

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

CASTRO VALLEY MEDICAL OFFICE PROJECT

PLN2019-00020

PREPARED FOR:

ALAMEDA COUNTY PLANNING DEPARTMENT
224 WEST WINTON AVENUE, ROOM 111
HAYWARD, CA 94544

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APRIL 2019

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INTRODUCTION TO THIS DOCUMENT

This document serves as the Initial Study and Mitigated Negative Declaration for the proposed project, prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Sections 15000 et seq.).

Per CEQA Guidelines (Section 15070), a Mitigated Negative Declaration can be prepared to meet the requirements of CEQA review when the Initial Study identifies potentially significant environmental effects, but revisions in the project and/or incorporation of mitigation measures would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.

This document is organized in three sections as follows:

- *Introduction and Project Information.* This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- *Mitigated Negative Declaration.* This section summarizes the impacts, lists the mitigation measures identified in the Initial Study, and proposes findings that would allow adoption of this document as the CEQA review document for the proposed project.
- *Initial Study Checklist.* This section discusses the CEQA environmental topics and checklist questions, and identifies the potential for impacts and proposed mitigation measures to avoid these impacts.

PUBLIC REVIEW

The Initial Study and Mitigated Negative Declaration will be circulated for a 20-day public review period. Written comments may be submitted to the following address:

Damien Curry, Planner
Alameda County Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544
damien.curry@acgov.org

Adoption of the Mitigated Negative Declaration does not constitute approval of the project itself, which is a separate action to be taken by the approval body. Approval of the project can take place only after the Mitigated Negative Declaration has been adopted.

PROJECT INFORMATION

- 1. **Project Title:** Castro Valley Medical Office
PLN2019-00020
- 2. **Lead Agency Name and Address:** Alameda County Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544
- 3. **Contact Person and Phone Number:** Damien Curry, Planner
damien.curry@acgov.org
510.670.6684
- 4. **Project Location:** 20630 and 20642 John Drive in Castro Valley
- 5. **Project Sponsor's Name and Address:** Michael Conn, Senior Vice President
Meridian Property Ventures II, LLC
2420 Camino Ramon, # 215
San Ramon, CA 94583
925.302.1400
- 6. **General Plan Designation:** Central Business District (CBD; Castro Valley General Plan), further designated Low Intensity Retail (CBD-1)
- 7. **Zoning:** Castro Valley Central Business District Specific Plan, Subarea I

8. Description of the Project:
The project sponsor is proposing to construct a new 25,000-square-foot medical office building on a 1.28-acre site in Castro Valley, an unincorporated community in Alameda County (**Figure 1**). The medical office building would be a two-story, 35-foot-high, state-of-the-art outpatient facility, with 98 surface parking spaces (**Figure 2**). The project includes a proposal to merge two existing parcels (Assessor's Parcel Numbers 084-A-0228-002-07 and -08) into a single parcel and to demolish the existing buildings on the site.

The medical office building would be constructed on the eastern portion of the site and would have a footprint of approximately 12,500 square feet. Medical office uses would comprise approximately 10,178 square feet of the ground floor and approximately 10,268 square feet of the second floor. The remaining area on both floors would accommodate the lobby areas, restrooms, stairwells, elevator, janitorial, data rooms, and electrical rooms (**Figure 3**).

Vehicular access to the site would be provided via the proposed full-access driveway from John Drive to the surface parking lot. The surface lot would accommodate 98 vehicle parking spaces, including 49 standard spaces and 49 compact spaces.

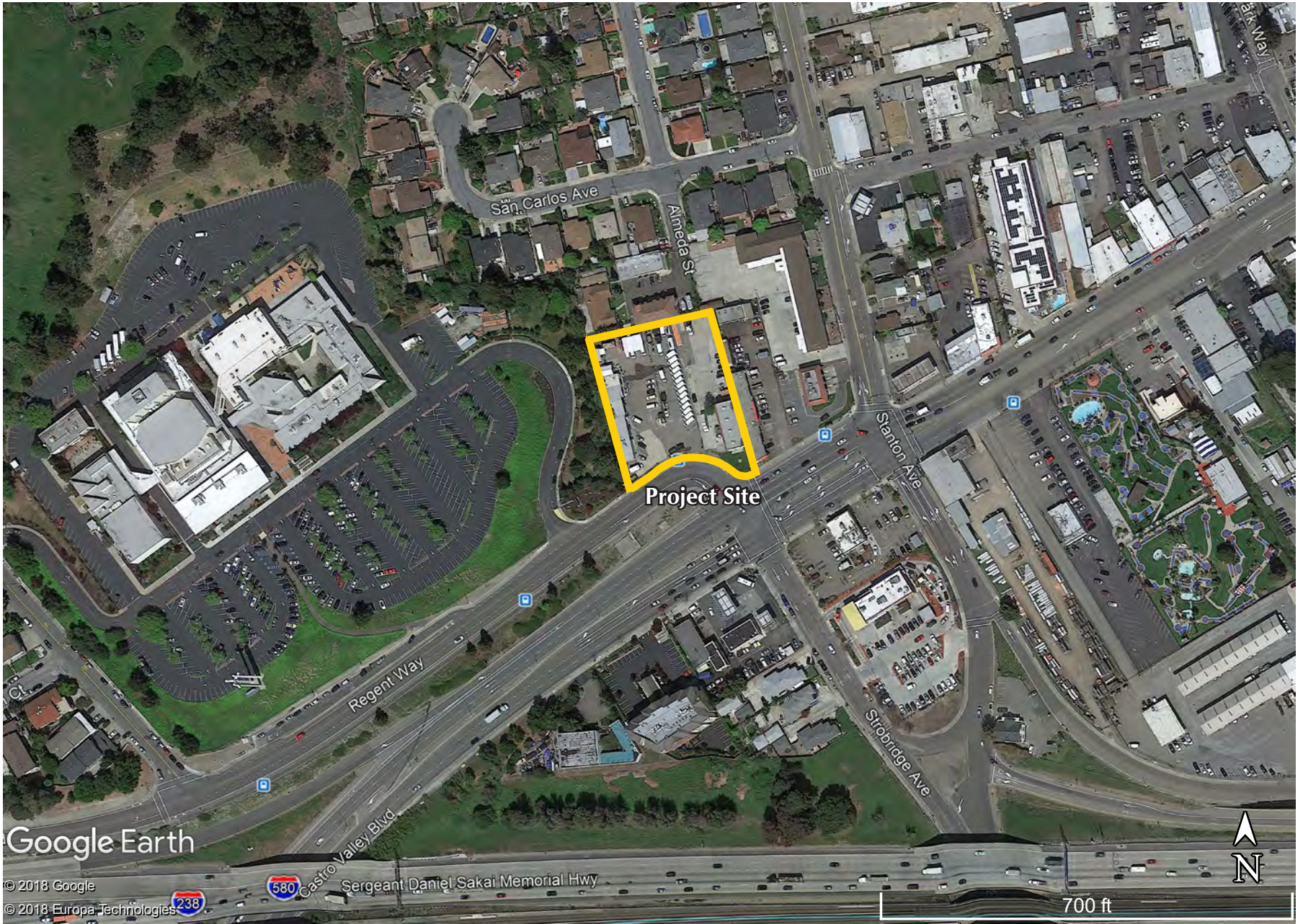


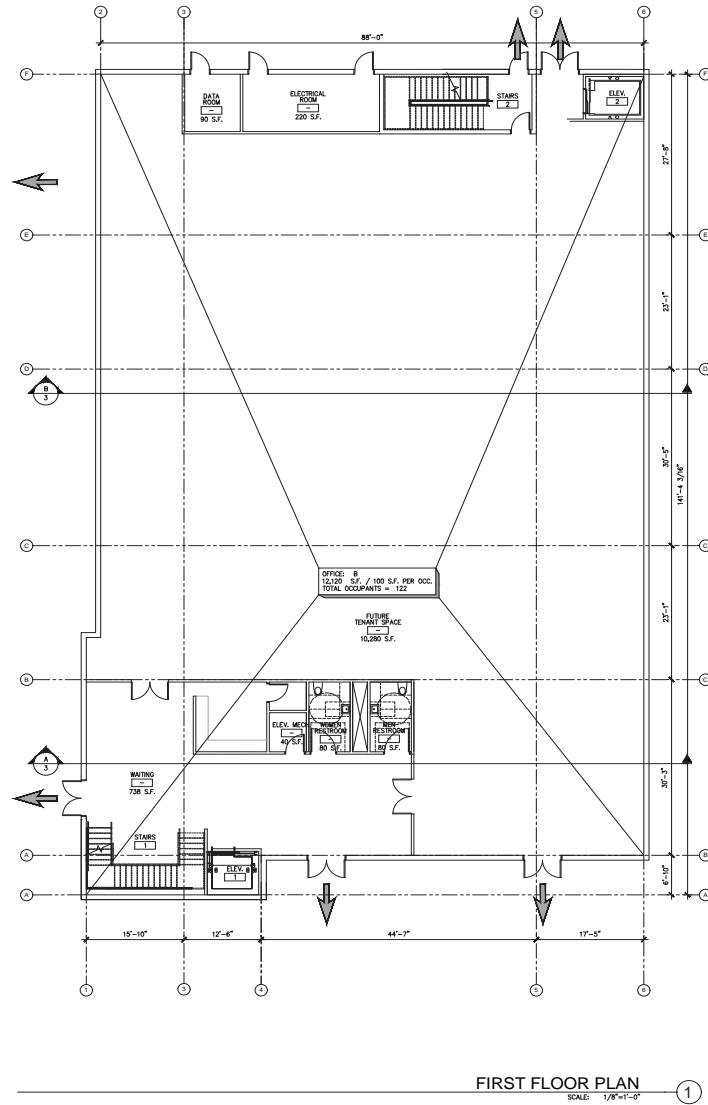
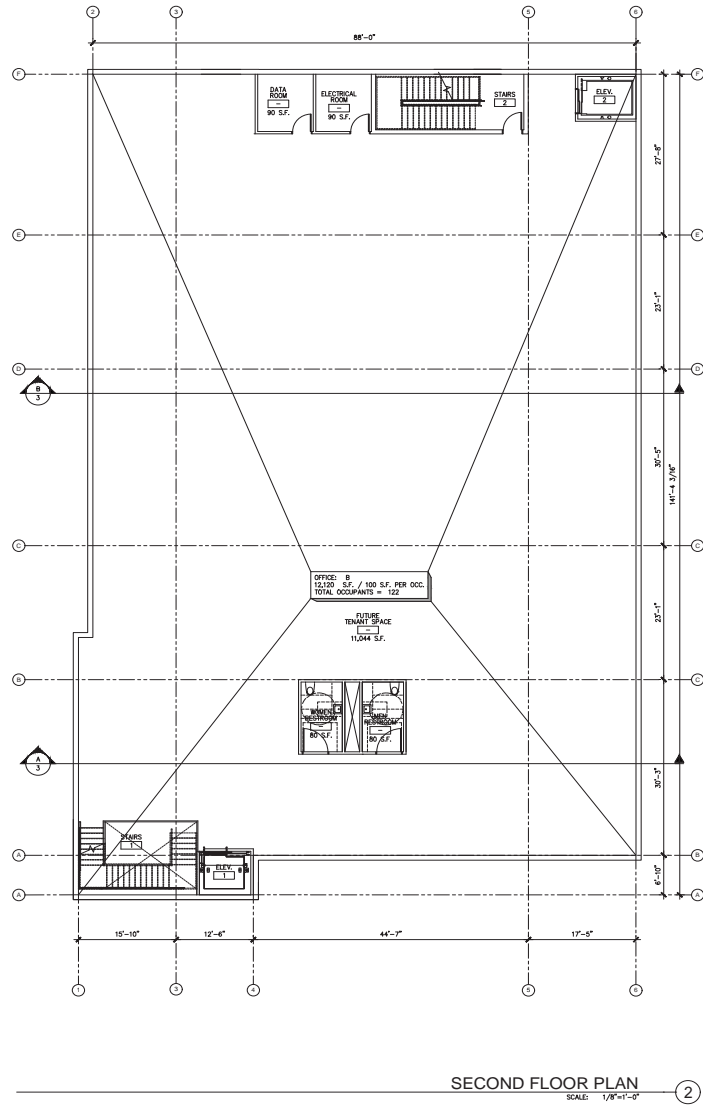
Figure 1. Project Location

April 2019



Figure 2. Project Site Plan

Source: Ware Malcomb
 April 2019



NOTES

1. GRID IS FOR DIMENSIONAL PURPOSES ONLY, NOT A STRUCTURAL GRID (TR).

OCCUPANCY & EXIT LEGEND

← REQUIRED EXIT.

