would not provide access to a recreation resource for the Cherryland community. Although Alternative A avoids some of the environmental impacts of the Project, it increases other impacts.

The alternative would have similar, fewer, and greater impacts as compared to the Project. Therefore, there are environmental advantages and disadvantages of the alternative in comparison with the Project. Because the alternative would reduce some impacts and increase others, there is no clearly environmentally superior alternative to the Project.

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6. CEQA-REQUIRED CONCLUSIONS

Section 15126 and 15130 of the *CEQA Guidelines* requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the Draft EIR must also identify (1) significant environmental effects that cannot be avoided if the proposed project is implemented; (2) significant irreversible environmental change that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project.

6.1 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *CEQA Guidelines* requires that an EIR describe any significant impacts which cannot be avoided, even with implementation of mitigation measures. Based on the analysis contained in this Draft EIR, with implementation of mitigation measures the Project would result in significant unavoidable impacts from noise.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *CEQA Guidelines* states that significant irreversible environmental changes associated with a proposed project shall be discussed, including the following:

- Uses of nonrenewable resources during the initial and continued phases of the Project that may be irreversible because a large commitment of such resources makes removal or nonuse thereafter unlikely;
- Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and
- Irreversible damage that could result from environmental accidents associated with the Project.

The proposed Project would require the long-term commitment of natural resources and land. It would commit approximately 1.3 acres[1] of land that is currently undeveloped to permanent use for municipal infrastructure. In addition, Project construction would result in an irretrievable commitment of nonrenewable energy resources in the form of fuel to power construction equipment, to generate electricity needed for construction, and to transport people and materials to and from construction areas.

Project construction would result in an irreversible commitment of natural resources through the direct consumption of fossil fuels, primarily through the use of refined petroleum products by construction vehicles used to construct the roadway and bridge. It would also require commitment of other nonrenewable resources, including lumber and other forest products for engineering; sand and gravel for concrete and building materials; asphalt for surfacing the roads; petrochemical construction materials, such as solvents, engine coolant, and lubricants for

[1] The entire Project site is 2.2 acres; however, part of the Project site is located on the existing Meek Estate Park parking lot and only 1.3 acres of this land would be a new commitment.

construction machinery; steel, copper, lead and other metals for reinforced concrete, pipes, and aboveground structures; and water for dust suppression and erosion control.

Long-term changes associated with the Project would convert land to municipal use. This use of the land would result in a long-term change and would preclude other physical uses of the land. However, the changes would occur within an area where no other permanent use of the land (e.g., residential, commercial) is allowed or contemplated under the General Plan. Therefore, this would not represent a significant irreversible use of land resources because this land has already been assumed as dedicated to infrastructure and it would represent less than 1 percent of the land area contained within Alameda County.

Accidental spills of fuels, paints, or other chemicals could occur during construction. However, pursuant to California Health and Safety Code Sections 25500–25520, the construction contractor would be required to limit spills by training construction workers, supervising all construction work, and reporting and cleaning-up any inadvertent spills of chemicals used during construction (e.g., fuel, lubricants) with oversight from Alameda County's Certified Unified Program Agency program. In addition, the Project does not propose nor would it require the use explosives or other extremely hazardous materials (e.g., pesticides, other toxins) during construction.

6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of the ways in which a proposed action could be growth inducing. This includes ways in which the Project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

In general, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the criteria identified below:

- The Project removes an impediment to population growth (e.g., the establishment or expansion of an essential public service to an area)
- The Project results in the urbanization of land in a remote location (leapfrog development)
- The Project establishes a precedent-setting action (e.g., a change in zoning or General Plan amendment approval)
- Economic expansion or growth occurs in an area in response to the Project (e.g., changes in revenue base, employment expansion, etc.)

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

The Project would not remove an impediment to growth by providing roadway or utility infrastructure to serve currently undeveloped parcels. These parcels have been previously developed and would not create new development outside an urbanized area.

