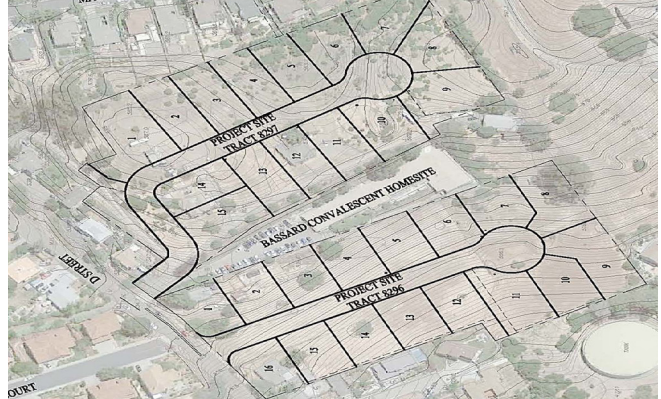


Fairview Orchards/Fairview Meadows Subdivision Project



Draft Environmental Impact Report

SCH #2016062057

Lead Agency: County of Alameda
Community Development Agency

January, 2017



LAMPHIER-GREGORY

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2016062057

Project Title: Fairview Orchards & Fairview Meadows Residential Subdivision

Lead Agency: Alameda Co. Community Development Department Contact Person: Andrew Young
Mailing Address: 224 W. Winton Ave., Suite 111 Phone: (510) 670-6555
City: Hayward Zip: 94544 County: Alameda

Project Location: County: Alameda City/Nearest Community: Hayward / Fairview
Cross Streets: D Street (east of Fairview Avenue) Zip Code:
Longitude/Latitude (degrees, minutes and seconds): 37° 40' 44.5" N / 121° 02' 51.1" W Total Acres: 9.78
Assessor's Parcel No.: See Attachment A Section: N/A Twp.: N/A Range: N/W Base: N/A
Within 2 Miles: State Hwy #: I-580 & SR 238 Waterways: Sulphur Creek, San Lorenzo Creek
Airports: None Railways: None Schools: Fairview/East Ave. Elem.

Document Type:

CEQA: [] NOP [x] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other:

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [x] Land Division (Subdivision, etc.) [] Other:

Development Type:

[x] Residential: Units 31 Acres 9.78
[] Office: Sq.ft. Acres Employees [] Transportation: Type
[] Commercial: Sq.ft. Acres Employees [] Mining: Mineral
[] Industrial: Sq.ft. Acres Employees [] Power: Type MW
[] Educational: [] Waste Treatment: Type MGD
[] Recreational: [] Hazardous Waste: Type
[] Water Facilities: Type MGD [] Other:

Project Issues Discussed In Document:

[x] Aesthetic/Visual [] Fiscal [] Recreation/Parks [] Vegetation
[] Agricultural Land [] Flood Plain/Flooding [] Schools/Universities [x] Water Quality
[x] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [] Water Supply/Groundwater
[x] Archeological/Historical [x] Geologic/Seismic [x] Sewer Capacity [] Wetland/Riparian
[x] Biological Resources [] Minerals [x] Soil Erosion/Compaction/Grading [] Growth Inducement
[] Coastal Zone [x] Noise [x] Solid Waste [x] Land Use
[] Drainage/Absorption [] Population/Housing Balance [] Toxic/Hazardous [] Cumulative Effects
[] Economic/Jobs [x] Public Services/Facilities [x] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

Rural residential or vacant/R-1-B-E Zone District (Single Family Residential, 10,000 sq. ft. min. lots)/Single Family Residential

Project Description: (please use a separate page if necessary)

The Project proposes to subdivide two parcels equaling 9.78 acres into 31 single-family residential lots. The lots would range in size from 10,013 square feet to 17,141 square feet. As part of the Project, each of the 31 lots would be developed with a detached, single-family home (See Attachment B).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in. Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>4</u> | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>2</u> |
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| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>3</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | Other: _____ |
| <input type="checkbox"/> Health Services, Department of | Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date 1-31-17 Ending Date 3-16-17

Lead Agency (Complete if applicable):

Consulting Firm: <u>Lamphier-Gregory</u>	Applicant: <u>D Street Investments, LLC</u>
Address: <u>1944 Embarcadero</u>	Address: <u>3832 Somerset Avenue</u>
City/State/Zip: <u>Oakland, CA 94606</u>	City/State/Zip: <u>Castro Valley, CA 94546</u>
Contact: <u>Scott Gregory</u>	Phone: <u>(510) 881-7856</u>
Phone: <u>(510) 535-6690</u>	

Signature of Lead Agency Representative: Andrew Gray Date: Jan. 27, 2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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Appendices

(Technical appendices are included on a Compact Disk included in the back cover of the Draft EIR document.)

Appendix A: Notice of Preparation (NOP)

Appendix B: Comments on the NOP and Scoping Meeting

Appendix C: Sensitive Plant Survey, Zander Associates, July 2016

Appendix D: *Field Survey and Analysis of the Habitat Value and Potential for Presence of Alameda Whipsnake*, Bio MaAS. Inc., October 2016

Appendix E: *Cultural Resources Assessment Report*, William Self Associates, Inc., November 2016

Appendix F: *Draft Summary of Preliminary Stormwater Infrastructure Sizing for the D Street Properties*, Balance Hydrologics, Inc., September 2015

Appendix G: *Geotechnical Investigation Report and Updates*, Henry Justiniano & Associates, August 10, 2015

INTRODUCTION

Purpose of the Environmental Impact Report

The California Environmental Quality Act and the California Environmental Quality Act Guidelines (together “CEQA”) require an Environmental Impact Report (EIR) to be prepared for any project which may have a significant impact on the environment. An EIR is an informational document, the purposes of which, according to CEQA are “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” The information contained in this EIR is intended to be objective and impartial, and to enable the reader to arrive at an independent judgment regarding the significance of the impacts resulting from the proposed project.

Background and Purpose for This EIR

This EIR evaluates the potential environmental impacts that may be associated with the proposed Fairview Orchards and Fairview Meadows Residential Subdivisions Project (respectively Tract Maps 8296 and 8297) (“Project”) in the Fairview area of Alameda County, California. The Applicant is D Street Investments LLC. The Lead Agency is the County of Alameda.

After considering the degree of public interest from the surrounding neighborhoods, County staff, with the concurrence of the Project Applicant, determined that an EIR would be the appropriate form of environmental document for compliance with CEQA.

EIR Review Process

This EIR is intended to enable County decision-makers, public agencies and interested citizens to evaluate the broad environmental issues associated with the proposed Project. An EIR does not control the agency’s ultimate discretion on the Project. As required under CEQA, the agency must respond to each significant effect identified in the EIR by making findings and if necessary and warranted, by adopting a statement of overriding considerations. In accordance with California law, the EIR must be certified before any action on the Project can be taken.

In reviewing the Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible environmental impacts associated with the Project. Readers are also encouraged to review and comment on ways in which significant impacts associated with this Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

This Draft EIR will be circulated for a 45-day public review period. Written comments may be submitted to the following address:

Andrew Young, Senior Planner
Alameda County Planning Department
224 W. Winton Avenue, Room 111
Hayward, CA 94544
Telephone: 510/670-5400
Email: andrew.young@acgov.org

During the review period for this Draft EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of Project impacts and alternatives. The comments received during this public review period will be compiled and presented together with responses to these comments in the Final EIR. The County decision-makers will review the EIR documents and will determine whether or not the EIR provides a full and adequate appraisal of the Project and its alternatives.

After reviewing the Draft EIR and the Final EIR and considering certification of the EIR as adequate and complete, the Alameda County Planning Commission will be in a position to consider approval, denial, or modification of the Project and related actions.

Content and Organization of the EIR

A Notice of Preparation (NOP) was issued in February 2016 to solicit comments from public agencies and the public regarding the scope of the environmental evaluation for the Project. An EIR Scoping Meeting was held on March 7, 2016 which was attended by several members from the community and which resulted in several comments being submitted electronically. The NOP is presented in **Appendix A** and written comments received during the NOP comment period are presented in **Appendix B**. Known concerns are mostly associated with traffic increases generated from the proposed Project. These comments have been taken into consideration and are addressed by the preparation of the Draft EIR.

An Executive Summary follows this introduction as Chapter 2. This summary presents an overview of the Project and the environmental impacts which are found in this EIR to result from the Project, along with the mitigation measures that would reduce the impact to a level of less than significant. The full description of the Project is included in Chapter 3. Chapters 4 through 12 present environmental analysis of the Project, focusing on the following issues:

4. Aesthetics
5. Air Quality
6. Biological Resources
7. Cultural Resources
8. Hydrology and Water Quality
9. Land Use/Planning
10. Noise
11. Traffic/Transportation
12. Utilities

Chapter 13 presents other CEQA considerations, including assessment under all other CEQA topic areas, a discussion of significant and irreversible modifications to the environment, growth-inducing impacts, and cumulative impacts of the Project together with other development proposals in the vicinity. Chapter 14 presents an evaluation of Project alternatives and compares the environmental effects of each alternative against those of the Project. Chapter 15 lists the persons who prepared and/or contributed to preparation of the Draft EIR.