Figure 3. Floor Plans: 1st and 2nd Floors

Source: Ware Malcomb
April 2019

Pedestrian access would be provided via the sidewalk along the John Drive frontage. The nearest bus stop is located across the street from the project site, with other stops located along Foothill Boulevard and Castro Valley Boulevard within ¼ mile of the project site. These stops are served by AC Transit bus routes 48 and NX4. The Castro Valley Bay Area Rapid Transit (BART) Station is located approximately 0.8 mile to the east-southeast of the project site.

The project design includes landscaping within the site and around the perimeter, to include a mix of trees, shrubs, and ground cover, as detailed in the landscape plan (**Figure 4**). The landscaped areas would also accommodate four water quality basins. Shaded outdoor seating would be provided along the southern portion of the building, and gateway signage would be included at the southeastern corner of the site. An approximate six-foot-high concrete-block wall would be constructed on the west perimeter, a three- to four-foot concrete block wall on the north perimeter, and a three- to four-foot foot concrete block wall on the east perimeter, separating the site from the adjacent uses. Redwood or other security fencing (increasing the fence height to six feet) may be constructed on the north and east property lines.

The project would include site improvements such as hardscape, storm drain, and utility connections. On-site utilities would include gas, electricity, domestic water, wastewater, and storm drainage. All on-site utilities would be designed in accordance with applicable codes and current engineering practices.

Project Construction

The project is currently in the design phase of development and details are not yet available regarding the construction schedule. For the purpose of this analysis, however, the following is assumed. On-site construction work is expected to include demolition, limited excavations for the foundation, footings, and utility services; grading and surface preparation; utility connections; and building construction, and would span approximately 14 months. The first three months would consist of demolition, site preparation, and grading. The remainder of the construction period would consist of installing utilities, building construction, site paving, and implementing the landscape plan.

Typical equipment used during construction may include an excavator, backhoe, trencher, tower crane, construction hoist, forklift, gradall, and paving equipment. Staging would occur as much as possible within the project site. Street frontages may need to be used at times for deliveries and removal of materials and equipment, subject to County review and approval.

Project Approvals

The County of Alameda is the lead agency with the authority for approving or denying the project, which would require the following approvals and actions:

- Site Development Review
- Boundary Adjustment/Lot Merger
- Demolition permits
- Building permits



Figure 4. Landscape Plan

Source: Ridge Landscape Architects / Ware Malcomb

April 2019

9. Surrounding Land Uses and Setting:

The site proposed for development of this medical office building comprises 20630 and 20642 John Drive in Castro Valley, California. This site is 55,688 square feet in size, with existing one- and two-story commercial buildings.

The 3Crosses Church lies immediately to the east of the project site and is buffered by its location on the hill and extensive landscaping berms. Retail and commercial uses are adjacent to the project site on the west. Residential and commercial uses lie to the north of the project site; Castro Valley Boulevard and I-580 lie to the south.

General Plan and Zoning Designations

The project site is within the Central Business District of the Castro Valley General Plan area and has been identified as a potential renovation and redevelopment site in the General Plan (see Figure 3.1). The land use designation for the site is Low Intensity Retail (CBD-1). This designation allows land-extensive, auto-oriented uses near the freeway. Typical uses include retail, service, wholesale commercial, and industrial uses with some limited office uses. Use of this site for medical office use depends on factors such as the design of the development, the specific characteristics of the use, and consistency with the development objectives of the area.

10. Other Public Agencies whose Approval is Required:

The project will also require approval from the Air District for demolition activities. No other public agency approvals are required for the proposed project.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Pursuant to Public Resources Code §21080.3.1, the County has contacted the California Native American tribes traditionally and culturally affiliated with the project area to inform them of the project and allow them to request consultation. To date, no tribes have requested consultation pursuant to Public Resources Code §21083.3.2.

MITIGATED NEGATIVE DECLARATION

PROJECT DESCRIPTION, LOCATION, AND SETTING

This Mitigated Negative Declaration has been prepared for the Castro Valley Medical Office Project (project) in Castro Valley, CA. See the Introduction and Project Information section of this document for details of the project.

POTENTIALLY SIGNIFICANT IMPACTS REQUIRING MITIGATION

The following is a list of potential project impacts and the mitigation measures recommended to reduce these impacts to a level of less than significant. The Initial Study Checklist section of this document provides a more detailed discussion of the potential impacts.

Project air quality emissions would be below applicable threshold levels. However, the Bay Area Air Quality Management District (BAAQMD) recommends implementation of construction mitigation measures to reduce construction-related emissions and fugitive dust for all projects. These basic measures are included in Mitigation Measure AIR-1, below and would further reduce already less than significant construction-period criteria pollutant impacts.

Mitigation Measure AIR-1:

Basic Construction Management Practices. The Project applicant shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD's Basic Construction Mitigation Measures:

- i) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- ii) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- iii) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- iv) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- v) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- vi) 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 shall be provided for construction workers at all access points.
- vii) 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.
- viii) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Project construction health risk would also be below applicable threshold levels; however, implementation of Recommended Measure AIR-2 would ensure the potential health risk from construction-period emissions would remain *less than significant*.

Recommended Measure AIR-2:

Selection of Equipment During Construction to Minimize Emissions. The project shall consider utilizing diesel-powered off-road equipment equipped with U.S. EPA particulate matter emissions standards for Tier 3 engines. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also be appropriate.

Special-status species are unlikely to occur in the project vicinity due to its highly disturbed and urbanized nature; however, tree removal during site-preparation activities would have the potential to disturb nesting birds. Mitigation Measure BIO-1 would ensure nesting birds will not be disturbed and that the impact would be less than significant.

Mitigation Measure BIO-1:

Protect Nesting Birds. The project applicant shall abide by all provisions of Sections 3503 and 3503.5 of the California Fish and Game Code and Migratory Bird Treaty Act of 1918 (MBTA). During construction of the Project, the removal of the tree and demolition of the existing buildings shall occur between September 1 and January 31. Tree removal and building demolition should be avoided from February 1 to August 31, which is the typical migratory bird nesting period (nesting period) in this part of California. If no vegetation removal or building demolition is proposed during the nesting period, then no surveys are required.

There are no known cultural resources in the general project area; however, the potential for unrecorded resources is considered moderate. The inadvertent discovery of archaeological resources and human remains during construction activities, including ground-disturbing activities, could occur. In the event archaeological resources or human remains are discovered on-site, these resources would be handled according to applicable regulations (Public Resources Code Sections 21083.2, 21084.1, 5097.98, 15064.5(d) and/or Section 7050.5 of the Health and Safety Code).

Mitigation Measure CUL-1:

Pre-construction Studies. Prior to demolition or other ground disturbance, a qualified professional archaeologist shall conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface.

Mitigation Measure CUL-2:

Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that archaeological resources are discovered during construction, operations shall stop within 50 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project

area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

Mitigation Measure CUL-3:

Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Under the Cumulative plus Project condition (Year 2035), the unsignalized intersection of Strobridge Avenue/Stanton Avenue & I-580 Westbound Off-Ramp would operate at an unacceptable level of service and experience an increase in delay of over 5.0 seconds Implementation of Mitigation Measure TRAN-I would reduce the impact to a level of ***less than significant***.

Mitigation Measure TRAN-I:

Traffic Impact Fee. In accordance with the Alameda County Ordinance Code Title 15, Chapter 15.44, Cumulative Traffic Impact Mitigation Fees, the Applicant shall be required to pay traffic impact mitigation fees, which will be used to address project deficient operations at the unsignalized intersection.

Although not anticipated, the possibility exists for tribal cultural resources to be discovered during construction activities. With implementation of Mitigation Measure TCR-I, the impact on tribal cultural resources would be ***less than significant***.

Mitigation Measure TCR-1:

Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, Alameda County shall consult with a qualified archaeologist and begin or continue Native American consultation procedures. If Alameda County determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. If the resource cannot be avoided, additional measures to avoid or reduce impacts to the resource and to address tribal concerns may be required.

PROPOSED FINDINGS

Alameda County has determined that the proposed project will not have a significant effect on the environment with the implementation of mitigation measures identified in this Mitigated Negative Declaration. If this Mitigated Negative Declaration is adopted by Alameda County, the requirements of CEQA will be met by the preparation of this Mitigated Negative Declaration and the project will not require the preparation of an Environmental Impact Report. This decision is supported by the following findings:

- a. The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community. It does not substantially reduce the number or restrict the range of a rare or endangered plant or animal. It does not eliminate important examples of the major periods of California history or pre-history, since there is no identified area at the project site which is habitat for rare or endangered species, or which represents unique examples of California history or prehistory. The project does not have any significant, unavoidable adverse impacts. Implementation of specified mitigation measures will avoid or reduce the effects of the project on the environment and thereby avoid any significant impacts.
- b. The project does not involve impacts which are individually limited but cumulatively considerable, because the described project will incorporate mitigation measures to avoid significant impacts of the project in the context of continued growth and development in Alameda County.
- c. The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, because all adverse effects of the project will be mitigated to less than significant levels.

INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Environmental factors that may be affected by the project are listed alphabetically below. Factors marked with an “X” (☒) were determined to be potentially affected by the project, involving at least one impact that required mitigation to reduce the impact to less than significant levels, as indicated in the Environmental Evaluation Form Checklist and related discussion that follows. Unmarked factors (☐) were determined to not be significantly affected by the project, based on discussion provided in the Checklist, including the application of mitigation measures which the applicant has agreed to implement.

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

There are no impacts that would remain significant with implementation of the identified mitigation measures.

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

EVALUATION OF ENVIRONMENTAL EFFECTS

The Checklist portion of the Initial Study begins below, with explanations of each CEQA issue topic. Four outcomes are possible, as explained below.

1. A “no impact” response indicates that no action that would have an adverse effect on the environment would occur due to the Project.
2. A “less than significant impact” response indicates that while there may be potential for an environmental impact, there are standard procedures or regulations in place, or other features of the Project as proposed, which would limit the extent of this impact to a level of “less than significant.”
3. Responses that indicate that the impact of the Project would be “less than significant with mitigation” indicate that mitigation measures, identified in the subsequent discussion, will be required as a condition of Project approval in order to effectively reduce potential Project-related environmental effects to a level of “less than significant.”
4. A “potentially significant impact” response indicates that further analysis is required to determine the extent of the potential impact and identify any appropriate mitigation. If any topics are indicated with a “potentially significant impact,” these topics would need to be analyzed in an Environmental Impact Report.

1. AESTHETICS

Except as provided in Public Resources Code §21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			<input checked="" type="checkbox"/>	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			<input checked="" type="checkbox"/>	
d) Create a new source of substantial light or glare which would substantially adversely affect day or nighttime views in the area?			<input checked="" type="checkbox"/>	

Scenic Vistas (Criterion a)

The project site and vicinity are developed with a mix of one- and two-story buildings. There are intermittent views to the hillsides from Castro Valley Boulevard and John Drive; however, these views are limited by existing development, including across the project site. The proposed two-story medical office building would be constructed on the eastern portion of the project site, replacing an existing two-story building. The project would not have a substantial adverse effect on a scenic vista, and the impact would be **less than significant**.