The Project would not potentially result in the urbanization of land or economic expansion or growth in the area as the area has been previously developed and is surrounded by urban development.

No zoning or General Plan amendments are proposed. The Project is a community center to serve the existing Cherryland community. Therefore, the Project would not generate any economic expansion or growth in the Project area that would be considered growth-inducing.

6.4 CUMULATIVE IMPACTS

According to CEQA Guidelines Section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The only known project in the immediate vicinity of the Project is the proposed Station 23 Fire Station Replacement Project. Similar to the Project, the Station 23 fire Station Replacement Project is a small project. This cumulative impacts analysis takes into account the Project and the Station 23 Fire Station Replacement Project.

6.4.1 Aesthetics

The area of cumulative impacts for the Project would be the area of I-580, Foothill Boulevard, and SR-238 designated scenic highways in the Alameda County General Plan and I-580, from the San Leandro city limit to SR 24, which is designated as a state scenic highway by Caltrans. This area is an urbanized area that is developed with structures, roadways, and infrastructure. Similar to other cumulative projects in the area, the Project would not be visible from any designated scenic areas. Additionally, the Project would be located on a vacant, chain-link fenced site and would have no significant impacts to visual character on the site. Therefore, the Project would not have any significant cumulative impacts to aesthetics.

6.4.2 Air Quality and GHG

The area of cumulative impacts for the Project would be the nine county San Francisco Bay Area Air Basin. This area is an urbanized area that is developed with structures, roadways, and infrastructure with construction and operation of buildings occurring within the area. The Project would not generate a substantial increase in vehicle trips, any substantial change in traffic operations, or substantial operational air pollutant emissions, and thus is considered below applicable operational screening level size for air quality emissions and GHG. Therefore, the Project would not have any significant cumulative impacts to air quality and GHG.

6.4.3 Biological Resources

The area of cumulative impacts for the Project included the area within five miles of the Project area. This area is an urbanized area that is developed with structures, roadways, and infrastructure with construction and operation of buildings occurring within the area. The Project area and adjacent areas have been intensely developed and are dominated by single-family homes, a developed park, paved roads, and public facilities. Although construction is occurring

in this urbanized area, all Projects removing trees would be required to implement the same standard mitigation measures incorporated into the Project. Therefore, the Project would not have any significant cumulative impacts to biological resources.

6.4.4 Cultural Resources

The area of cumulative impacts to archaeological resources for the Project includes the Project area. This area is an urbanized area that is developed with structures, roadways, and infrastructure with construction and operation of buildings occurring within the area. Ground-disturbing activities during previous urban development of the area would likely have disturbed, altered, or eliminated archaeological resources that may have existed in the Project area. Projects proposing ground disturbing activities would be required to implement the same standard mitigation measures incorporated into the Project. Therefore, the Project would not have any significant cumulative impacts to cultural resources.

6.4.5 Geology and Soils

The area of cumulative impacts to geological resources for the Project includes the Project area. This area is an urbanized area that is developed with structures, roadways, and infrastructure with construction and operation of buildings occurring within the area. Projects proposing ground disturbing activities would be required to implement the same standard mitigation measures incorporated into the Project. Therefore, the Project would not have any significant cumulative impacts to geological resources.

6.4.6 Hazards and Hazardous Materials

The area of cumulative impacts for hazardous materials for the Project includes the Project area and .5 mile of the Project area. This area is an urbanized area that is developed with structures, roadways, and infrastructure that has the potential to contaminate the area with hazardous materials. The Project does not propose any uses that would use or generate hazardous materials that would be released into the atmosphere. The Project would result in the clean-up of hazardous materials in Project site soils. Therefore, the Project would not have any significant cumulative impacts to hazardous materials.