Executive Summary and Impact Overview

This EIR analyzes the potential for environmental impacts resulting from implementation of the proposed Fairview Orchards and Fairview Meadows Residential Subdivisions, Tracts 8296 and 8297 Project (“Project”) in the Fairview area of unincorporated Alameda County, California. The Applicant is D Street Investments LLC. The Lead Agency is the County of Alameda Planning Department.

Site and Project Description

Project Site

The Project includes two separate sites totaling 9.78 acres, which are comprised of seven separate parcels that connect at a single point bordering D Street. The Project sites have frontage on the south side of D Street, extending between approximately 600 and 900 feet northeast of the D Street and Fairview Avenue intersection. The addresses for the Project parcels include 3231, 3247, 3289 and 3291 D Street. The Project has been divided into two Tracts for purposes of the County’s processing:

- Tract #8296 is approximately 4.61 acres in size and comprised of 3 parcels (Assessor’s Parcel Number (APN) 417-0240-001, 417-0250-001 and 417-0240-021) and is referred to as the western or downhill parcel or site.
- Tract #8297 is approximately 5.17 acres in size and comprised of 4 parcels (APNs 417-0240-004-00, 417-0240-005-00, 417-0240-006-00 and 417-0240-012-04,) and is referred to as the eastern or uphill parcel or site.

The Project sites are within the jurisdiction of Alameda County and have a General Plan designation under the Fairview Area Plan (a part of the County General Plan, adopted September 1997) of Single-Family Residential. The properties are zoned R-1-B-E, a residential zoning district with minimum 10,000 square foot lot sizes.

The two sites are separated by a private parcel containing the existing Hilltop Care Convalescent Home. The convalescent home will continue operations, and is not a part of the Project. The Project sites are bordered to the north by the Carlson Court residential development, and a separate site west of Carlson Court planned for future residential development, and several smaller developed parcels. To the east the Project is bordered by the older Machado Court residential subdivision, to the south by the partly developed Jelincic subdivision; and to the west by older, small subdivisions and an EBMUD water tank. The Five Canyons residential development is located east of the Project area, separated by large private parcels and the Five Canyons Open Space area.

Proposed Development

The Project proposes to subdivide the two Project sites into a total of 31 single-family residential lots. The upper site (Tract #8297) would include 15 separate residential lots, and a common lot that serves as a buffer from the existing residential units along D Street and will also contain a detention basin. The lower site (Tract #8296) would include 16 separate residential lots. Each of these individual lots would

range in size from 10,013 square feet to 17,141 square feet. Each of the 31 lots would be developed with a detached, single-family home. The architectural design and layout of individual homes are not part of the Project.

Both of the Project sites would be graded to prepare the sloping terrain of the sites for development of homes. All of the new home sites on the upper Tract 8297 are proposed to be graded to create level building sites. On the lower Tract 8296, the uphill home sites would also be graded for level building pads, whereas home sites on the downhill portion of the site would be graded to accommodate split pad foundations.

The “Project” as defined in this Draft EIR is approval of all discretionary actions by Alameda County to approve the Project (certification of the Environmental Impact Report, Tentative Map approval pursuant to the County’s subdivision ordinance, and subsequent Design Review approval pursuant to the County’s Residential Design Standards and Guidelines), County administrative approvals (including a grading permit, building permits and an encroachment permit for work done in the D Street right-of-way), as well as subsequent site development (including demolition, clearing, grading, infrastructure improvements, paving, building, landscaping) and all other necessary actions to develop, sell and occupy the proposed homes. Discretionary approval from other agencies is not anticipated to be required for Project approvals. The Regional Water Quality Control Board is considered a trustee agency related to stormwater pollution prevention plans.

Summary of Impacts and Mitigation Measures

The analyses in Chapters 4 through 12 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to avoid or reduce potentially significant impacts that could occur as a result of Project implementation. **Table 2.1** lists a summary statement of each impact and corresponding mitigation measures, as well as the level of impact significance after mitigation.

Significant and Unavoidable Impacts

No significant and unavoidable impacts have been identified. All impacts are either less than significant, or can be reduced to a level of less than significant with implementation of mitigation measures as recommended in this EIR, as summarized below.

Alternatives

The three alternatives analyzed in Chapter 14 are summarized below:

- **Alternative A - No Project, No Development.** Alternative A assumes the proposed Project is not approved and the site would remain in an undeveloped state, with no development of roadways or residences. Although the site is designated for residential use at the same density as currently proposed, the No Project Alternative assumes that development would not occur on this site for the foreseeable future.
- **Alternative B - Reduced Density (25% Reduction).** Alternative B assumes the site would be developed generally as proposed, but with a 25% reduction in density (i.e., from 31 to 23 residential units) which would result in a reduction in magnitude of certain environmental effect.
- **Alternative C - Greater Consistency with the Fairview Area Specific Plan.** Alternative C presents a conceptual development program for the Project sites that would be in greater conformance

with the design principles and guidelines of the Fairview Area Specific Plan, particularly those guidelines that seek to retain existing natural topography. This alternative is intended to seek greater policy consistency with applicable County plans and policies for the site.

CEQA Guidelines require that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure, and the alternative selected may not be the alternative that best meets the goals or needs of the applicant or the County.

Alternative A, the No Project/No Development Alternative, has no impacts as it does not propose any change to the site. The No Project Alternative would be environmentally superior to the Project because the potentially significant adverse impacts associated with the Project would be avoided. However, the No Project alternative would fail to satisfy the most basic of the primary Project objectives. CEQA Guidelines Section 16126.6 (e)(2) provides that, if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

With respect to most environmental considerations, there is generally very limited environmental benefit that would result from reducing the density of development at the Project sites to below densities as allowed under the Fairview Area Specific Plan. Therefore, the Project and Alternative B are environmentally equal, and without substantially different consequences.

Given that the intent of the Fairview Area Specific Plan includes protecting and preserving important environmental resources and significant natural features, and promoting development that is sensitive to variations in topography and the rural residential character of the area, Alternative C is more fully consistent with the principles and guidelines of the Plan, and is environmentally superior to the Project.

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Aesthetics		
Aesthetics-1: Scenic Vistas. The Project would not result in substantially altered views from identified scenic routes or public areas. Due to intervening topography, structures, and landscaping, the Project site is not substantially visible from Fairview Avenue, which represents the only identified scenic route in the area. There are no scenic vistas from parks or other public viewing locations from which the Project site is visible.	No mitigation warranted.	LTS
Aesthetics-2: Scenic Highways. The Project site is not distinctly visible from I-580, which is an eligible state scenic highway. The Project would not substantially obscure, detract from, or negatively affect the quality of the views from I-580. When viewed from I-580, no trees, rock outcroppings or buildings on the site are visible.	No mitigation warranted.	LTS
Aesthetics-3: Visual Character. The Project's visual character would be generally consistent with, or similar to other existing development in the area. The Project would increase the number of residential structures on site and result in a change to the site's existing visual character, but that resulting character would not be substantially different than other surrounding properties and would not significantly degrade the visual character or quality of the site or its surroundings.	No mitigation warranted.	LTS

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>Aesthetics-4: Light and Glare. The Project would add additional sources of light adjacent to other, similar residential uses. With this required detailed review, impacts related to light and glare would not be significant.</p>	<p>No mitigation warranted.</p> <p>Lighting quality, intensity and design is required to be reviewed as a part of the County's Design Review process to ensure that potential light and glare impacts on neighbors is minimized.</p>	LTS
Air Quality		
<p>AQ-1: Consistency with the Clean Air Plan. As a project consistent with local land use designations and zoning, the Project is consistent with assumptions regarding future growth and overall vehicle miles travelled, as included in the Bay Area Clean Air Plan.</p>	<p>No mitigation warranted.</p>	LTS
<p>AQ-2: Construction-Period Dust and Emissions. Construction of the Project would result in temporary emissions of dust and criteria air pollutants that may result in both nuisance and health impacts. Without appropriate measures to control these emissions, these impacts would be considered significant</p>	<p>Mitigation Measure Air Quality-2: Construction Management Practices. The Project shall demonstrate compliance with the following BAAQMD-recommended "Basic" and "Enhanced" construction mitigation measures:</p> <p><u>Basic Measures:</u></p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California 	Less than Significant

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>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.</p>	
	<p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.</p>	
	<p><u>Enhanced Measures:</u></p>	
	<p>9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p>	
	<p>10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p>	
	<p>11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</p>	
	<p>12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p>	
	<p>13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p>	
	<p>14. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p>	
	<p>15. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p>	