Scenic Highways (Criterion b)

Interstate 580 in Alameda County is designated as a scenic highway; however, the section of highway near the project site is not a designated or eligible State Scenic Highway.¹ Neither the Castro Valley General Plan² nor the Castro Valley Central Business District Specific Plan³ identify a visual corridor, scenic street, or scenic highway in the project area. Implementation of the project would have **no impact** on scenic resources within a scenic highway.

¹ California Department of Transportation. California Scenic Highway Mapping System. Website accessed March 13, 2019 at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

² Alameda County Community Development Agency. Castro Valley General Plan, March 2012.

³ Alameda County Planning Department. Castro Valley Central Business District Specific Plan, January 1993.

Visual Character (Criterion c)

The project site is in an urbanized area characterized by a mix of residential and single- and multi-story commercial uses, and includes some medical uses. Development of the project would add a new medical office building of similar scale and bulk as other buildings in the area. This infill development would help unify the visual character of development in the area, and would provide an overall positive improvement to the existing visual character of the area (**Figures 5 and 6**). The project would be contemporary in design and include amenities such as landscaping and outdoor seating. Additionally, the County will review the proposed design as part of the entitlement approval process to ensure that the design is consistent with existing zoning and regulations governing scenic quality. Therefore, the project's impact on visual character would be ***less than significant***.

Light and Glare (Criterion d)

The project site and vicinity generate outdoor lighting typical for an urban area. The proposed medical office project would add to the existing light sources with building, parking lot, and landscape lighting. Three pole-mounted lights would be placed at the northern boundary of the project site, near the adjacent residential uses (**Figure 7**). The project would be required to design lighting to be sensitive to neighboring land uses and to minimize energy use. Project compliance with County lighting guidelines would reduce light and glare associated with the project to levels consistent with surrounding uses. Increases at the closest residential and commercial uses would be consistent with the existing urban conditions, and potential impacts related to light and glare would be ***less than significant***.

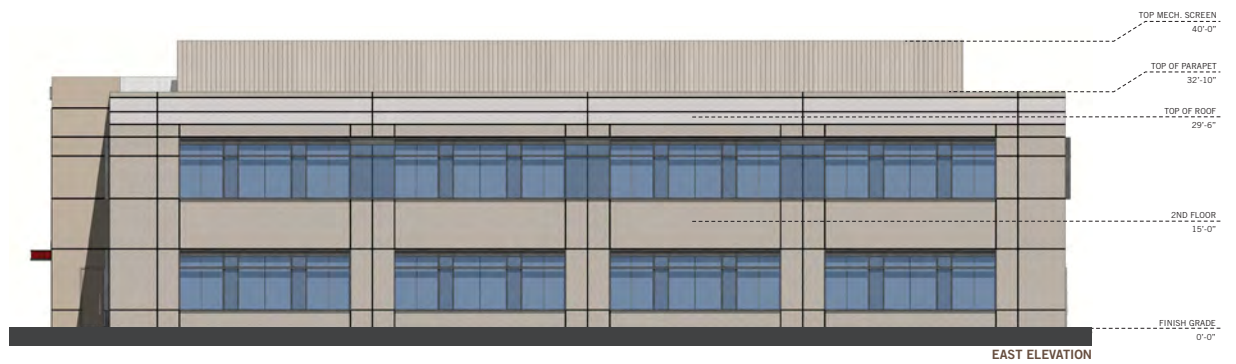
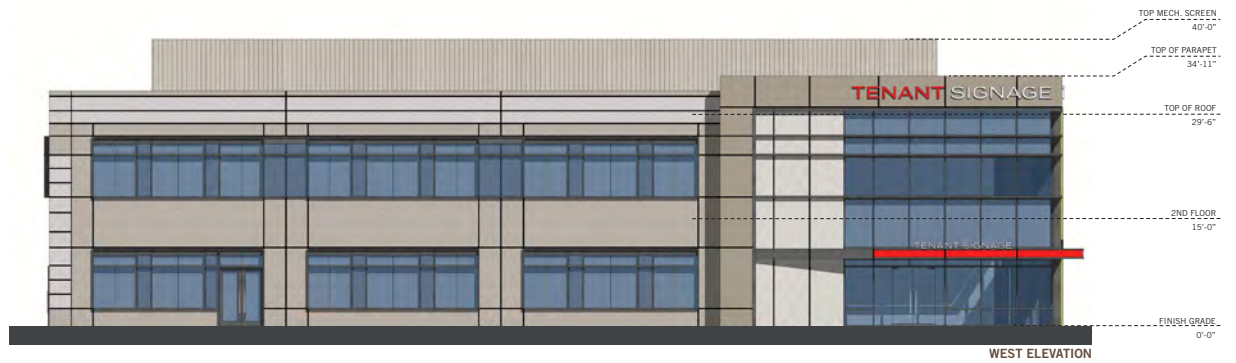


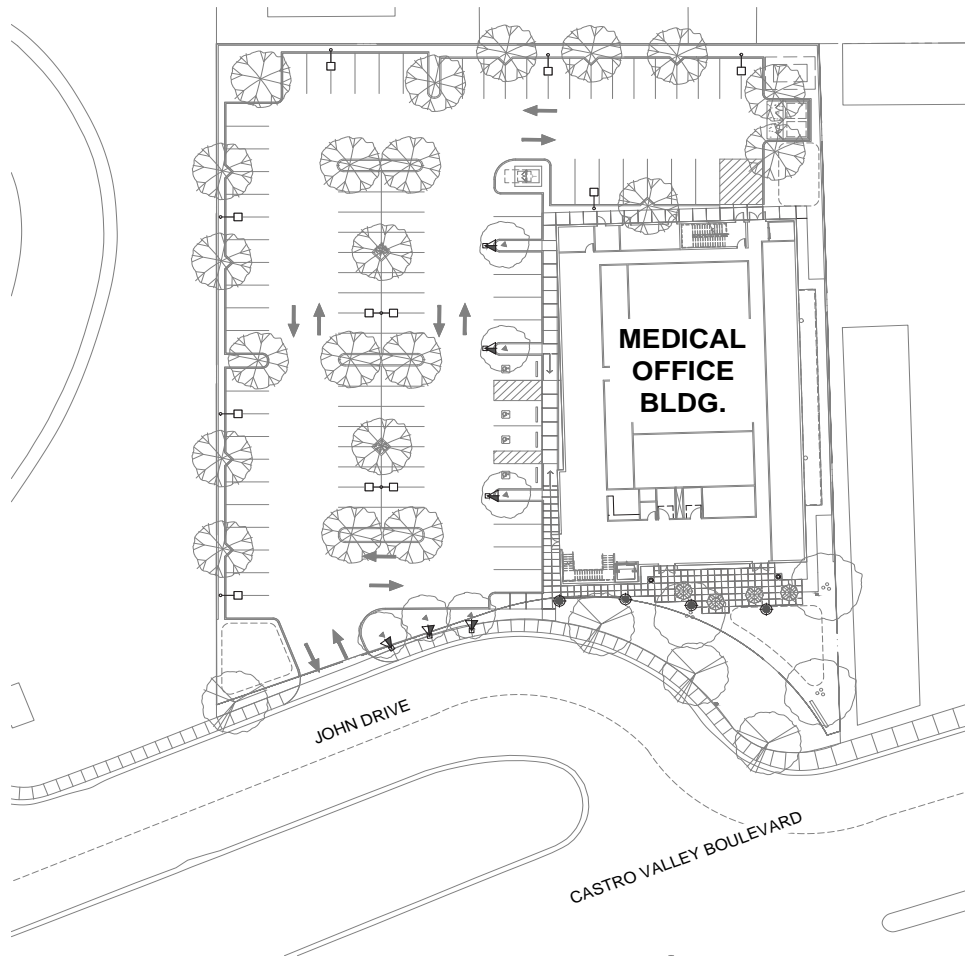
Figure 5. Project Elevations

Source: Ware Malcomb
April 2019



Figure 6. Project Rendering: Southwest View

Source: Ware Malcomb
April 2019



LANDSCAPE LIGHTING SCHEDULE					
SYMBOL	DESCRIPTION	MANUFACTURER	MODEL NO.	COLOR / FINISH	COMMENTS
	PATHWAY LIGHT	LUMINIS (514) 683-3883	MAYA MA30	TITANIUM GRAY	42" HIGH
	TREE UPLIGHT	LUMINIS (514) 683-3883	MAYA SC350	TITANIUM GRAY	GROUND MOUNT
	PARKING LOT LIGHT	LUMINIS (514) 683-3883	MAYA MA10	TITANIUM GRAY	20' POLE

NOTE: REFER TO ELECTRICAL ENGINEER'S SHEETS FOR LIGHT SPECIFICATIONS AND CIRCUITRY. SITE LIGHTING SHOWN HERE FOR DESIGN INTENT ONLY.

LUMINIS. **MA30 SERIES MAYA - LED**

TYPE: QUANTITY PROJECT: CATALOG NUMBER: FEATURE: WATTAGE: VOLTAGE: FINISH: OPTION: OPTION: OPTION: OPTION:

- Cast aluminum LED heat sink
- Castal system assembly
- Set of two cast aluminum supporting arms
- Removable cast aluminum cover for deep access to electrical components and driver
- 6" x 20" diameter structural aluminum base stand
- Cast aluminum color code

MATERIALS
Housed LED is made of corrosion resistant 306 aluminum alloy with a copper COB system of less than 0.2%.

ELECTRICAL POWER SUPPLY
Standard driver is 3-0W dimming-ready (DIM to 0%) with 1000000 hours of life expectancy (L70B50) operating at 100% of rated power.

LED
Type 6, 10, 15, or 18 W light distribution via high performance optical lenses. Standard 4000K/5000K. Optional 2700K, 3000K and 3500K. Optional Amber LED for turtle sensitive areas. Viewing angle: 354.5mm to 507mm.

LIFE
LED50000 (L_{70B50}) based on LM40 report for lumen maintenance.

FINISH
Five-stage preparation process includes pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

MOUNTING
Mounts with a set of three 1/2" x 1/8" 304 stainless anchor bolts.

CERTIFICATION
Housed LED is tested to IESNA and CSA222 #270. ETL listed for wet locations. Photometric testing performed in an environmental laboratory in accordance with IESNA LM-79 and IESNA LM-80. Lumen depreciation in accordance with IESNA LM-80 standards. CS Certified on request. Rated IP66.

FINISH
Five-stage preparation process including pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

(A) PATHWAY LIGHTING

LUMINIS. **SC350 SERIES SCOPE - LED**

TYPE: QUANTITY PROJECT: CATALOG NUMBER: FEATURE: SUPPLY: REFLECTOR: VOLTAGE: FINISH: OPTION: OPTION: OPTION: OPTION:

- Extruded aluminum cylindrical housing
- Ballast and aluminum light assembly
- Ballast and aluminum base
- Clear forward glass lens
- Painted reflector aluminum reflector
- Mounting arm allows forward-back adjustability
- Ballast cover

MATERIALS
Housed LED is made of corrosion resistant 306 aluminum alloy with a copper COB system of less than 0.2%.

ELECTRICAL POWER SUPPLY
Standard driver is 3-0W dimming-ready (DIM to 0%) with 1000000 hours of life expectancy (L70B50) operating at 100% of rated power.

LED
Type 6, 10, 15, or 18 W light distribution via high performance optical lenses. Standard 4000K/5000K. Optional 2700K, 3000K and 3500K. Optional Amber LED for turtle sensitive areas. Viewing angle: 354.5mm to 507mm.

LIFE
LED50000 (L_{70B50}) based on LM40 report for lumen maintenance.

FINISH
Five-stage preparation process including pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

CERTIFICATION
Housed LED is tested to IESNA and CSA222 #270. ETL listed for wet locations. Photometric testing performed in an environmental laboratory in accordance with IESNA LM-79 and IESNA LM-80. Lumen depreciation in accordance with IESNA LM-80 standards. CS Certified on request. Rated IP66.