6.4.7 Hydrology and Water Quality

The area of cumulative impacts for hydrology and water quality for the Project includes the drainage basin and alluvial plain of San Lorenzo Creek. This area is an urbanized area that is developed with structures, roadways, and infrastructure. The Project is subject to water quality standards and waste discharge requirements. Discharges during construction activities must meet water quality standards from the Basin Plan. The Project would result in the clean-up of hazardous materials in Project site soils, with the potential to contribute pollutants to the drainage basin. Therefore, the Project would be beneficial to water quality and would not have any significant cumulative impacts to hydrology and water quality.

6.4.8 Land Use and Planning Policy

The area of cumulative impacts for land use and planning policy for the Project includes the Alameda County Eden Area General Plan area. The Project would be consistent with the Eden

Area General Plan, which states that uses such as community centers, parks, schools, places of worship, care centers, and home occupations may also be permitted in residential areas Therefore, the Project would not have any significant cumulative impacts to land use and planning policy.

6.4.9 Noise

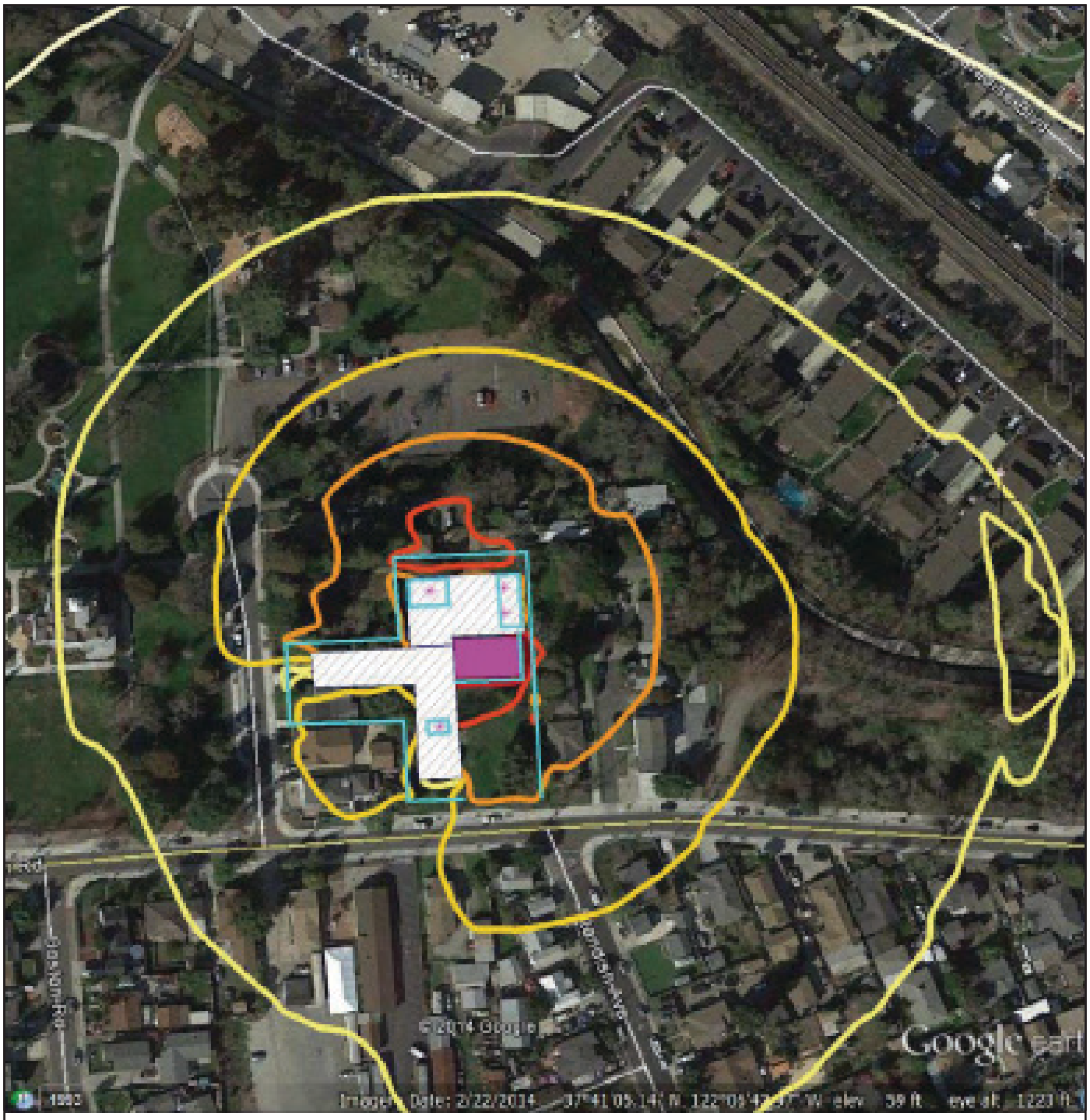
Cumulative Impact NOI-1: The Project would expose people to an increase in noise (Traffic Noise).