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<ol style="list-style-type: none"> 16. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 17. Minimize the idling time of diesel powered construction equipment to two minutes. 18. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. 19. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings). 20. Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. 21. Require all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines. 	
<p>AQ-3: Operational Emissions. The Project would result in increased emissions from on-site operations and emissions from vehicles traveling to the site, but the level of Project emissions would not be considered to be significant.</p>	No mitigation warranted.	LTS
<p>AQ-4: Carbon Monoxide Emissions. The Project would generate increased CO emissions, primarily from Project-related vehicles, but these levels would not exceed screening criteria and the impact would be less than significant.</p>	No mitigation warranted.	LTS

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
AQ-5: TAC Emissions - Construction Period. Construction activities would expose nearby sensitive receptors to toxic air contaminants during the construction period, but the maximum exposure risk would be below the thresholds of significance under BAAQMD criteria for cancer, chronic hazard, and PM2.5 exposure.	No additional mitigation measures needed, beyond implementation of Enhanced Construction Mitigation Measures (Measure AQ-2)	LTS
AQ -6: TAC Emissions and Exposure – Operations. Operation of the Project would not be a source of significant levels of toxic air contaminants that could pose a health risk to others.	No mitigation warranted.	LTS
AQ -7: Odors. The Project would not be a source of significant levels of construction-period or operational odors.	No mitigation warranted.	LTS
Greenhouse Gas Emissions		
GHG-1: Greenhouse Gas Emissions. Construction and operation of the proposed Project would be additional sources of GHG emissions, primarily through consumption of fuel for transportation and energy usage on an ongoing basis. However, additional emissions due to the Project are below threshold levels and are therefore considered a less than significant impact.	No mitigation warranted.	LTS
GHG-2: Conflict with GHG Reduction Plans. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation warranted.	LTS

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Biological Resources		
<p>Bio-1: Special Status Plant Species. Although the Project sites are highly disturbed and the flora is dominated by non-native species, there remains a possibility that the Project could have a substantial adverse direct effect on certain special status plant species for which site surveys have not yet been conducted and for which occurrence cannot be definitively determined.</p>	<p>Mitigation Measure Bio-1a: Presence/Absence Surveys. Conduct appropriately-timed surveys for the following special status plant species:</p> <ol style="list-style-type: none"> 1. Bent-flowered fiddleneck (<i>Amsinckia lunaris</i>), March - June 2. Big-scale balsamroot (<i>Balsamorhiza macrolepis</i>), March - June 3. Fragrant fritillary (<i>Fritillaria liliacea</i>), February - April 4. Diablo helianthella (<i>Helianthella castanea</i>), March - June 5. Hairless popcorn flower (<i>Plagiobothrys glaber</i>), March – May <p>If none of these species is found, no further measures are required.</p> <p>Mitigation Measure Bio-1b: Salvage of Special Status Plants. If any special status plants are found on site during the presence/absence surveys per Mitigation Measure Bio-1a, any such special status plants shall be salvaged prior to construction. Salvage shall be conducted in consultation with CDFW, and may consist of seed collection and relocation or plant transplantation.</p>	Less than Significant
<p>Bio-2: Special Status Animals - Alameda Whipsnake. The Project could have a substantial adverse effect, either directly or through habitat modifications, on Alameda whipsnake (AWS). The AWS is a federally and state listed species that is protected under the federal Endangered Species Act and the California Endangered Species Act. Although the habitat value on the Project sites is poor for AWS, there is a chance that a dispersing individual could enter the Project sites via the currently barrier free property line to the south. Although presence of AWS is unlikely, it is possible that an individual could use the property for forage and dispersal and there is</p>	<p>Mitigation Measure Bio-2: Minimize Potential Take of AWS. The Project applicant shall ensure that the following construction-period measures are implemented to minimize the potential take of AWS:</p> <ol style="list-style-type: none"> 1. In order to prevent AWS from entering construction areas during Project development, it is recommended a wildlife exclusion fence be placed at the property boundary at the southern end of the Project Area. The fence should be at least three feet high and should be entrenched three to six inches into the ground. It is recommended that exclusion funnels are included in the fence design so that terrestrial species are able to vacate the Project Area prior to disturbance. 2. Monofilament netting, which is commonly used in straw wattle and other erosion preventatives, should not be used on the Project site in order to prevent possible entrapment of both common and special status terrestrial wildlife species. 3. Trenches should be backfilled, covered or left with an escape ramp at the end of each work day. Trenches left open overnight should be inspected each morning for trapped wildlife species. 	Less than Significant

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
a potential for take of individual snakes during Project construction.	4. Prior to initial ground disturbance, a qualified biologist should perform a pre-construction survey in order to insure no AWS are present. The biologist may remain on site for initial ground disturbance if suitable AWS refugia will be disturbed, e.g. small mammal burrows, foundations, large woody debris.	
<p>Bio-3: Disturbance of Nesting Birds. Project construction activities could interfere with migratory and nesting birds, but would not otherwise 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. Construction activities, particularly tree removal, could adversely affect nesting birds protected by the Migratory Bird Treaty Act and/or Fish and Game Code of California.</p>	<p>Mitigation Measure Bio-3: Conduct a Pre-Construction Nesting Bird Survey. Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California shall be conducted within 30 days prior to initiation of construction, grading or ground-disturbing activities.</p> <ol style="list-style-type: none"> 1. The survey area shall include the Project site and areas within 100 feet of the site, to the extent that access can be obtained. 2. If active nests are found, the Project shall follow recommendations of a qualified biologist regarding the appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffer shall be maintained until after the nestlings have fledged and left the nest. 3. If there is a complete stoppage in construction activities for 30 days or more, a new nesting-survey shall be completed prior to re-initiation of construction activities. 	Less than Significant
<p>Bio-4: Wetlands. The Project would not have a substantial adverse effect on federally protected wetlands or state protected wetlands through direct removal, filling, hydrological interruption, or other means.</p>	No mitigation warranted.	LTS
<p>Bio-5: Conflicts with Local Policies and Plans. The Project does not pose any direct conflicts with local policies or ordinances protecting biological resources.</p>	No mitigation warranted.	LTS
<p>Bio-6: HCP/NCCP. The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.</p>	No mitigation warranted.	LTS

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Cultural Resources		
<p>Cultural-1: Historic Resources. The Project would not cause a substantial adverse change in the significance of a historic resource or of an historic property. None of the existing structures on the Project site are eligible for listing on the CRHR or the NRHP, and none are listed on any local register of historic places.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>
<p>Cultural-2: Archaeological Resources, Paleontological Resources, Tribal Cultural Resources, and/or Human Remains. It is possible construction work associated with the Project could disturb as-yet unknown archaeological resources, paleontological resources, tribal cultural resources and/or human remains.</p>	<p>Mitigation Measure Cultural-2: Halt Construction/Assess Significance of Find/Follow Treatment Plan. Prior to the initiation of ground-disturbing activities (including clearing vegetation and demolition procedures), the developer or contractor shall inform all supervisory personnel and all contractors whose activities may have subsurface soil impacts of the potential for discovering archaeological resources, paleontological resources, tribal cultural resources and/or human remains, and of the procedures to be followed if these previously unrecorded cultural resources are discovered. These procedures shall include:</p> <ol style="list-style-type: none"> 1. halting all ground-disturbing activities within 100 feet of the area where a potential cultural resource has been found; 2. notifying a qualified archaeologist of the discovery; and 3. following a treatment plan prescribed by the appropriate professional if the cultural resource is deemed significant, in accordance with federal or state law. <p>In the event cultural resources as defined above are encountered during ground disturbing activities, the developer shall, subject to approval by the County of Alameda, retain an on-call archaeologist to review the excavation work, assess the significance of the potential cultural resource and prescribe a treatment plan. The archaeologist will consult with a paleontologist or tribal cultural resource specialist as required. The archaeologist shall report any finds in accordance with current professional protocols. The archaeologist shall meet the Professional Qualifications Standards mandated by the Secretary of the Interior and the California Office of Historic Preservation.</p>	<p>Less than Significant</p>