FINISH
Five-stage preparation process including pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

(B) TREE UPLIGHT

LUMINIS. **MA10/MA12 SERIES MAYA - LED**

TYPE: QUANTITY PROJECT: CATALOG NUMBER: FEATURE: WATTAGE: VOLTAGE: FINISH: OPTION: OPTION: OPTION: OPTION:

- Luminis shell housing constructed of corrosion resistant cast aluminum
- Cast aluminum rotator chamber with an integral fluoropolymer powder coating
- LED optical center aluminum reflector
- One piece forged cast aluminum driver cover in brushed aluminum
- Heavy gauge galvanized steel structural mounting plate with casting adjustment (CHAD units)
- Cast aluminum ball mounting plate (MA12 only)

MATERIALS
Housed LED is made of corrosion resistant 306 aluminum alloy with a copper COB system of less than 0.2%.

ELECTRICAL POWER SUPPLY
Standard driver is 3-0W dimming-ready (DIM to 0%) with 1000000 hours of life expectancy (L70B50) operating at 100% of rated power.

LED
Type 6, 10, 15, or 18 W light distribution via high performance optical lenses. Standard 4000K/5000K. Optional 2700K, 3000K and 3500K. Optional Amber LED for turtle sensitive areas. Viewing angle: 354.5mm to 507mm.

LIFE
LED50000 (L_{70B50}) based on LM40 report for lumen maintenance.

FINISH
Five-stage preparation process includes pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

CERTIFICATION
Housed LED is tested to IESNA and CSA222 #270. ETL listed for wet locations. Photometric testing performed in an environmental laboratory in accordance with IESNA LM-79 and IESNA LM-80. Lumen depreciation in accordance with IESNA LM-80 standards. CS Certified on request. Rated IP66. See SC35023.

FINISH
Five-stage preparation process including pretreating of cast aluminum parts for an anodized, fluoropolymer powder coating to resist throughout electrostatic processes, and oven cured for long term finish.

(C) PARKING LOT LIGHT

Figure 7. Lighting Plan
Source: Ridge Landscape Architects / Ware Malcomb
April 2019

2. AGRICULTURE AND FORESTRY RESOURCES

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

Agriculture and Forestry Resources (Criterion a–e)

The project site is in a developed urban area and is itself fully developed. The project site is not zoned for or currently being used for agricultural or forestry purposes and is not subject to the Williamson Act. Implementation of the project would have **no impact** on agriculture and forestry resources.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			<input checked="" type="checkbox"/>	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			<input checked="" type="checkbox"/>	
c) Expose sensitive receptors to substantial pollutant concentrations?			<input checked="" type="checkbox"/>	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)			<input checked="" type="checkbox"/>	

An Air Quality, Health Risk, and Greenhouse Gas Assessment was prepared for the project by Illingworth and Rodkin; the analysis in this section is derived from that assessment, which is included as **Attachment A**.

Air Quality Plan (Criterion a)

The project site is subject to the Bay Area Clean Air Plan, last adopted by BAAQMD (in association with the Metropolitan Transportation Commission and the Association of Bay Area Governments) in 2017 to meet state requirements and those of the federal Clean Air Act. As required by state law, updates are developed approximately every three years. The plan is meant to demonstrate progress toward meeting the ozone standards, and includes other elements related to particulate matter, toxic air contaminants, and greenhouse gases.

A project is judged to conflict with or obstruct implementation of the Clean Air Plan if it is inconsistent with regional growth assumptions or hinders implementation of air pollution emissions control strategies. The land use proposed for the project would be consistent with the Castro Valley General Plan designation for the project site and the project does not hinder or obstruct implementation of any control measures identified in the Clean Air Plan.⁴ The Project advances admissions reductions by adhering to the Castro Valley General Plan policies and actions to reduce exposure of the County's sensitive population to exposure of air pollution and TACs. Therefore, the Project would be consistent with the Clean Air Plan and have a ***less than significant*** impact.

⁴ The project site is identified as Low Intensity Retail in CBD Sub-area I, which allows for retail, service, wholesale commercial, and industrial use with some limited office use. The proposed project is a medical office with limited office use. Therefore, it will comply with the zoning for this site.

Air Quality Standards/Criteria Pollutants (Criterion b)

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 and include ozone precursors (nitrogen oxides and reactive organic gases), carbon monoxide, and suspended particulate matter (PM₁₀ and PM_{2.5}). The Bay Area is considered “non-attainment” for ozone and particulate matter.

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 may 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.⁵

BAAQMD’s updated CEQA Guidelines including recommended thresholds of significance were adopted in May 2017. These thresholds are average daily emissions of 54 pounds per day or 10 tons per year of nitrogen oxides (NO_x), reactive organic gases (ROG), and PM_{2.5}, and 82 pounds per day or 15 tons per year of PM₁₀. Both the daily and annual thresholds apply to operation and only the daily thresholds apply to construction.

Air quality impacts fall into two categories: short-term impacts that would occur during construction of the project and long-term impacts due to project operation.

Construction-Period Emissions

Construction activities associated with the Project would generate fugitive dust in the short-term. Construction activities may result in significant quantities of fugitive dust emissions, including PM₁₀ and PM_{2.5}, on a temporary and intermittent basis during the construction period. Emissions from off-road vehicles and construction equipment may also contribute to criteria pollutant emissions. California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate project construction emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust (**Table 1**).

Table 1. Construction-Period Emissions

Scenario	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Total construction emissions (tons)	0.25 tons	1.17 tons	0.05 tons	0.04 tons
Average daily emissions (pounds)¹	1.62 lbs./day	7.62 lbs./day	0.29 lbs./day	0.28 lbs./day
<i>Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No

¹ Assumes 306 workdays

Source: Illingworth and Rodkin 2019 (Attachment A)

As shown in Table 1, CALEEMod results indicate the project’s construction-period emissions would not exceed the significance thresholds.

⁵ BAAQMD. California Environmental Quality Act Air Quality Guidelines, May 2017.

Policy 12.1-5 of the Castro Valley General Plan requires dust abatement that is consistent with the measures recommended by BAAQMD in their CEQA Air Quality Guidelines. BAAQMD recommends implementation of basic measures to reduce construction-related emissions and fugitive dust for all projects, regardless of the significance level of construction-period impacts. These basic measures are included in Mitigation Measure AIR-1 and would further reduce construction-period criteria pollutant impacts and ensure impacts would remain *less than significant*.

Mitigation Measure AIR-1:

Basic Construction Management Practices. The project applicant shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD Basic Construction Mitigation Measures:

- i) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- ii) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- iii) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- iv) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- v) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- vi) 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 shall be provided for construction workers at all access points.
- vii) 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.
- viii) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions

Operational air emissions from the project would be generated primarily from automobiles driven by future employees and patients, as well as from other on-site area source emissions. CalEEMod was also used to estimate the project's operational emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust and included the project's trip generation number (**Table 2**).

Table 2. Operational Emissions

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
2022 Project Operational Emissions (tons/year)	0.29 tons	1.13 tons	0.49 tons	0.14 tons
2022 Existing Operational Emissions (tons/year)	0.08 tons	0.25 tons	0.12 tons	0.03 tons
Net Annual Emissions (tons/year)	0.22 tons	0.88 tons	0.37 tons	0.10 tons
Thresholds (tons /year)	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
2022 Project Operational Emissions (lbs/day) ¹	1.18 lbs.	4.81 lbs.	2.02 lbs.	0.56 lbs.
Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No

¹ Assumes 365-day operation

Source: Illingworth and Rodkin 2019 (Attachment A)

As shown in Table 2, CALCEMod results indicate the project’s operational emissions would not exceed the significance thresholds. Therefore, the project impact related to operational pollutant emissions would be **less than significant**.

Sensitive Receptors (Criterion c)

For the purpose of assessing impacts of a proposed project on exposure of sensitive receptors to risks and hazards, the threshold of significance is exceeded when the project-specific cancer risk exceeds 10 in one million, the non-cancer risk exceeds a Hazard Index of 1.0, or PM_{2.5} concentrations exceed 0.3 micrograms per cubic meter (µg/m³). Examples of sensitive receptors are places where people live, play, or convalesce and include schools, hospitals, residential areas, and recreation facilities.

The nearest sensitive receptors (residence) are located adjacent to the project site to the north. Other nearby sensitive receptors include the day care/preschool associated with the 3Crosses Church located approximately 560 feet northwest of the project site. The project itself is not considered a sensitive receptor and operation of the project would not be considered a source of toxic air contaminants (TACs).

Construction activities may result in significant quantities of PM_{2.5} and diesel particulate matter emissions on a temporary and intermittent basis during the construction period. These emissions are considered TACs and a potential health risk for nearby sensitive receptors. A construction health risk assessment was conducted for the project to assess the potential for impacts from PM_{2.5} and diesel particulate matter emissions on sensitive receptors. The maximum increased residential cancer risks, PM_{2.5} concentration, and hazard index from construction would not exceed the single-source thresholds of greater than 10.0 per million, greater than 0.03 µg/m³, or greater than 1.0, respectively.

Modeling was also conducted to assess the cancer risks, non-cancer health hazards, and maximum PM_{2.5} associated with the nearby day care/preschool. Results of this assessment indicated that the maximum cancer risks (without any mitigation or construction emission controls) would be 0.1 cancer risk per million for child exposure. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhausted and fugitive dust emissions, would be <0.01 µg/m³ and the hazard index based on the diesel particulate matter concentration would be <0.01. These risk values do not exceed the single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or hazard index.

Table 3 shows both the project and cumulative community risk impacts. The impact of project with respect to construction health risk would be less than significant. The project would also not exceed the cumulative thresholds and the cumulative impact would be **less than significant**.

Table 3. Health Risk Impacts from Combined Sources

Source	Cancer Risk (per million)	Annual PM _{2.5} ($\mu\text{g}/\text{m}^3$)	Hazard Index
Project Construction	7.5 (infant)	0.08	0.01
Single-Source Threshold	> 10.0	> 0.3	> 1.0
Significant?	No	No	No
Highway 580 (Link 455, 6-foot elevation) – MEI at 990 feet North	7.2	0.04	0.01
Castro Valley Boulevard (ADT 25,740) – MEI at 360 feet North	3.3	0.09	<0.03
Stop & Save (Gas Station, Plant #107480) – MEI at 450 feet	0.6		<0.01
Verizon Wireless (Generator, Plant #16293) – MEI at > 1,000 feet	0.3	<0.01	<0.01
Seesan Enterprises, Inc. (Gas Dispensing Facility, Plant #111565) – MEI at 560 feet	0.7		<0.01
Combined Sources	19.6	0.22	0.08
Cumulative Source Threshold	> 100	> 0.8	> 10.0
Significant?	No	No	No

MEI = Maximally Exposed Individual
Source: Illingworth and Rodkin 2019 (Attachment A)

Implementation of Mitigation Measure AIR-1 (above) and Recommended Measure AIR-2 would ensure the potential health risk from construction-period emissions would remain **less than significant**.

Recommended Measure AIR-2:

Selection of Equipment During Construction to Minimize Emissions. The project shall consider utilizing diesel-powered off-road equipment equipped with U.S. EPA particulate matter emissions standards for Tier 3 engines. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also be appropriate.

Other Emissions (Criterion d)

Operation of the medical office would not result in other emissions—including odors—that would adversely affect a substantial number of people. During construction, diesel-powered vehicles and equipment would create odors that some may find objectionable; however, these odors would be temporary and not likely to be noticeable much beyond the project site’s boundaries. The impact related to other emissions would be **less than significant**.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		<input checked="" type="checkbox"/>		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<input checked="" type="checkbox"/>

Special Status Species, Habitat, Wetlands, and Wildlife Corridors (Criteria a–d)

The project site, located in an urban area, is fully developed and contains existing buildings and associated paved surface parking. On-site vegetation consists of shrubs and mature trees along the western boundary of the site and a small grass-covered area at the southeastern corner of the site along Castro Valley Boulevard. There are no wetlands, wildlife corridors, or sensitive natural communities on the project site or in the vicinity.⁶ Special-status species are unlikely to occur in the project vicinity due

⁶ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

to its highly disturbed and urbanized nature; however, tree removal during site-preparation activities have the potential to disturb nesting birds.