The Project would result in a significant cumulative traffic noise impact if existing sensitive receptors would be exposed to cumulative traffic noise level increases greater than 3 dBA DNL above existing traffic noise levels and if the Project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the proposed Project.

Traffic volumes provided by the traffic report for the "Existing" and "2035 Cumulative Plus Project" traffic scenarios were calculated to determine the cumulative traffic noise increase expected at build-out. Cumulative traffic noise levels, with or without the proposed Project, are not anticipated to increase substantially along the majority of roadways serving the Project site, and the Project's contribution to cumulative traffic noise level increases is calculated to be 0.3 dBA DNL or less. Cumulative traffic noise increases would not be considered substantial, and the Project would not make a cumulatively considerable contribution to increased noise levels. Traffic volumes along roadways serving the Project site will increase as a result of cumulative growth planned in and around the unincorporated area of Alameda County known as Cherryland and the Eden Area Redevelopment Project Area. Significant cumulative traffic noise impacts are not anticipated in the Project vicinity and the Project would not make a "cumulatively considerable" contribution to cumulative traffic noise increases. This impact would be ***less than significant.***

Cumulative Impact NOI-2: The Project would expose people to an increase in noise (Operational Noise).

As shown in Figure 6-4-1, a day-night average noise level of 59 dBA DNL was calculated at the back yards of residences as a result of all operational noise sources. The existing noise level is about 59 dBA DNL. The noise level is calculated to increase about 3 dBA DNL due to the operational noise from the Project. An increase of 3 dBA DNL at noise-sensitive uses would not exceed the threshold in the Noise Element of the Alameda County Eden Area General Plan. The rooftop mechanical equipment is the only significant source of noise that would affect the neighbors to the north. The noise from special events in the courtyard would primarily affect neighbors to the east, but the cumulative noise from the two sources would increase the noise at the neighbors to the east by about 1 dBA, resulting in an L50 of up to 61 dBA at the nearest property. It is assumed that the rooftop equipment would only operate intermittently during the "daytime" hours of 7 a.m. to 10 p.m. when the adjusted allowable limit ranges from 50 to 59 dBA L50. The cumulative operational noise is calculated to exceed the hourly Noise Ordinance limit by up to 10 dBA at residences to the north and by up to 11 dBA at residences to the east during special events. Therefore, cumulative operational noise would be ***significant and unavoidable***.



Cherryland Community Center
Cherryland, CA

Figure 6.4-1
Noise Level Contours from Rooftop Mechanical Equipment (With/During Special Event)

6.4.10 Public Services and Recreation

The area of cumulative impacts for public services and recreation for the Project includes the area served by HARD. The Project would contribute additional recreational services to the area. The Project is constructed to allow access to fire, emergency, and police services and would not create an impact to those services. The Project would attract a small number of people to the Project site for a limited number of events; however, this small number of people and limited events would not result in a significant impact to police and fire services. Therefore, the Project would not have any significant cumulative impacts to public services or recreation.