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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>In the event that any human remains are uncovered at the Project site during construction, there shall be no further excavation or disturbance of the site or any nearby area until after the Alameda County Coroner has been informed and has determined that no investigation of the cause of death is required, and (if the remains are determined to be of Native American origin) the descendants from the deceased Native American(s) have made a recommendation to the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.</p>	
Hydrology and Water Quality		
<p>Hydrology-I: Water Quality Standards and Requirements. Construction of the proposed Project would involve grading activities that would disturb soils at the site. Such disturbance would present a threat of soil erosion by subjecting unprotected bare soil areas to runoff during construction, which could result in siltation and degradation of water quality in receiving waters.</p>	<p>No mitigation required.</p> <p>The Project would disturb more than one acre and therefore the Project applicant is required to comply with the NPDES Construction General Permit issued by the SWRCB. The Project will be required to comply with these regulations and related state and federal laws, which the SWRCB and the County consider to be necessary to avoid substantial adverse water quality and stormwater flow impacts.</p> <p>Construction General Permit. The Project applicant shall submit a Notice of Intent to the SWRCB, indicating their intention to be covered under the Construction General Permit, and providing necessary information on the types of construction activities that are proposed to occur on the site.</p> <p>SWPPP. As required by the NPDES General Construction Permit and prior to any grading activity on the site, the Project applicant shall prepare and implement a SWPPP. The SWPPP shall be consistent with the terms of the Construction General Permit, recommendations of the RWQCB staff, the Manual of Standards for Erosion and Sedimentation Control Measures by the Association of Bay Area Governments, and local policies and regulations commendations of the County of Alameda (Chapter 13.08: Stormwater Management and Discharge Control, and Chapter Ch. 15.36, Grading, Erosion and Sediment Control).</p> <p>Stormwater Quality Control Plan BMPs. BMPs shall be utilized during construction to prevent excessive stormwater runoff, to prevent stormwater runoff from carrying materials onto adjacent properties, public streets or to creeks, and to minimize contamination of stormwater runoff. These detailed BMP shall be included as part of the SWPPP, and as part of a Stormwater Quality Control Plan (SWQCP) to be submitted to</p>	<p>Less than Significant</p>

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>the County, and shall be implemented at the site during grading and construction. Typical BMPs may include, but are not limited to:</p>	<ul style="list-style-type: none"> • Stormwater drainage connections and runoff controls shall be designed and constructed prior to beginning demolition and/or grading in order to control any stormwater runoff created during these activities. Connections and flow controls shall be established based on estimated natural or current runoff, if needed. • Only clear land which will be actively under construction in the near term (e.g., within the next 6-12 months), minimize new land disturbance during the rainy season, and avoid clearing and disturbing sensitive areas (e.g., steep slopes and natural watercourses) and other areas where site improvements will not be constructed. • Provide temporary stabilization of disturbed soils whenever active construction is not occurring on a portion of the site through water spraying or application of dust suppressants, and gravel covering of high-traffic areas. Provide permanent stabilization during finish grade and landscape the Project site. • Safely convey runoff from the top of the slope and stabilize disturbed slopes as quickly as possible. • Delineate the Project site perimeter to prevent disturbing areas outside the Project limits. Divert upstream run-on safely around or through the construction. • Sediment controls shall be provided at the edge of disturbed areas including such facilities as silt fences, inlet protections, sediment traps and check dams. Silt fences or straw wattles shall be installed prior to any grading at the project site and shall be operable during the rainy season (October 15 to April 15). • Between October 15 and April 15, all paved areas shall be kept clear of earth materials and debris, and all sediment barriers shall be inspected and repaired at the end of each working day and, in addition, after each storm. • Runoff from the Project site should be free of excessive sediment and other constituents. • Control tracking at points of ingress to and egress from the Project site. • Retain sediment-laden waters from disturbed, active areas within the Project site. 	

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<ul style="list-style-type: none"> • Perform construction activities in a manner to keep potential pollutants from coming into contact with stormwater or being transported off site to eliminate or avoid exposure. • Store construction, building, and waste materials in designated areas, protected from rainfall and contact with stormwater runoff. Dispose of all construction waste in designated areas, and keep stormwater from flowing onto or off these areas. Prevent spills and clean up spilled materials. 	
<p>Hydrology-2: Post Construction Effects on Water Quality. Future residents of the Project would increase the potential for discharge of residential and urban-related pollutants into stormwater runoff. Additionally, the construction of homes, roads and other infrastructure associated with Project would increase impervious surface area on the site, allowing stormwater flows across the site to serve as a vehicle for pollution entering the stormwater drainage system.</p>	<p>No mitigation required.</p> <p>Pursuant to the Municipal Regional Stormwater NPDES Permit (MRP), the Project is required to meet performance standards for new development as defined in the NPDES Provision C.3 requirements. These C.3 provisions require the Project to implement source controls and stormwater treatment measures in the Project’s plans and designs to address soluble and insoluble stormwater runoff pollutant discharges.</p> <p>Post-Construction BMPs. The Project shall implement Tier 2 post-construction BMPs as defined in Table 2 of the Regional Board Staff Recommendations for New and Redevelopment Controls for Stormwater Programs section of Alameda County’s Stormwater Management Plan. Under Tier 2 BMPs, drainage from all paved surfaces, including streets, parking lots, driveways and roofs should be routed through an appropriate treatment mechanism before being discharged into the storm drain system. The BMPs are designed to meet the “maximum extent practicable” definition of treatment as specified in the federal Clean Water Act. Specific post-construction BMPs to be implemented at the Project site should include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Minimize directly connected impervious area at residential lots. All rainfall from residential rooftops and in-lot impervious surfaces should be routed through lawn areas or other pervious surfaces within yards, where infiltration can filter pollutants through the soil before such runoff reaches the storm drain system. Although existing soils on the Project sites have been identified as having moderate to moderately slow infiltration rates, the upper layers of soils generally consist sandy and silty clays for which infiltration-based stormwater management solutions can be effective. • Biofilters, also known as vegetated swales are vegetated slopes and channels that should be designed into the Project to transport shallow depths of runoff slowly 	<p>Less than Significant</p>

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>Hydro-3: Post-Construction Effects on Stormwater Runoff and Drainage System Capacity. Development of the site would increase the amount of impervious surface due to construction of streets, sidewalks, driveways and single-family homes, thereby potentially increasing stormwater runoff. Without controls, this increased runoff could substantially alter the existing drainage patterns from the site, or could contribute runoff water that would exceed the capacity of existing stormwater drainage systems.</p>	<p>over vegetation. Biofilters can be effective at the site if flows are slow and depths are shallow. This can generally be achieved by grading the site and sloping pavement in a way that promotes sheet flow of runoff. For biofilter systems, features that concentrate storm flows (such as curb and gutter, paved inverts, and long drainage pathways across pavement) must be minimized. The slow movement of runoff through the vegetation will provide an opportunity for sediments and particulates to be filtered and degraded through biological activity. A biofilter system may also provide an opportunity for stormwater infiltration which can further remove pollutants and reduce runoff volumes.</p> <ul style="list-style-type: none"> Retention and detention systems should be designed primarily to store runoff for one to two days after a storm, prior to discharge into the storm drain system. A properly designed retention/detention system will release runoff slowly enough to reduce downstream peak flows, allow fine sediments to settle, and uptake dissolved nutrients from the runoff in wetland vegetation. <p>Post-Construction BMP Design Criteria. The post-construction water quality treatment BMPs shall be designed and constructed to incorporate, at a minimum, the hydraulic sizing design criteria as published in the Alameda County Clean Water Program's C.3 Technical Guidance Manual for treatment of stormwater runoff.</p>	Less than Significant

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>Detention of Increased Stormwater Flows. The Project's storm drain system shall be designed to provide for over-sized underground conduits (pipes) and/or detention basin that provide for the detention of increased storm water flows attributable to the Project. The amount of required detention storage shall be equal to the difference in volume of the increased runoff attributed to the Project, less the volume of existing runoff from the site(s). Assurances shall be provided for the continued maintenance of these storage facilities.</p>	
<p>Hydro-4: Flooding Potential. The Project's increase in runoff flow rates and volumes during significant storm events could potentially exceed the capacity of existing or planned stormwater drainage systems in a manner that could result in flooding on- or off-site.</p>	<p>No mitigation required.</p> <p>The Municipal Regional Stormwater NPDES Permit (MRP) performance standards and the 2008 Engineering Design Guidelines prepared by the County Public Works Department apply to required flow controls for the typical 10-year design storm, as well as for larger (i.e., 100-year) design storms.</p>	Less than Significant
<p>Hydro-5: Groundwater Recharge. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Project would not cause the production rate of pre-existing nearby wells to drop to a level that could not support existing or planned land uses.</p>	No mitigation warranted.	LTS
<p>Hydro-6: Flood Zone Hazards. The Project site is not within a FEMA-designated 100-year flood zone. Since the Project site is not located near the coast, it is also outside the coastal flood zone. Accordingly, the Project would have no impact related to flood zone hazards.</p>	No mitigation warranted.	No Impact