Mitigation Measure BIO-1:

Protect Nesting Birds. The project applicant shall abide by all provisions of Sections 3503 and 3503.5 of the California Fish and Game Code and Migratory Bird Treaty Act of 1918 (MBTA). During construction of the Project, the removal of the tree and demolition of the existing buildings shall occur between September 1 and January 31. Tree removal and building demolition should be avoided from February 1 to August 31, which is the typical migratory bird nesting period (nesting period) in this part of California. If no vegetation removal or building demolition is proposed during the nesting period, then no surveys are required.

With implementation of Mitigation Measure BIO-1, the project would have a ***less than significant*** impact on biological resources.

Local Policies and Ordinances, Habitat Conservation Plan (Criterion e–f)

There are no local policies, ordinances related to biological resources or habitat conservation plans applicable to the project site. Implementation of the project would have ***no impact*** with respect to conflicts with local policies and ordinances or adopted habitat conservation plans.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		<input checked="" type="checkbox"/>		
c) Disturb any human remains, including those interred outside of formal cemeteries?		<input checked="" type="checkbox"/>		

Historic Resources, Archaeological Resources, and Human Remains (Criteria a–d)

The project site is previously disturbed and contains existing buildings which are not considered historic resources. There are no historic resources in the immediate vicinity of the project site.⁷ Therefore, the project would not have any direct or indirect impacts on historical resources.

A records search performed by the Northwest Information Center indicated a previous cultural resources study had been completed for the all or part of the project area; however, the report was unclear as to whether the project site had been surveyed (**Attachment B**). There are no known cultural resources in the general project area; however, the potential for unrecorded resources is considered moderate.

The inadvertent discovery of archaeological resources and human remains during construction activities, including ground-disturbing activities, could occur.

Mitigation Measure CUL-1:

Pre-construction Studies. Prior to demolition or other ground disturbance, a qualified professional archaeologist shall conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface.

In the event archaeological resources or human remains are discovered on-site, these resources would be handled according to applicable regulations (Public Resources Code Sections 21083.2, 21084.1, 5097.98, 15064.5(d) and/or Section 7050.5 of the Health and Safety Code).

Mitigation Measure CUL-2:

Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that archaeological resources are discovered during construction, operations shall stop within 50 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The

⁷ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

Mitigation Measure CUL-3:

Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

These mitigation measures are consistent with the recommendations provided by the Northwest Information Center. Implementation of Mitigation Measures CUL-1 through CUL-3 would reduce the impact on cultural resources to ***less than significant***.

6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			<input checked="" type="checkbox"/>	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			<input checked="" type="checkbox"/>	

Energy (Criteria a–b)

Construction and operation of the project would result in the consumption of fuel for construction vehicles and equipment and for vehicles accessing the site during operation of the site. The project would be required by the County to comply with all standards of Title 24 of the California Code of Regulations and CALGreen standards, as applicable, aimed at the incorporation of energy-conserving design and construction. The project is anticipated to have similar energy requirements as other similar modern developments in the vicinity. Although construction and operation of the project would incrementally increase energy consumption, it would comply with all applicable regulations and energy standards, and its use of energy would not be wasteful, inefficient, or unnecessary. The impact related to energy resources would be **less than significant**.

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42) ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 			<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creek/waterways?			<input checked="" type="checkbox"/>	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			<input checked="" type="checkbox"/>	
d) Be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			<input checked="" type="checkbox"/>	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			<input checked="" type="checkbox"/>	

Seismic Hazards, Unstable or Expansive Soils (Criteria a, c–d)

The San Francisco Bay Area is a seismically active region and, as is true throughout the region, the project site is susceptible to very strong seismic ground shaking. No faults have been identified on the project site or in the vicinity, and the site is not within an Alquist-Priolo zone. The project site is not within a mapped earthquake fault zone or landslide zone; however, a portion of the site is within a liquefaction zone.⁸ The Castro Valley General Plan EIR does not identify the project site as having a high

⁸ California Department of Conservation. California Geologic Hazards Maps. Website accessed March 13, 2019, at <https://maps.conservation.ca.gov/cgs/EQZApp/>.

or very high susceptibility to liquefaction.⁹ These identified seismic hazards are fully addressed through compliance with the California Building Code and the recommendations provided in the geotechnical report prepared for the project (**Attachment C**). Direct and indirect impacts of the project related to seismic hazards would be **less than significant**.

The soils underlying the project area are Azule clay loam, a well-drained soil with low permeability.¹⁰ The geotechnical study conducted for the project indicates the underlying soils have moderate expansion potential (see Attachment C). The project requires building permits and will be required to be constructed to the current building code standards. Construction of the project will also be required to follow the grading and foundation recommendations addressing expansive soils as outlined in the geotechnical study. Therefore, impacts related to unstable or expansive soils would be **less than significant**.

Soil Erosion (Criterion b)

Development of the project would involve construction activities (e.g., grading) on an approximately 1.28-acre site, resulting in the potential for erosion and sedimentation of downstream receiving waters. Erosion control standards are set by the Regional Water Quality Control Board and administered through the National Pollutant Discharge Elimination System permit process which requires implementation of best management practices to reduce the amount of constituents, including eroded sediment, that enter streams and other water bodies. The project would be required to comply with all regulatory and permit requirements related to erosion control, including County Ordinance Code regulations to limit erosion during construction (Section 15.36.600, Erosion and sediment control). Construction of the project would not result in substantial soil erosion and the impact would be **less than significant**.

Septic Tanks (Criterion e)

The project would not include the use of septic tanks and associated disposal facilities, and the site would continue to be served by existing municipal sewage systems. Implementation of the project would have **no impact** related to this topic.

Paleontological Resources (Criterion f)

Castro Valley is largely underlain by relatively young Quaternary-age alluvial soils, such as the Azule clay loam soils in the project area. There are no known significant paleontological resources in the project area or unique geologic features on the project site.¹¹ Construction activities would result in ground disturbance, but the expected grading depth of two to four feet would not be expected to result in the discovery of paleontological resources. The potential impact of the project on paleontological resources would be **less than significant**.

⁹ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

¹⁰ U.S. Department of Agriculture. National Cooperative Survey. Website accessed March 13, 2019 at: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

¹¹ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<input checked="" type="checkbox"/>	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				<input checked="" type="checkbox"/>

An Air Quality, Health Risk, and Greenhouse Gas Assessment was prepared for the project by Illingworth and Rodkin; the analysis in this section is based on that assessment, which is included as **Attachment A**.

Greenhouse Gas Emissions (Criterion a)

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. BAAQMD does not suggest a threshold for assessing construction-period GHG emissions impacts or provide a screening level for comparing projects.

BAAQMD's CEQA Air Quality Guidelines recommend a GHG threshold of 1,100 metric tons carbon dioxide equivalent (MTCO_{2e}) per year or 4.6 metric tons per year per capita. These thresholds were developed based on meeting the 2020 GHG targets of SB 375. Because development of the proposed project would occur beyond 2020, a threshold that addresses a future target was also used for this analysis.

This analysis uses a "Substantial Progress" efficiency metric of 2.8 MTCO_{2e} per year/service population and a bright-line threshold of 660 MTCO_{2e}/year, based on the GHG reduction goals of Executive Order B-30-15. The GHG significance threshold would be exceeded if the project's emissions exceed 660 MTCO_{2e} per year *and* the efficiency threshold of 2.8 MTCO_{2e} per service population per year.

GHG emissions associated with construction were estimated to be 264 MTCO_{2e} for the total construction period, substantially lower than the annual threshold of 1,100 MTCO_{2e}/year. The GHG emissions would result from on-site operation of construction equipment, vendor, and hauling truck trips, and worker trips, and would be **less than significant**.

CalEEMod was used to estimate daily emissions associated with project operation. As shown in **Table 4**, the net annual GHG emissions resulting from project operation would be 623 MTCO_{2e} for the year 2022 and 528 MTCO_{2e} for the year 2030.

Table 4. Annual Project GHG Emissions – MTCO₂e and Per Capita

Source Category	Existing Land Use in 2022	Proposed Project in 2022	Proposed Project in 2030
Area	< 1	< 1	< 1
Energy Consumption	24	69	69
Mobile	142	586	491
Solid Waste Generation	4	136	136
Water Usage	2	4	4
Total (MTCO ₂ e/year)	173	796	701
Net Emissions		623 MTCO ₂ e/year	528 MTCO ₂ e/year
Significance Threshold		1,100 MTCO₂e/year	660 M CO₂e/year
Service Population Emissions (MTCO ₂ e/year/service population)		15.9	14.0
Significance Threshold			2.8 in 2030
Exceed Threshold?		No	No

Source: Illingworth and Rodkin 2019 (Attachment A)

The project’s 2030 GHG emissions would not exceed either the currently applicable threshold of 1,100 MTCO₂e/year or the 2030 threshold of 660 MTCO₂e/year, and impacts related to GHG emissions would be **less than significant**.

Greenhouse Gas Reduction Plan (Criterion b)

The Alameda County Unincorporated Community Climate Action Plan, approved by the Board of Supervisors on February 4, 2014, addresses reduction of GHG emissions through a series of 37 local programs and policy measures related to transportation, land use, building, energy, water, waste, and green infrastructure. The Plan is intended enable the County to reduce its community-wide emissions by more than 15% by the year 2020.

Development of the project is required to comply with CALGreen and California Title 24 standards for energy efficiency, which require high-efficiency water fixtures and water-efficient irrigation systems. Development of the project would not conflict with the County Plan’s goals for GHG emissions reduction. Additionally, the proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in California Air Resource Board’s Scoping Plan. Therefore, there would be **no impact** in relation to consistency with GHG reduction plans.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<input checked="" type="checkbox"/>	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<input checked="" type="checkbox"/>	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<input checked="" type="checkbox"/>	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			<input checked="" type="checkbox"/>	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				<input checked="" type="checkbox"/>

Hazardous Materials (Criteria a–b)

Construction and operation activities associated with the project would involve the routine transport, use, and disposal of hazardous materials.

Construction Impacts

Demolition of the existing buildings may expose construction workers, the public, or the environment to hazardous materials such as asbestos and lead-based paints. An asbestos survey to identify asbestos-containing building materials is required in accordance with the National Emission Standards for Hazardous Air Pollutants prior to demolition activities. Construction activities would also be required to comply with regulations of the California Division of Occupational Safety and Health regarding lead-based materials. Potential exposure to hazardous building materials can be reduced through appropriate

abatement measures in accordance with these and other applicable federal and state regulations prior to the start of demolition activities.

Construction activities would involve the use of certain hazardous materials such as fuels, oils, solvents, and glues. Inadvertent release of large quantities of these materials into the environment could adversely impact workers, the public, soil, or water quality. Implementation of construction best management practices as part of a Stormwater Pollution Prevention Plan, required by the National Pollution Discharge Elimination System General Construction Permit, would minimize the potential for adverse effects to workers, the public, soils, and water quality.

Operational Impacts

Within the regulatory framework of the Medical Waste Management Act, the Medical Waste Management Program of the California Department of Health Services ensures the proper handling and disposal of medical waste throughout the state. The Alameda County Department of Environmental Health enforces the Medical Waste Management Act locally. In addition, the California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan. This plan must include floor plans of the facility and business conducted at the site, an inventory of hazardous materials that are handled or stored on the site; an emergency response plan, and a safety and emergency response training program.