6.4.11 Transportation

2035 Cumulative Traffic Volumes

Additional trips generated by potential future developments in the Project area, beyond the near term horizon, were estimated by utilizing 2035 forecast data from the Alameda County Transportation Model (ACTM). The ACTM is maintained by the Alameda County Transportation Commission (ACTC) and includes models of AM and PM peak hour traffic. Review of the input land use forecasts to the transportation model indicated that in all probability, the county's forecast assumed the Community Center Project. Therefore, the 2035 traffic volumes for the Cumulative Without Project scenario were estimated by subtracting the Community Center Project trips from the 2035 forecast volumes. The resulting 2035 Cumulative traffic volumes, both with and without the Project were then used to generate 2035 forecast turn movements manually. 2035 Cumulative Project traffic volumes are shown on Figure 6.4-2.

2035 Cumulative Intersection Levels of Service

The results of the intersection level of service analysis under 2035 Cumulative conditions are summarized in Table 6.4-1. The results show that the following signalized study intersection would operate at an unacceptable level of service under 2035 Cumulative conditions:

- Mission Boulevard and Hampton Road – LOS F during the AM peak hour

Also shown in Table 6.4-1 is that average delay at the intersection of Mission Boulevard and Hampton Road does not increase with the Project during the AM peak hour, therefore this intersection does not have a significant impact and impacts to Level of Service would be l***ess than significant***.

Table 6.4-1: Intersection Levels of Service Under 2035 Cumulative Conditions

		No Project			**With Project**		
Intersection	Peak Hour	Avg Delay	LOS	Avg Delay	LOS	Inc. in Crit. Delay	Inc. in Crit. V/C
Meekland Avenue & Hampton Road	AM PM	8.1 10.2	B B	8.2 10.3	B B	0.2 0.3	0.006 0.008
Mission Boulevard & Hampton Road	AM PM	**132.5** 30.6	**F** D	**132.1** 31.2	**F** D	-0.6 3.3	0.005 0.006
Bold indicates a substandard level of service							

Source: Hexagon Transportation Consultants, 2014

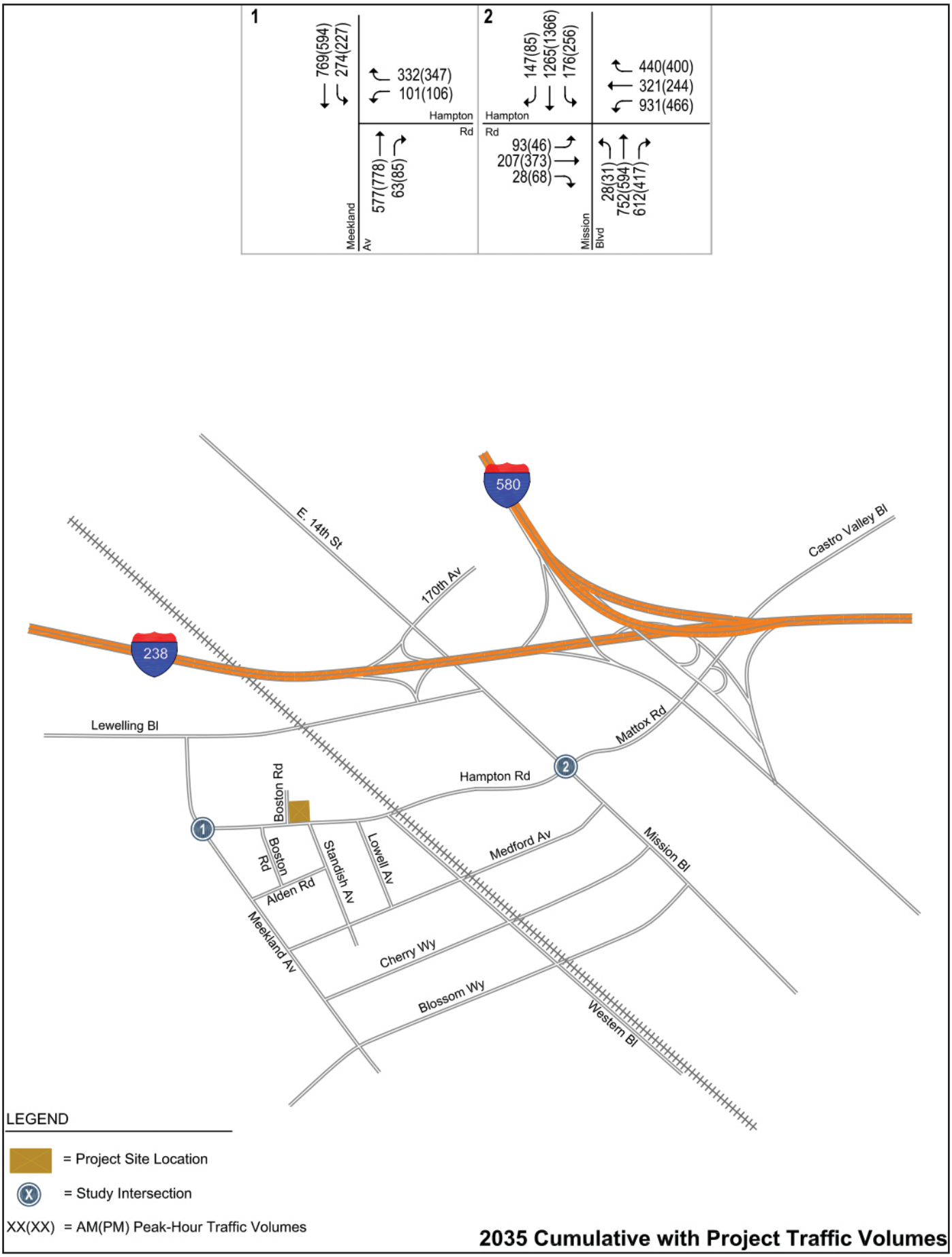
Cumulative Impact TRANS-1: The Project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. (LTS)