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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>Hydro-7: Flooding (Levee or Dam Failure, Seiche, Tsunami, Mudflow, or Climate Change Induced Sea Level Rise). The Project would not result in any impacts related to flooding as a result of a dam or levee failure, or inundation by seiche, tsunami, mudflow or sea level rise.</p>	No mitigation warranted.	No Impact
Land Use		
<p>Land Use-1: Division of an Established Community. Development at the Project site would not divide an established community. The Project site is located within a previously developed neighborhood and is not located between nor used for passage between existing communities.</p>	No mitigation warranted.	No Impact
<p>Land Use-2: Conflicts with Land Use Plan, Policy or Regulation. The Project would conform to the vast majority of the applicable land use policies and guidelines of the Fairview Area Specific Plan, but would conflict with certain policies and guidelines that were adopted by the County to avoid or mitigate environmental effects, including substantial changes to topography and natural characteristics, and result in potentially significant adverse effects.</p>	<p>Mitigation Measure Land Use-2: Topography Preservation. The grading of the Project sites shall provide for split pads on Lots 1, 2, 8 and 15 of Tract 8297. Custom grading with the same effect, or pier and grade beam construction may be substituted on all or a portion of these lots, to the satisfaction of the Planning Director.</p>	Less than Significant
<p>Land Use-3: Conflict with a Conservation Plan. Development at the Project site would not conflict with any conservation plan.</p>	No mitigation warranted.	No Impact

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Noise		
<p>Noise-1: Construction Noise. Construction activities associated with the Project would not expose persons to, or generate noise levels in excess of standards established in the County General Plan or County Municipal Code, but would substantially increase temporary and periodic ambient noise levels in the Project vicinity above levels existing without the Project.</p>	<p>Mitigation Measure Noise-1: Reduce Construction Noise Levels. The following mitigation shall be implemented to reduce construction noise emanating from the Project site to the surrounding sensitive land uses:</p> <ol style="list-style-type: none"> 1. Comply with construction hours established within the Noise Ordinance to limit hours of exposure. The County’s Municipal Code limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on weekends. 2. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. 3. Unnecessary idling of internal combustion engines should be strictly prohibited. 4. Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible. 5. Construct solid plywood fences around construction sites adjacent to operational business, residences or other noise-sensitive land uses where the noise control plan analysis determines that a barrier would be effective at reducing noise. 6. Erect temporary noise control blanket barriers, if necessary, along building façades facing construction sites. Noise control blanket barriers can be rented and quickly erected. 7. Utilize "quiet" air compressors and other stationary noise sources where technology exists. 8. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the Project site. 9. Route construction-related traffic along major roadways and away from sensitive receptors where feasible. 10. The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that 	<p>Less than Significant</p>

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>construction activities can be scheduled to minimize noise disturbance.</p> <p>11. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.</p>	
<p>Noise-2: Construction Vibration. The proposed Project could expose sensitive residential receptors to excessive groundborne vibration or groundborne noise levels during construction</p>	<p>Mitigation Measure Noise-2: Best Management Practices to Assure Acceptable Vibration Levels. The following mitigation shall be implemented into the Project to avoid structural damage due to construction vibration and to reduce the perceptibility of vibration levels at nearby sensitive land uses:</p> <ol style="list-style-type: none"> 1. Minimize or avoid using clam shovel drops, vibratory rollers, and tampers near the shared property lines of the adjacent land uses. 2. When vibration-sensitive structures are within 25 feet of the site, survey condition of existing structures and, when necessary, perform site-specific vibration measurements to direct construction activities. Contractors shall continue to monitor effects of construction activities on surveyed sensitive structures and offer repair or compensation for damage. 3. Construction management plans shall include predefined vibration reduction measures, notification of scheduled construction activities requirements for properties adjoining the site, and contact information for on-site coordination and complaints. 	Less than Significant
<p>Noise-3: Vehicular Traffic Noise. Traffic generated by the Project would not result in a substantial temporary, periodic or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	No mitigation warranted.	LTS

<p>Aircraft-Related Noise. The Project would not generate any discernable increase in air traffic, and no change in noise from aircraft would occur that would substantially increase ambient noise levels at the Project site. Interior noise levels resulting from aircraft would be compatible with the proposed Project uses.</p>	<p>No mitigation warranted.</p>	<p>No Impact</p>
<p>Noise and Land Use Compatibility. Consideration of the noise environment potentially affecting future Project residents is not considered a significant impact in this EIR, but is nevertheless presented for informational purposes. The exterior façades of the proposed residences located within 70 feet of the centerline of D Street would be exposed to exterior noise levels greater than 60 dBA Ldn, with the highest noise exposures occurring at unshielded residential façades nearest D Street. Noise levels at these unshielded façades are calculated to reach 65 dBA Ldn.</p>	<p>No mitigation warranted.</p> <p>The following measure should be included in the Project’s design to maintain interior noise levels at or below 45 dBA Ldn, consistent with General Plan policies:</p> <ul style="list-style-type: none"> Residential units located adjacent to D Street on Tract No. 8296 should be provided with forced-air mechanical ventilation, so that windows can be kept closed at the occupant’s discretion to control noise. 	<p>No Impact</p>
<p>Transportation</p>		
<p>Transp-1: Intersection Impacts. Traffic generated by the Project would increase traffic levels at the study intersections, but would not change the existing level of service at any studied intersections.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>
<p>Transp-2: Cumulative Traffic Impacts. Traffic generated by the Project, when added to other cumulative traffic levels at Project study intersections, would not change level of service under Cumulative Baseline conditions at any studied intersections.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>

<p>Transp-3: Freeways and Arterials. The Project would not conflict with an applicable congestion management program, a level of service standards, travel demand measures or other standards established by the County Congestion Management Agency for designated roads or highways. Even if all 31 peak-hour trips generated by the Project were to travel on I-580 during the peak hours, the Project's contribution to freeway congestion would be virtually unnoticeable.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>
<p>Transp-4: Site Hazards. The Project's proposed site access and roadway configuration is adequate to accommodate the anticipated volume of traffic to and from the Project sites without resulting in a significant traffic hazard.</p>	<p>No mitigation warranted.</p> <p>The Project's proposed design, including its proposed access roads, is not clearly a significant hazard constituting a CEQA impact, particularly given the low-volume of cross-traffic on this essentially dead-end segment of D Street. However, the following recommendation of the technical transportation consultant suggests consideration of a design measure to enhance the sight distance for vehicles exiting the Project sites:</p> <ul style="list-style-type: none"> • Parking Restrictions. To enhance sight distance on D Street near the Project entrances, on-street parking on the south side of D Street should be prohibited for a distance of more than 300 feet, from approximately 30 feet east of the Tract 8297 intersection to 30 feet west of the Tract 8296 intersection. 	<p>LTS</p>
<p>Transp-5: Pedestrian Impacts. The Project will increase levels of pedestrian and bicycle use in the vicinity. However, the Project would not conflict with adopted policies, plans, or programs regarding pedestrian or bicycle facilities, or otherwise decrease the performance or safety of such facilities within the study area.</p>	<p>No mitigation warranted.</p> <p>However, the following recommendations from the transportation technical consultant could be incorporated into the site plan or Project conditions of approval to improve pedestrian circulation and safety:</p> <ul style="list-style-type: none"> • Sidewalk Bulbouts. Consider providing "bulbouts" to reduce the curb-to-curb roadway width to 24 feet at the intersections of the Project's proposed internal access streets with D Street. Such a reduction in width on the northern-most 10 to 20 feet of both local access streets would allow for a reduction in pedestrian crossing distances for pedestrians traveling east or west on D Street. 	<p>LTS</p>
<p>Transp-6: Transit Impacts. The Project may increase levels of transit usage in the vicinity. However, the Project has adequate access to existing transit services and would not impede or interfere with existing services.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>

<p>Transp-7: Construction-Period Traffic Disruption. Construction-related impacts resulting from daily trips generally would not be considered significant due to their temporary and limited duration. However, depending on the construction phasing and truck activity, these activities could result in significant traffic interruption.</p>	<p>Mitigation Measure Transportation-7: County Review of Construction Plan. The Project applicant shall prepare a Construction Operations Plan detailing the anticipated schedule of trips involving construction workers and equipment, and delivery of materials and supplies to and from the Project site during the various stages of construction activity. The Plan will be reviewed by the County of Alameda for compliance with applicable regulations.</p>	<p>Less than Significant</p>
<p>Alter Air Traffic Patterns. The Project does not represent a level of population or housing growth that would require any change to existing air transportation services, and would have no impact on air traffic patterns, including the location of airports or flight paths as they relate to air traffic safety.</p>	<p>No mitigation warranted.</p>	<p>No Impact</p>
<p>Utilities</p>		
<p>Util-1: Water Supply. There are sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded entitlements are needed to serve the Project.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>
<p>Util-2: Wastewater Treatment Requirements. The Project's wastewater treatment and disposal demands would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, and would not exceed the wastewater treatment requirements set by the SF Regional Water Quality Control Board.</p>	<p>No mitigation warranted.</p>	<p>LTS</p>