Operation of the project as a medical facility would include the handling, storage, and transport of hazardous materials, waste, and biomedical waste. These chemicals and other materials are primarily used during patient care, laboratory testing and medical diagnostics, and equipment maintenance. The project would not be expected to handle, store, or transport these materials in large quantity; smaller quantities of hazardous materials can be transported to and used on-site in compliance with applicable regulations. The California Department of Toxic Substances Control regulates the generation, transportation, treatment, storage and disposal of hazardous waste. The California Occupational Safety and Health Administration regulations concerning the use of hazardous materials in the workplace require employee training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plans. The Radiological Health Branch of the California Department of Public Health administers the state's Radiation Control Law, which governs the use, transportation, and disposal of sources of ionizing radiation, to the extent that such substances may be used or transported at the project site at inception or at a future date.

The project would be required to conform to federal and state laws as well as local laws, ordinances, and procedures regarding the proper handling, use, and disposal of hazardous materials. State and federal hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe 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. The project shall also be liable for the medical waste management fees as outlined in the Alameda County Municipal Code (Chapter 6.52).

Compliance with applicable regulations would result in a ***less than significant*** impact relating to use or upset of hazardous materials at the project site.

Hazardous Materials Near Schools (Criterion c)

Two schools are located within one-quarter mile of the project site—Happiness Hill Preschool and Daycare, which is associated with the neighboring 3Crosses Church, and Bright World Preschool at 20613 Stanton Avenue.

As noted above, hazardous materials used during construction and operation of the medical office building would be used in compliance with applicable regulations. Compliance with applicable regulations would reduce the potential exposure of students to hazardous materials, and the impact of the project would be *less than significant*.

Hazardous Material Site (Criterion d)

The project site is not included on a list of hazardous materials sites.^{12, 13}

Existing uses on the project site include commercial and industrial uses, with buildings on the western portion of the site (20630 John Drive) used for vehicle service and maintenance. To determine the potential for prior hazardous materials release on the site related to these existing uses, Phase I and Phase II Environmental Site Assessments were conducted (**Attachment D**). The Phase I Environmental Site Assessment determined that hazardous substances and petroleum products were likely used on-site in association with the vehicle repair operations, and identified the potential for a hazardous materials release (a Recognized Environmental Condition) to have resulted in an impact on the subsurface and the sumps or oil/water separators.

A Phase II Environmental Site Assessment was completed to characterize conditions at the project site, including collecting soil and soil gas samples to assess current conditions related to a potential release of the existing sumps or oil/water separators. The analysis of the samples found that the detectable levels of total petroleum hydrocarbons, metals, and volatile organic compounds in the onsite soils did not exceed Environmental Screening Levels, and no significant impacts were observed in the soil and soil gas samples collected and analyzed as part of this investigation. Although naturally occurring levels of arsenic were found to exceed Environmental Screening Levels, such levels were found to be common in the area and posed no risk to human health. No further investigation was deemed warranted, and no remedial actions were recommended. The impact would be *less than significant*.

Airport Hazards (Criterion e)

The project site is approximately 2.75 miles northeast of the Hayward Executive Airport and is outside its Airport Influence Area.¹⁴ The project site is not within the Airport Influence Area of the Oakland International Airport approximately 6.5 miles to the northwest. There are no other airports, either public or private, within the vicinity of the project site. Implementation of the project would have **no impact** related to airport hazards.

¹² GeoTracker database accessed March 13, 2019 at: <http://geotracker.waterboards.ca.gov/>

¹³ EnviroStor database accessed March 13, 2019 at: <https://www.envirostor.dtsc.ca.gov/public/>

¹⁴ Alameda County Airport Land Use Commission. Hayward Executive Airport Land Use Compatibility Plan, August 2012.

Emergency Response Plan (Criterion f)

The project would be subject to Alameda County Fire Department review of the site plans, site construction, and the actual structures prior to occupancy. This review would include verifying that the proposed site ingress and egress is adequate for police protection and emergency response. The project would not alter traffic patterns and would not impair implementation of any adopted emergency response plan or emergency evacuation plan. The project would therefore have **no impact** related to an emergency response plan.

Wildland Fire (Criterion g)

The project site is located in an urbanized area removed from areas typically subject to wildland fire, and it has not been identified as a very high fire hazard severity zone.¹⁵ Therefore, the Project would have **no impact** related to wildland fire.

¹⁵ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<input checked="" type="checkbox"/>	
b) Decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<input checked="" type="checkbox"/>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			<input checked="" type="checkbox"/>	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			<input checked="" type="checkbox"/>	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			<input checked="" type="checkbox"/>	
iv) impede or redirect flood flows?			<input checked="" type="checkbox"/>	
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?				<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			<input checked="" type="checkbox"/>	

Water Quality (Criteria a, e)

Construction activities associated with the project could adversely affect water quality through the potential discharge of construction materials and wastes to the stormwater collection system. The delivery, handling, and storage of construction materials and wastes, as well as use of construction equipment, could also introduce the risk of stormwater contamination.

Development of the project would involve construction activities (e.g., grading) on an approximately 1.28-acre site that could result in erosion and/or sedimentation of downstream receiving waters. Because project construction would disturb one acre or more, the project applicant must file for coverage under and comply with the Statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater associated with Construction Activity

(Construction General Permit Order 2009-0009-DWQ).¹⁶ Compliance with Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The SWPPP would list best management practices (BMPs) that would be implemented to protect stormwater runoff, and monitoring of BMP effectiveness. BMPs for the project will be drawn from the Stormwater Discharge Permit issued in November 2015 to Alameda County and the Alameda Countywide Clean Water Program's construction BMP requirements,¹⁷ to include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain. If grading must be conducted during the rainy season, the primary BMPs selected would focus on erosion control (i.e., keeping sediment on the site).

Under the existing condition, nearly the entire project site is impervious surface area. Development of the project would replace this impervious area and therefore is subject to National Pollutant Discharge Elimination System (NPDES), Provision C.3 of the Municipal Regional Stormwater Permit. Compliance requires treatment controls such as bioretention facilities, vegetated swales, or other appropriate controls to treat project runoff from surface parking, roof runoff from the proposed building, and runoff from any other related impervious surfaces, including roads and sidewalks.

The preliminary Stormwater Control Plan for the project includes stormwater runoff capture and treatment through landscaped and bioretention areas (**Figure 8**). Approximately 2,103 square feet of the project's 44,803-square-foot impervious area would be treated by four bioretention planters across the site; landscaping would add 953 square feet of self-treating pervious area.

Project compliance with County and state regulations, including implementation of source and treatment controls, would reduce potential impacts on water quality to **less than significant**.

Groundwater (Criterion b)

The proposed project is not expected to involve substantial excavation that would affect groundwater. Dewatering activities are not anticipated to be necessary, but if subsequently determined to be required, any dewatering activities associated with the proposed project must comply with the General Construction Permit and requirements established by the San Francisco Bay Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater flow or quality. Following construction, the project would not substantially change impervious surface area and would not have a substantial impact on groundwater recharge. Therefore, the proposed project would have a **less than significant** impact on groundwater.

Runoff and Drainage (Criterion c)

The project site is relatively flat and largely covered with impervious surfaces and would remain so under the project; therefore, the project would not substantially alter drainage patterns or increase the flow of runoff from the site. The biotreatment measures proposed for the project would result in improved groundwater infiltration at the site. The project would increase the treatment capability of the overall stormwater management system surrounding the project site as necessary to maintain the

¹⁶ https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

¹⁷ <https://www.cleanwaterprogram.org/index.php/businesses.html>

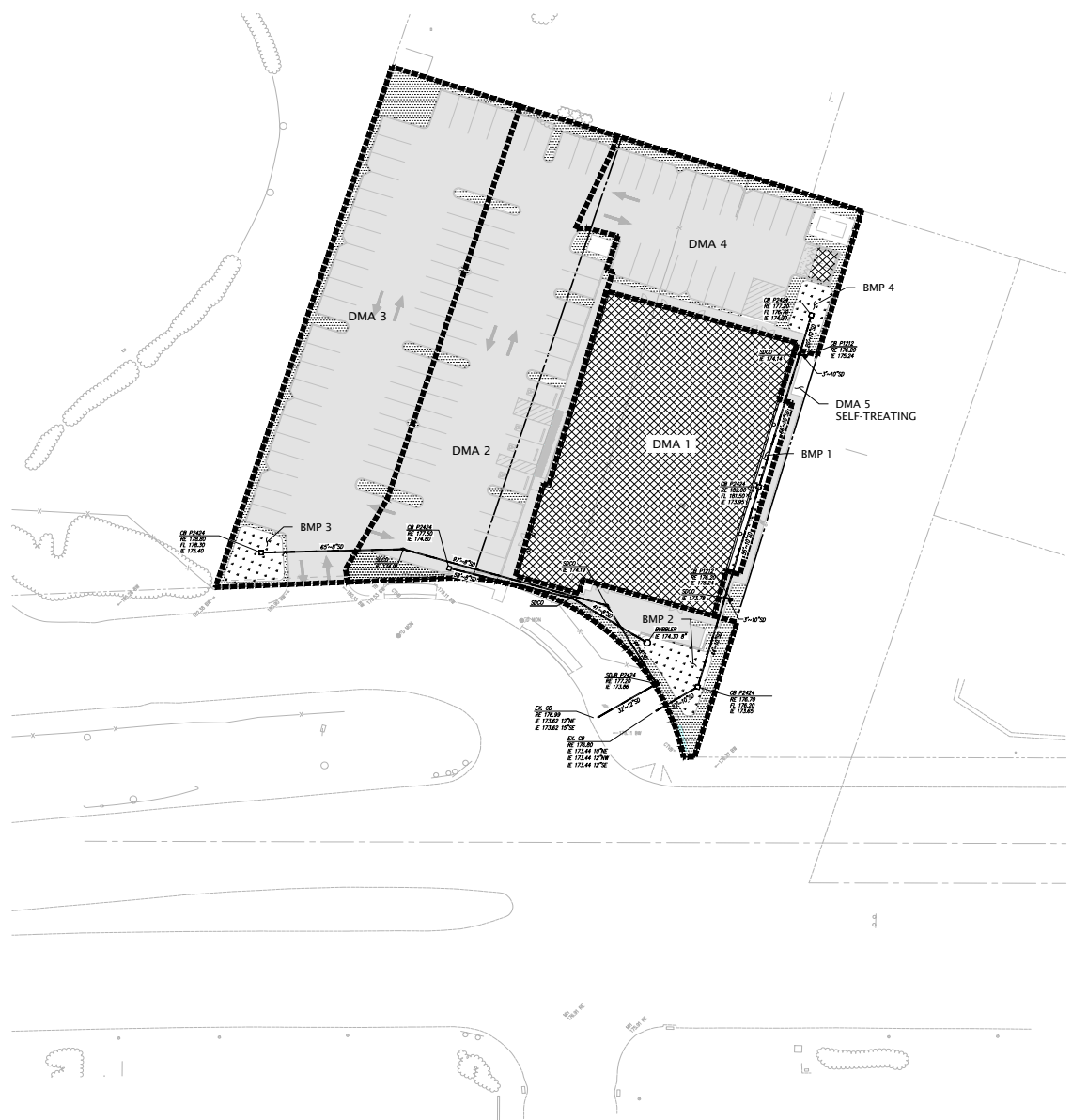


Figure 8. Stormwater Plan

Source: Kier + Wright
 April 2019

proper sizing per the requirements of the C.3 Stormwater Technical Manual for the Alameda County Clean Water Program. The impact of the project on the rate or amount of surface water runoff and capacity of the existing stormwater drainage system would be **less than significant**.

Flood Risk (Criterion d)

The project site is not within a 100-year flood zone,¹⁸ and the project does not present a risk for flooding or redirection of flood flows. The project site lies approximately 4.5 miles inland from the San Francisco Bay and is not considered at risk for tsunami inundation or climate change-induced sea-level rise.¹⁹ Further, the site is not located near an inland body of water. There would be **no impact** related to the release of pollutants due to project inundation.

¹⁸ Federal Emergency Management Agency. Flood Insurance Rate Map Panel 06001C0279G, August 3, 2009.