The Alameda County Congestion Management Agency (ACCMA) 11 is an information and funding conduit for Alameda County and its cities. The ACCMA also operates numerous programs to address traffic congestion through planning and the use of federal and state transportation funds. Among the ACCMA's programs is the designation of a network of roadways on which Level of Service (LOS) E or better must be maintained, and providing land use review to ensure that new projects do not cause the LOS for the network to be degraded. The ACCMA considers projects that generate more than 100 PM peak hour trips to have the potential to adversely impact the LOS on the CMA network.

New trips generated by the Cherryland Community Center Project were estimated by applying trip generation rates from the ITE Trip Generation Manual. Based on the average trip rates of community centers included in the survey, the Project would generate 36 AM peak hour trips and 48 PM peak hour trips. Based on the average inbound/outbound splits that were surveyed, the Project would produce 24 inbound and 12 outbound trips during the AM peak hour, and 27 inbound and 21 outbound trips during the PM peak hour. The Project would not generate more than 100 PM peak hour trips. Therefore, impacts to the ACCMA's Congestion Management Program would be ***less than significant***.

6.4.12 Utilities

The area of cumulative impacts for utilities for the Project includes wastewater treatment plants, potable water treatment facilities, storm water drainage system, water supply systems, and solid waste landfills currently serving the Cherryland area. This area is an urbanized area that is developed with structures, roadways, and infrastructure. The Project site has been developed in the past and was served by utilities. The Community Center would not represent a substantial increase in demand for utilities beyond the demand generated from the previous development. Therefore, the Project would not have any significant cumulative impacts to utilities and service systems.



2035 Cumulative with Project Traffic Volumes

Cherryland Community Center
Cherryland, CA

Figure 6.4-2
2035 Cumulative Project Traffice Volumes

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7. REPORT PREPARATION

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8. REFERENCES

SECTION 1.0 INTRODUCTION

No references for this section.

SECTION 2.0 EXECUTIVE SUMMARY

No references for this section.

SECTION 3.0 PROJECT DESCRIPTION

No references for this section.

SECTION 4.0 SETTING, IMPACTS, AND MITIGATION MEASURE

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