Util-3: Storm Drainage Facilities. The Project will not require or result in the construction of new off-site storm water drainage facilities or the expansion of existing facilities.	No mitigation warranted.	LTS
Util-4: Solid Waste. The Project will be served by landfills that have sufficient permitted capacity to accommodate the Project's solid waste disposal needs, and the Project will comply with all federal, state and local statutes and regulations related to solid waste.	No mitigation warranted.	LTS
Util-5: Energy. The Project would not require more energy than the local energy provider (PG&E) has the capacity to serve, nor would it require construction of new energy facilities or expansion of existing facilities which could cause significant environmental effects. The Project would be subject to the requirements of currently applicable federal, state and local statutes and regulations relating to energy standards.	No mitigation warranted.	LTS
Other Less than Significant Effects of the Project		
Ag-1: The Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; will not conflict with existing zoning for agricultural use, or a Williamson Act contract; will not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production; will not result in the loss of forest land or conversion of forest land to non-forest use; and will not involve other changes in the existing environment which, due to their location or nature, could result in conversion	No mitigation warranted.	No Impact

<p>of Farmland to non-agricultural use or conversion of forest land to non-forest use.</p>		
<p>Geo-1: Fault Rupture. The Project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault</p>	<p>No mitigation warranted.</p>	<p>No Impact</p>
<p>Geo-2: Seismic Shaking. The Project is located in a seismically active region and is likely to be subject to moderate to strong ground shaking during the life of the buildings, including the potential for liquefaction. However, the Project would conform to regulatory requirements intended to ensure safety.</p>	<p>No mitigation warranted. All future homes constructed at the Project site will be required to be designed in accordance with all seismic provisions of the most recent version of the California Building Code (CBC, 2016, in effect in January 1, 2017), and with County of Alameda and State of California Standards for seismic construction.</p>	<p>LTS</p>
<p>Geo-3: Liquefaction. The Project would not expose people or structures to potential substantial adverse effects involving liquefaction</p>	<p>No mitigation warranted.</p>	<p>LTS</p>
<p>Geo-4: Landslides. According to the Geotechnical Investigation Report, a large swale within the northeastern portion of the site where previous subsurface explorations were performed, that does contains deep soil deposits (of 13 to 14 feet), and the topography appears irregular and possibly may contain old slide deposits. Additionally, areas where clayey sands were encountered were moist and may be subject to creep (a gradual, downslope soil movement)</p>	<p>No mitigation warranted. The Geotechnical Investigation Report recommends the following for development of the Project:</p> <ul style="list-style-type: none"> • In Tract 8297, grading procedures should commence with an over-excavation of fill, soft soils deposits and residual soils from the area of Lots 4 thru 6. 	<p>Less than Significant</p>
<p>Geo-5: Instability as a Result of the Project. Some residential building pads will be established at areas with significant fill thickness.</p>	<p>No mitigation warranted. The Geotechnical Investigation Report recommends the following for construction of all proposed residential building foundations and slabs within the Project:</p> <ul style="list-style-type: none"> • Foundations in Cut Pads. In excavated, level building pads that expose bedrock materials at the surface, geotechnical conditions would be acceptable for implementation of conventional strip footing foundations that are structurally 	<p>Less than Significant</p>

integrated to slab-on-grade floors.

- **Foundations in Fill Pads.** It is recommended that where level building pad grades have been established by the placement of fill, a foundation system that employs drilled, cast-in-place reinforced concrete piers that extend into the underlying bedrock materials, be utilized. Structural loads should determine pier spacing. The piers should contain steel reinforcement over their entire length, with reinforcement as directed by the project Structural Engineer.
- **Concrete Slab-On-Grade.** Concrete slabs-on-grade will provide satisfactory floor area for the garage and patio areas. In order to reduce the potential for slab cracking, detailed recommendations are presented.

Geo-6: Instability as a Result of the Project: Retaining Walls. The Project proposes to construct four types of new retaining walls; each of the four distinct conditions and configurations require specific design parameters to ensure stability for each condition.

No mitigation warranted.

Less than Significant

The Geotechnical Investigation Report recommends the following for construction of all proposed retaining walls within the Project:

- All retaining walls shall have a drain blanket consisting of Class II Permeable material (conforming to Caltrans specifications) of minimum 12-inches in width or a Geo-composite drain, extending for the full height of the wall, except for 18-inches of compacted soil cover at the surface.
- **Retaining Walls at the Base of Cut at Rear of Lots 7, 8 and 9 (Tract 8297).** A retaining wall designated to the base of a cut into the hillside that would expose bedrock, may be designed for a drained condition and to resist lateral pressures exerted from soils having an equivalent fluid weight of 40 pcf.
- **Retaining Wall at Top of Cut and Below Existing Retaining Wall on Lots 1, 2 And 3 (Tract 8296).** There are three important issues to consider with this retaining wall; 1) the potential for the excavations to accommodate the proposed wall to undermine the existing wall; 2) the additional (surcharge) pressures being transmitted to the proposed wall from the existing wall above; and 3) the limited support to the wall foundation due to the sloping terrain in front of the wall. As such, it is recommended that a “soldier beam wall” option be selected for this application, as it is able to be constructed in phases. This would avoid the undermining of the wall above, and the drilled pier support can be designed neglecting the upper portion of pier embedment.
- **Mechanically Stabilized Earth Retaining Walls at the Base of Fill, Lots 10 through 15 (Tract 8296).** Detailed recommendation for modular concrete unit walls with geo-grid reinforced backfill (i.e., Keystone, Allan Block, etc.) have not yet been established, as the Project design has not yet reached that level of detail. This type of wall should be designed by the Soils Engineer of Record, for

	<p>the Project.</p> <ul style="list-style-type: none"> • Structural Retaining Walls at the Split Level Transition in Pads 9 through 16 (Tract 8296). Walls in the interior foundation footprint used to retain a vertical configuration in the step between upper and lower pads on Lots 9 through 16 (Tract 8296) should be designed for a drained condition and to resist lateral pressures exerted from soils having an equivalent fluid weight of 55 pcf. 	
<p>Geo-7: Expansive Soil. Soil testing results correspond to moderate to highly expansive and creep-susceptible clays.</p>	<p>No mitigation warranted.</p> <p>The detailed Geotechnical Recommendations take these soils conditions into consideration. Implementation of these recommendations during construction would further minimization the potential negative effects associated with expansive soils.</p>	LTS
<p>Haz-1: Construction-Period Hazardous Materials Use. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would not 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.</p>	<p>No mitigation warranted.</p> <p>The Project construction contractor shall implement feasible Best Management Practices (BMPs) during construction to ensure conformity with applicable regulations and further minimization of the potential negative effects of routine use of hazardous materials.</p>	LTS
<p>Presence of Hazardous Materials. A search of relevant public agency databases containing records of past occurrences involving hazardous wastes was conducted for the Project site. On the basis of these database records, there would be no impact related to the potential exposure of construction workers or future residents to hazardous materials on the Project site.</p>	<p>No mitigation warranted.</p>	No Impact
<p>Safety Hazards Due to Nearby Airport or Airstrip. The closest airport to the Project site is the Hayward Air Terminal, located approximately 3.5 miles to the west. The Project site is not within an airport land use plan, nor is the Project close enough for</p>	<p>No mitigation warranted.</p>	No Impact

the airport to pose a unique safety hazard to residents or workers in the Project area.		
Emergency Response Plan. There are no emergency response or evacuation plans in effect in the Project area. The Project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation warranted.	No Impact
Wildland Fires. The Project is not located within a fire hazard severity zone and consequently building code requirements that apply to developments within a fire hazard severity zone would not be required.	No mitigation warranted.	No Impact
Loss of Mineral Resources and a Mineral Resource Recovery Site. The Project site contains no known mineral resources. The Conservation Element of the Alameda County General Plan does not identify any mineral resources in the vicinity.	No mitigation warranted.	No Impact
Population Growth. The Project would not result in significant increases in population, demand for housing, or expansion of public or private services. Other than direct increase in development on the site analyzed in this document, the Project would not be anticipated to have a growth-inducing effect.	No mitigation warranted.	LTS
Growth Inducement. Other than direct increase in development on the site analyzed in this document, the Project would not be anticipated to have a growth-inducing effect.	No mitigation warranted.	No Impact
Fire Protection. The addition of the relatively small number of new residences would not affect fire department service ratios or response times, nor would any new fire protection facilities need to be provided.	No mitigation warranted.	No Impact

Police Protection. The addition of such a small number of residences would not affect County Sheriff service ratios or response times, nor would any new facilities be needed.

No mitigation warranted.

No Impact

Public Schools. The proposed Project would not generate enough students to adversely affect the service ratios of the School District, nor would it result in the need for additional schools to be built.

No mitigation warranted.

The Project would be subject to and would be required to pay the appropriate amount pursuant to the County School Impact Fee applicable to new residential development in Alameda County. Payment of the fee would ensure that the Project would fund its incremental share of school improvements to accommodate the cumulative student demand for schools and school facilities resulting from the increase in population.