¹⁹ ABAG Resilience Program. Interactive Tsunami Inundation Area Maps. Accessed March 13, 2019 at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami>.

11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				☒

Physical Division of a Community (Criterion a)

The project site is within a developed commercial and residential area. Construction of the medical office building would not involve any physical changes that would have the potential to divide the established community and therefore would have **no impact**.

Conflict with Land Use Plan (Criterion b)

For the project site and vicinity, the Castro Valley General Plan designation is Central Business District. A medical office building is consistent with this land use designation.

The Zoning classification for the project site is Subarea I. This subarea generally prohibits office type uses, excepting cases where, through the Site Development Review process, the use may be found consistent with development objectives of the subarea and overall plan policies. The limited visibility of and access to this site present unique challenges to retail development. Conversely, the proposed project would integrate with and build upon the nearby commercial node, and bring daytime traffic and customers to local retail services and venues.

Subarea I Development Objectives state that such development must reflect the subarea’s location as a major community entrance. While the bulk of this project is off John Drive, the project does propose community-oriented signage for the most prominent location. This development is also auto-oriented, and situated to benefit from access to Interstates 580 and 238. The combination of the two parcels enables development of a scale and form that allows for the best use of a parcel that is otherwise constrained by somewhat restricted access.

Policies encourage auto-oriented development consisting of stand-alone buildings, with parking located on the side or front of the property provided that a landscape buffer is featured. The site landscaping and signage would emphasize the area’s location at a major entrance to the community.

Implementation of the project would not conflict with the Castro Valley General Plan or the Castro Valley Central Business District Specific Plan and therefore would have **no impact**.

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<input checked="" type="checkbox"/>

Mineral Resources (Criteria a–b)

The site contains no known mineral resources and has not been identified as a locally important mineral recovery site on any land use plan.²⁰ Implementation of the project would have **no impact** on mineral resources.

²⁰ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			☒	
b) Generation of excessive groundborne vibration or groundborne noise levels?			☒	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				☒
d) For a project in the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?				☒

Excessive Noise or Vibration (Criteria a–b)

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. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, and nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction occurs over an extended period (e.g., longer than one year).

Significant noise impacts do not normally occur when standard construction noise control measures are enforced, or when the duration of the noise-generating construction activities is limited to one construction season or less. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of the public, promote the general welfare of the community, and maintain the quality of life.

The project site is in the Central Business District (CBD), which has the highest ambient noise levels in the Castro Valley area. The project area is characterized by a mix of commercial and residential uses, and the project site is located near Castro Valley Boulevard where noise levels are anticipated to reach

65dB.²¹ There are sensitive receptors within 500 feet of the project site to the west (preschool) and to the north (residences).

Project construction activities would be typical for office development and would generate noise from activities such as site grading, foundation work, and framing. According to Chapter 6.60.070 of the County's General Code, established noise standards do not apply to temporary noise sources associated with construction, provided that all construction activities occur between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on weekends. Alameda County standard conditions of approval applicable to all construction projects would reduce the short-term impacts of noise generated by construction equipment and traffic.

Similar to the existing uses on-site, operation of the project would generate noise from sources such as medical office uses—including an increase in associated traffic—and heating, ventilation, and air conditioning equipment. The project would not house emergency medical services and would not receive visits from vehicles using emergency sirens or medical helicopters. As a medical office building, the project would not include truck activity or loud machinery beyond that expected for a normal office building. The building would be built to follow standard specifications for noise shielding, and the project would not be expected to substantially increase noise levels beyond the project site. With no long-term care facilities, the project is not considered a noise-sensitive use. The project will be required to adhere to Alameda County Zoning Code regulations.

Impacts from noise and vibration generated by the construction and operation of the medical office would be **less than significant**.

Airport Noise (Criteria c–d)

The project site is approximately 2.75 miles northeast of the Hayward Executive Airport and is outside within its Airport Influence Area.²² The project site is not within the Airport Influence Area of the Oakland International Airport approximately 6.5 miles to the northwest. There are no other airports, either public or private, within the vicinity of the project site. Implementation of the project would have **no impact** related to airport noise.

²¹ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

²² Alameda County Airport Land Use Commission. Hayward Executive Airport Land Use Compatibility Plan, August 2012.

14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				☒

Substantial Population Growth (Criteria a–c)

The project site does not contain existing housing. The proposed project would not induce substantial unplanned population growth and would not displace either existing housing or people. Implementation of the project would therefore have **no impact** related to population and housing.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?				<input checked="" type="checkbox"/>
b) Police protection?				<input checked="" type="checkbox"/>
c) Schools?				<input checked="" type="checkbox"/>
d) Parks?				<input checked="" type="checkbox"/>
e) Other public facilities?				<input checked="" type="checkbox"/>

Public Services (Criteria a–e)

The proposed project would not increase the demand for public services to the extent that new governmental facilities would be required to maintain acceptable service ratios, response times, or other performance objectives. Implementation of the project would therefore have **no impact** related to the provision of new or physically altered public facilities.

16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.				☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.				☒

Recreation (Criteria a–b)

The proposed project would not construct or increase the use of recreational facilities. Implementation of the project would therefore have **no impact** related to recreation.

17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		<input checked="" type="checkbox"/>		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		<input checked="" type="checkbox"/>		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			<input checked="" type="checkbox"/>	
e) Result in inadequate emergency access?			<input checked="" type="checkbox"/>	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			<input checked="" type="checkbox"/>	

A Traffic Impact Study was prepared for the project by TJKM Transportation Consultants; the analysis in this section is based on that assessment, which is included as **Attachment E**. Traffic conditions were analyzed at the following five intersections during the a.m. and p.m. peak periods:

1. John Drive and Project Driveway (one-way stop control)
2. Castro Valley Boulevard and John Driveway/Strobridge Avenue (signal)
3. Castro Valley Boulevard and Stanton Avenue (signal)
4. Strobridge Avenue/Stanton Avenue and I-580 Westbound (WB) Off-ramp (one-way stop control)
5. Strobridge Avenue and I-580 Eastbound (EB) Ramps/Gary Drive (signal)

These intersections were selected in consultation with Alameda County staff.

Vehicle Circulation and Congestion (Criteria a–b)

The Traffic Impact Study analyzed four scenarios—the existing condition, existing plus project condition, cumulative condition, and cumulative plus project condition. The existing condition scenario involves an evaluation of all the study locations based on existing traffic volumes, lane geometry, and traffic controls. The existing plus project scenario includes the addition of project traffic to the existing condition. The cumulative condition scenario evaluates projected traffic in the project vicinity in the year 2035, based on an annual growth rate of two percent applied to existing condition. The cumulative plus project scenario includes the addition of project traffic to the cumulative condition.

Significance Thresholds

The 2012 Castro Valley General Plan identifies level of service (LOS) E to be acceptable for Congestion Management Program (CMP) roadways, including Castro Valley Boulevard. On non-CMP roadways, the level of service standard is LOS D. Based on the General Plan criteria, any study segment or intersection will be considered potentially impacted if service level exceeds LOS D under the Existing plus Project scenario.

Because the Castro Valley General Plan and Alameda County Transportation Commission do not have established significance thresholds for facilities already operating at unacceptable level of service, the following criteria²³ were used:

A project is considered to have a significant impact if one or more of the following conditions occur:

1. Development would discourage or interfere with transit, bicycle, or pedestrian circulation.
2. LOS exceeds the conditions expected under the No Project baseline by a full letter grade and:
 - a. Peak hour level of service drops below acceptable LOS E or F, as specified in the General Plan.
3. When LOS under the No Project baseline condition is already below standard for peak hours and:
 - a. The proposed project causes the average delay per vehicle at an intersection to exceed that of the No Project condition by five seconds or more.

Existing Condition

The existing condition analysis for intersection LOS is shown in **Table 5**. The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning, school, and afternoon peak periods. Turning movement counts for vehicles, bicycles, and pedestrians were conducted during typical weekday a.m. peak and p.m. peak periods at the study intersections in March 2019.

²³ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

Table 5. Intersection Level of Service Analysis – Existing Condition

ID	Intersections	Control Type	Peak Hour ¹	Existing Condition	
				Average Delay	LOS ²
1	John Dr. & Project Entrance	One-way Stop	AM	11.8	B
			PM	12.4	B
2	Castro Valley Blvd. & John Dr. / Strobridge Ave.	Signal	AM	22.3	C
			PM	27.0	C
3	Castro Valley Blvd. & Stanton Ave.	Signal	AM	42.1	D
			PM	45.1	D
4	Strobridge Ave. / Stanton Ave. & I-580 WB Off-ramp	One-way Stop	AM	21.2	C
			PM	23.6	C
5	Strobridge Ave. & I-580 EB Ramps / Gary Dr.	Signal	AM	48.9	D
			PM	39.5	D

¹ AM – morning peak hour (between 7 and 9 a.m.); PM – afternoon peak hour (between 4 and 6 p.m.)

² LOS calculations conducted using the Synchro 10 LOS analysis software package, which applies the methodology described in the 2000 Highway Capacity Manual

Bold text indicates intersection operates at a deficient LOS

Source: TJKM Transportation Consultants (Attachment E)

All of the study intersections operate at acceptable LOS D or better during both peak periods under the existing condition.

At the unsignalized intersection of Strobridge Avenue/Stanton Avenue & I-580 Westbound Off-Ramp, the potential need for a traffic signal was evaluated based on the Manual on Uniform Traffic Control Devices (MUTCD) Peak Hour signal warrant. Based on existing peak hour traffic volumes, a signal is warranted at this intersection during both peak hours.

Existing plus Project

Project trip generation was estimated using the ITE Trip Generation Manual, 10th edition, and the Medical-Dental Office Building land use for the project. The project would generate an estimated 870 net new daily trips, as shown in **Table 6**.

Table 6. Project Trip Generation

Land Use ¹	Size	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Medical-Dental Office Building (720)	25 ksf	870	55	15	70	24	63	87
Existing Uses			5	6	11	6	18	24
Net Trips (New minus Existing)		870	50	9	59	18	45	63

¹ ITE Trip Generation Manual, 10th Edition, 2017

Source: TJKM Transportation Consultants (Attachment E)

Of the net new trips, 59 would be associated with the a.m. peak hour and 63 would be associated with the p.m. peak hour.

Intersection LOS was calculated incorporating project traffic to identify potential impacts to the roadway. Under the Existing plus Project Condition, all of the study intersections would continue to operate at LOS D or better during both peak periods, as shown in **Table 7**.

Table 7. Intersection Level of Service Analysis – Existing plus Project Condition

ID	Intersections	Control Type	Peak Hour ¹	Existing Condition		Existing plus Project Condition		Change in Avg. Delay
				Average Delay	LOS ²	Average Delay	LOS ²	
1	John Dr. & Project Entrance	One-way Stop	AM	11.8	B	12.8	B	1.0
			PM	12.4	B	14.2	B	1.8
2	Castro Valley Blvd. & John Dr. / Strobridge Ave.	Signal	AM	22.3	C	24.9	C	2.6
			PM	27.0	C	27.1	C	0.1
3	Castro Valley Blvd. & Stanton Ave.	Signal	AM	42.1	D	43.2	D	1.1
			PM	45.1	D	45.5	D	0.4
4	Strobridge Ave. / Stanton Ave. & I-580 WB Off-ramp	One-way Stop	AM	21.2	C	21.9	C	0.7
			PM	23.6	C	24.0	C	0.4
5	Strobridge Ave. & I-580 EB Ramps / Gary Dr.	Signal	AM	48.9	D	49.2	D	0.3
			PM	39.5	D	40.0	D	0.5

¹ AM – morning peak hour (between 7 and 9 a.m.); PM – afternoon peak hour (between 4 and 6 p.m.)

² LOS calculations conducted using the Synchro 10 LOS analysis software package, which applies the methodology described in the 2000 Highway Capacity Manual

Bold text indicates intersection operates at a deficient LOS

Source: TJKM Transportation Consultants (Attachment E)

The unsignalized intersection of Strobridge Avenue/Stanton Avenue & I-580 Westbound Off-Ramp would continue to satisfy the peak hour signal warrant. The impact of the project under the Existing plus Project Condition would be **less than significant**.

Cumulative and Cumulative Plus Project Conditions

Intersection LOS was also calculated for the Cumulative and Cumulative plus Project conditions (Year 2035). As shown in **Table 8**, the project entrance and the intersection of Castro Valley Boulevard & John Drive/Strobridge Avenue would operate at acceptable LOS C or better during both peak periods under the both the Cumulative and Cumulative plus Project conditions, and the remaining study intersections would operate at unacceptable LOS E or F during both peak hours. Of these intersections, only the unsignalized intersection of Strobridge Avenue/Stanton Avenue & I-580 Westbound Off-Ramp, which would continue to satisfy the peak hour signal warrant, would experience an increase in delay of over 5.0 seconds under the Cumulative plus Project Condition.

Table 8. Intersection Level of Service Analysis – Cumulative and Cumulative plus Project Conditions

ID	Intersections	Control Type	Peak Hour ¹	Cumulative Condition		Cumulative plus Project Condition		Change in Avg. Delay
				Average Delay	LOS ²	Average Delay	LOS ²	
1	John Dr. & Project Entrance	One-way Stop	AM	13.8	B	15.3	C	1.5
			PM	15.1	C	18.5	C	3.4
2	Castro Valley Blvd. & John Dr. / Strobridge Ave.	Signal	AM	33.1	C	35.1	D	2.0
			PM	33.1	C	34.2	C	1.1
3	Castro Valley Blvd. & Stanton Ave.	Signal	AM	117.8	F	120.2	F	2.4
			PM	122.8	F	124.4	F	1.6
4	Strobridge Ave. / Stanton Ave. & I-580 WB Off-ramp	One-way Stop	AM	101.3	F	107.4	F	6.1
			PM	123.3	F	24.0	F	2.1
	Mitigation: Signalize	Signal	AM			21.0	C	-80.3
			PM			25.5	C	-97.8
5	Strobridge Ave. & I-580 EB Ramps / Gary Dr.	Signal	AM	94.2	F	94.6	F	0.4
			PM	67.0	E	68.7	E	1.7

¹ AM – morning peak hour (between 7 and 9 a.m.); PM – afternoon peak hour (between 4 and 6 p.m.)

² LOS calculations conducted using the Synchro 10 LOS analysis software package, which applies the methodology described in the 2000 Highway Capacity Manual

Bold text indicates intersection operates at a deficient LOS

Source: TJKM Transportation Consultants (Attachment E)

Mitigation Measure TRAN-I would be required to reduce the delay and improve the operation of the intersection.

Mitigation Measure TRAN-I:

Traffic Impact Fee. In accordance with the Alameda County Ordinance Code Title 15, Chapter 15.44, Cumulative Traffic Impact Mitigation Fees, the Applicant shall be required to pay traffic impact mitigation fees, which will be used to address project deficient operations at the unsignalized intersection.

Implementation of Mitigation Measure TRAN-I would reduce the impact to a level of **less than significant**.

Air Traffic (Criterion c)

As noted above in the discussion of noise impacts, the project site is approximately 2.75 miles northeast of the Hayward Executive Airport. The project would not contain any features or characteristics that would result in a change in air traffic patterns nor would any feature be of sufficient height to affect air traffic. The Project would have **no impact**.

Design Hazards and Site Access (Criteria d–e)

The project site would be accessed via one 26-foot driveway on John Drive. The parking lot features 24-foot drive aisles and right-angle parking. The project would provide adequate access and on-site circulation for vehicles, and adequate access for emergency vehicles and garbage trucks. Site access and circulation would meet County of Alameda requirements and would not result in design hazards. The impact related to design hazards and emergency access would be ***less than significant***.

Pedestrian, Bicycle, and Transit Access (Criterion f)

The project would be accessed via existing sidewalks along the project frontage and in the project vicinity, and via existing bicycle facilities on John Drive and Castro Valley Boulevard. A continuous accessible path would be provided between the sidewalk and the project entrance. Although there are bus stops near the project site, the project has limited usable transit access. Site access for pedestrians and bicycles would be adequate. Development of the project would not result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and the impact would be ***less than significant***.

18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		☒		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		☒		

Tribal Cultural Resources (Criterion a)

The project site is previously disturbed and there are no known tribal cultural resources at the site. In April 2019, the County sent letters describing the proposed project to the local Native American tribes provided by the California Native American Heritage Commission as having an interest in the project area. To date, no requests for consultation were received from the tribes and no tribal concerns or tribal cultural resources have been identified.

Construction of the project involves ground-disturbing activities. Available resources indicate that the site is of moderate archaeological sensitivity as shown in **Figure 9**.²⁴ In the event tribal cultural resources are discovered on site, Mitigation Measure TCR-I would be required to protect these resources.

²⁴ Quaternary Research Group, Archaeology in Alameda County, October, 1976

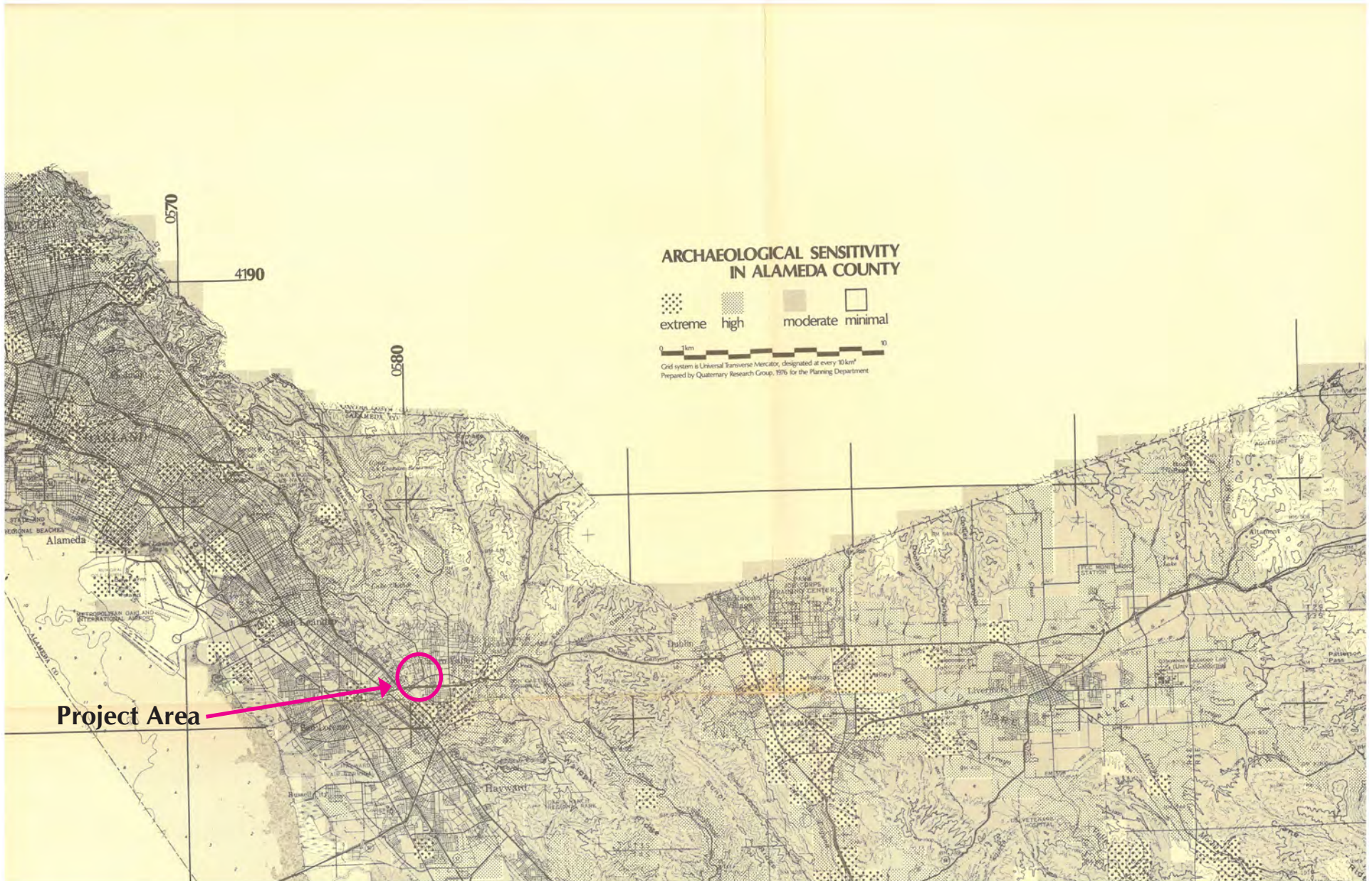


Figure 9. Archaeological Sensitivity of Project Area

Source: Quaternary Research Group, 1976

April 2019

Mitigation Measure TCR-1:

Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, Alameda County shall consult with a qualified archaeologist and begin or continue Native American consultation procedures. If Alameda County determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. If the resource cannot be avoided, additional measures to avoid or reduce impacts to the resource and to address tribal concerns may be required.

With implementation of Mitigation Measure TCR-1, the impact on tribal cultural resources would be ***less than significant***.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			☒	
d) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			☒	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?			☒	
f) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			☒	
g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			☒	

Utilities (Criteria a–g)

The project involves construction of a new medical office building on site with existing commercial buildings, and the project site is served by all utilities. Development of the project would increase the building size and number of employees on-site, resulting in relatively greater demand for utilities and services than the existing on-site uses. This increase, however, would not be substantial and would not require or result in the relocation or construction of new or expanded utilities and service systems.

The project would not generate substantial additional wastewater or require a substantial increase in the supply of potable water. Construction and operation of the project would not require additional utility services or require new stormwater drainage facilities. Operation of the project would not generate substantial additional solid waste, and the site would continue to be served by the landfill that currently serves the existing commercial uses.

The project site has been identified as a potential renovation and redevelopment site in the Castro Valley General Plan area, and the increase in utilities as a result of project development would remain within that assumed in the General Plan. In addition, the Castro Valley General Plan requires that project applicants provide evidence that utilities will be available to serve their projects as a standard condition of approval. The impact on utilities and service systems would be **less than significant**.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				<input checked="" type="checkbox"/>

Wildfire Risk and Emergency Response (Criteria a–d)

The project site is within the Castro Valley Urban Area, which has not been identified as a very high fire hazard severity zone.²⁵ Most of the Castro Valley Urban Area, including the project site, falls within a Local Responsibility Area and is, therefore, under the jurisdiction of the Alameda County Fire Department. The proposed project would therefore have **no impact** related to wildfire risk and emergency response.

²⁵ Alameda County Community Development Agency. Castro Valley General Plan Draft Environmental Impact Report, April 2007.

21. MANDATORY FINDINGS OF SIGNIFICANCE

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

Environmental Quality (Criterion a)

With the implementation of mitigation measures identified in this document, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Nor would the project have an impact on rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Cumulative Impacts (Criterion b)

The project would not result in adverse impacts that are individually limited but cumulatively considerable, including effects for which project-level mitigation were identified to reduce impacts to less than significant levels. Potential effects would be less than significant with implementation of mitigation measures identified in this document, and would not contribute in considerable levels to cumulative impacts.

Adverse Effects on Human Beings (Criterion c)

The project would not have substantial adverse effects on human beings, either directly or indirectly, including effects for which project-level mitigation were identified to reduce impacts to less than significant levels.

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ALAMEDA COUNTY

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ATTACHMENT A

Air Quality / Health Risk / Greenhouse Gas Emissions Assessment

ATTACHMENT B

Northwest Information Center Records Search Results

ATTACHMENT C

Geotechnical Report

ATTACHMENT D

Phase I and Phase II Environmental Site Assessments

ATTACHMENT E

Traffic Impact Study Report