LTS

Park Use. The Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project does not include recreational facilities nor does it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

No mitigation warranted.

No Impact

Project Description

This chapter describes the Project location, existing uses on or around the Project sites, specific features of the proposed Project, and Project objectives.

Project Location and Setting

Regional Context

The Project consists of two sites located in the unincorporated Fairview area of Alameda County. Fairview lies east of the Hayward city limits, along the western side of the East Bay Hills, all within the San Francisco Bay Area. The Project area is located approximately 15 miles southeast of downtown Oakland and 25 miles north of downtown San Jose. U.S. Interstates I-580 and I-880 provide regional access to the Project site. The Project's location is illustrated in **Figure 3-1**.

Project Site and Vicinity

Project Sites

The Project sites are two separate sites totaling 9.78 acres, which are comprised of seven separate parcels that connect at a single point bordering D Street, on the easterly and westerly sides of a single 1.07-acre parcel developed with a convalescent home. The Project sites have frontage on the south side of D Street, extending between approximately 600 and 900 feet northeast of the D Street and Fairview Avenue intersection. The addresses for the Project parcels include 3231, 3247, 3289 and 3291 D Street. The Project has been divided into two Tracts for purposes of the County's processing (see **Figure 3-2**):

- Tract #8296 is approximately 4.61 acres in size and comprised of 3 parcels (Assessor's Parcel Number (APN) 417-0240-001, 417-0250-001 and 417-0240-021) and is referred to as the western or downhill parcel or site.
- Tract #8297 is approximately 5.17 acres in size and comprised of 4 parcels (APNs 417-0240-004-00, 417-0240-005-00, 417-0240-006-00 and 417-0240-012-04,) and is referred to as the eastern or uphill parcel or site.

The two sites are separated by a private parcel containing the existing Hilltop Care Convalescent Home (note that this property was previously named Bassard Convalescent Home and is sometimes referred to by that name in background documents and on plans.) The convalescent home will continue operations, and is not a part of the Project. The convalescent home property is owned by Silvergate Investments, LLC.



Figure 3.1
Project Site Location, within Fairview Area Specific Plan



Source: Alameda County Planning Department, Fairview Area Specific Plan



Figure 3-2
Existing Parcels and Tract Identification



Source: Alameda County APNs and Google Maps

Each Project site currently contains two older single-family dwellings (i.e., a total of four dwelling units) with several associated outbuildings, each built between 1905 and 1950 and all of which are currently vacant and will be demolished during the clearing stage of construction for the Project. When actively occupied, the sites were used as rural residential properties. Areas not developed with structures contain ruderal grasses (non-native species, typical of those that grow on properties that have been disturbed from their natural state) and a relatively small number of trees and shrubs. A horse pasture and stalls are on the northeast portion of the upper site (Tract #8297).

Topographically, the upper site (Tract 8297) is on a ridge-crest with a saddle-like feature near its center. From the saddle area, a broad swale projects downward to the east, with a slight increase in vegetation and somewhat hummocky appearance. To the west, the ridge is abruptly interrupted by a steep slope that is supported at the base (at the property boundary with the adjacent convalescent property) by a 5 to 12-foot high retaining wall. The lower site (Tract 8296) is smoothly contoured, gently sloping to the southeast with a gradient of approximately 6 horizontal to 1 vertical (16% slope).

Existing Land Use Planning Designations

The Project sites are within the jurisdiction of Alameda County and have a General Plan designation under the *Fairview Area Plan* (a part of the County General Plan, adopted September 1997) of Single-Family Residential.

The property is zoned R-1-B-E, a residential zoning district with minimum 10,000 square foot lot sizes (see **Figure 3-3**).

Surrounding Development

The Fairview area of unincorporated Alameda County is located along the westward edge of the East Bay Hills, extending over roughly two square miles extending south of I-580 has a population of approximately 10,000 people¹. The majority of the unincorporated Fairview Area is characterized by a mixture of many small older subdivisions interspersed with new subdivisions, several remaining “undeveloped” large lots ranging from one to ten acres in active or passive agricultural use, and a few large institutional properties (churches, schools, various parks and open spaces, and the Lone Tree Cemetery). The easternmost area is dominated by a single very large subdivision – Five Canyons – built mostly by a single developer in the 1980s.

As shown on **Figure 3-4**, the Project sites are bordered to the north by the Carlson Court residential development, a separate approximately 2.0-acre site or sites (two adjacent parcels, west of Carlson Court) planned for future residential development and several smaller developed parcels; to the east by the older Machado Court residential subdivision; to the south by a 4.4-acre narrow pie-shaped parcel and the partly developed Jelincic subdivision; to the west by older, small subdivisions and an EBMUD water tank. The Five Canyons residential development is located east of the Project area, beyond the Machado Court residential development, separated by a few large private parcels and the Five Canyons Open Space area (i.e., not accessible from the immediate project vicinity). As the surrounding area is largely developed, the sites are considered infill sites.

¹ U.S. Census Bureau, 2010

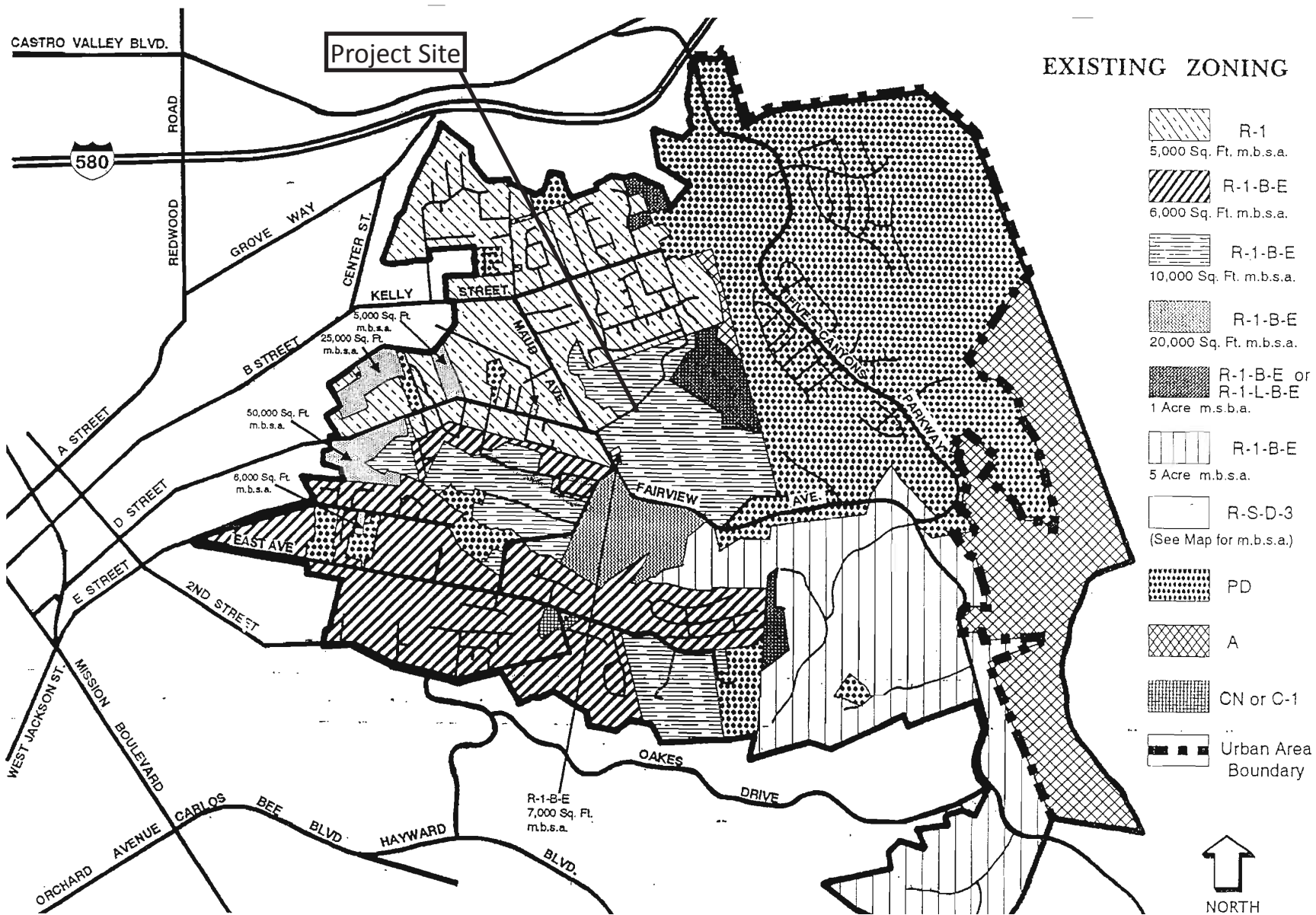


Figure 3-3
Alameda County Zoning, per Fairview Area Specific Plan

Source: Alameda County, Fairview Area Specific Plan



Figure 3-4
Surrounding Land Uses



Source: Carlson Barbie and Gibson

The roadway network in the Fairview area is dominated by a few east-west aligned major collector roads and relatively few north-south roads, all of which follow irregular alignments shaped generally by topography and historic larger landholdings that have since been subdivided and developed. The east-west roads include D Street, Fairview Avenue from D Street near the Project sites, Kelly Street, E Street and East Avenue; the few north-south connector roads include Maud Avenue (the southern end of which is about 200 feet west of the D Street/Fairview Avenue intersection), Hansen Road (that begins about 600 feet southeast of the same intersection along Fairview Avenue) and Center Street, the last of which, in the northwest corner of the Fairview area, provides the principal link from central Fairview (and the Project sites) to I-580, via Maud Avenue and Kelly Street. Five Canyons Parkway, which provides primary access to the Five Canyons residential areas, also provides a major arterial-type roadway in a north-south direction, connecting between I-580 and Fairview Avenue, approximately 1.2 miles east of D Street along Fairview Avenue.

Project Objectives

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the Project shall be discussed. The applicant's desired Project Objectives are:

- Develop high quality market-rate single-family homes on a desirable site compatible with surrounding residential development.
- Create an on-site stormwater control and detention system that meets legal requirements.
- Limit disturbance to surrounding neighbors by avoiding off-haul of grading material.
- Grade and develop the site so as to direct all impervious surface drainage through bio-filtration facilities and thence to a detention basin located under the proposed streets.

Proposed Project

Proposed Development

The Project proposes to subdivide the two Project sites into a total of 31 single-family residential lots. The upper site (Tract #8297) would include 15 separate residential lots and a common lot (Parcel A) which serves as a buffer from the existing residential units along D Street, and will also contain a detention basin. The lower site (Tract #8296) would include 16 separate residential lots. Each of these individual lots would range in size from 10,013 square feet to 17,141 square feet.

Each of the 31 lots would be developed with a detached, single-family home. The architectural design and layout of individual homes are not part of the Project, but conceptual elevations of the proposed home designs are illustrated in **Figure 3-5 and 3-6**. Yard areas will vary with the final designs according to the individual aspects of each lot.



Figure 3-5
Site Layout and Design Plan, Tract 8297



Source: SDG Architects, Inc.

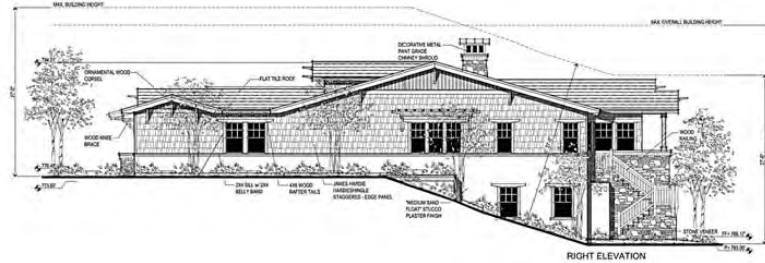
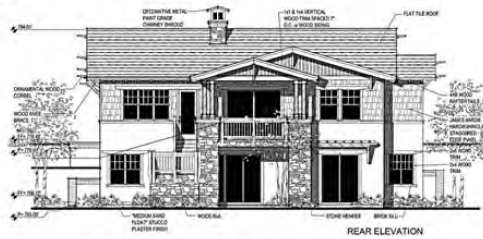
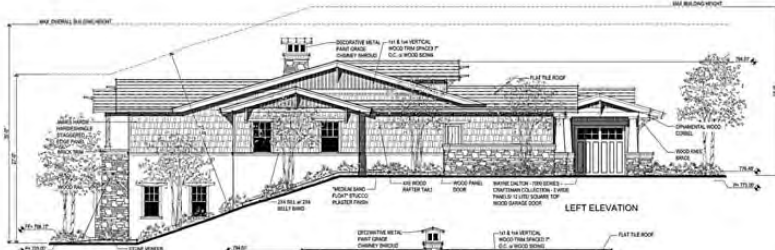
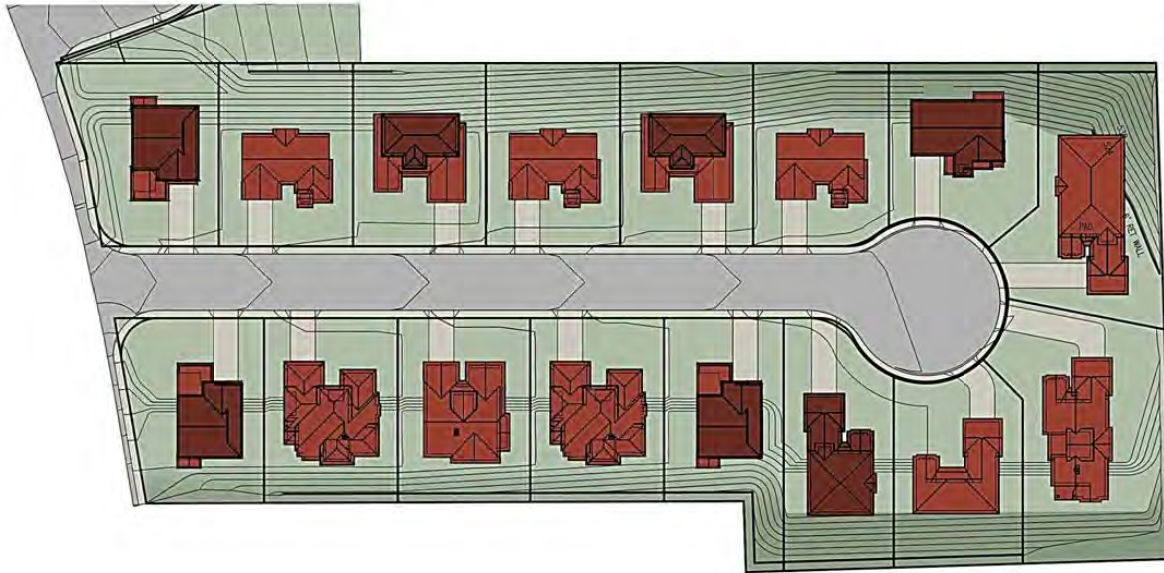


Figure 3-6
Site Layout and Design Plan, Tract 8296



Source: SDG Architects, Inc.

Proposed Circulation and Access

Access to the Project site will be from D Street via two proposed local streets, one local street for Tract #8296 and one for Tract #8297. Each of these local street are approximately 500 feet long, ending in cul-de-sacs. Both streets have a 46-foot right-of-way width to include a 36-foot wide roadway with 5-foot sidewalks on both sides and no landscape strip between the sidewalks and roadway.

The Project's two proposed local streets will intersect D Street at locations that are approximately 130 feet apart, and offset by approximately 50 feet to the west and 70 feet to the east of the existing intersection of D Street/Carlson Court. A new driveway off of the local access road in Tract #8297 will provide access to the adjacent Hilltop Care facility that occupies the wedge-shaped parcel between the two Project sites.

Proposed Utility Connections

All utility systems proposed for the Project would connect to existing water and sewer utility lines located under D Street. Within the Project sites, the main lines would be placed under the interior street, and lateral lines would be extended to each individual home. Electrical, cable television and other telecommunication lines would be underground within the Project sites, but connect to existing overhead lines along D Street.

The Project will also include installation of a new stormdrain system that is intended to provide treatment of stormwater for water quality, as well as collection, retention and conveyance of stormwater flow to adjacent storm drainage system lines. Generally, this system will include bio-filter detention systems within each new lot and several detention basins to provide water quality treatment.

Within the easterly Tract (Tract 8297) these water quality treatment facilities will be linked by sub-drains that collect runoff to an underground storm drain system under the new Project street. Collected stormwater from the southerly portion of this Tract will be routed to an existing 15-inch storm drain line that serves the adjacent Machado Court neighborhood, and that drains to Deer Canyon Creek in the Five Canyons Open Space area. Collected stormwater from the northerly portion of this Tract will be routed to a new 12-inch storm drain line below D Street that will connect to a line with a drainage outlet to Deer Canyon Creek that flows through the Five Canyons Open Space area.

Within the westerly Tract (Tract 8296) the water quality treatment facilities will also be linked by sub-drains that collect runoff to an underground storm drain system to be constructed under the on-site Project street. Collected stormwater from this Tract will be routed to an existing 12-inch storm drain line that serves the adjacent subdivision to the west, and that discharges to Sulphur Creek below Fairview Avenue.

Proposed Grading Plan

Both of the Project sites would be graded to prepare the sloping terrain of the sites for development of homes. All of the new home sites on Tract 8297 are proposed to be graded to create level building sites. On Tract 8296, the upper (or easterly) home sites would also be graded for level building pads, whereas home sites on the lower (or westerly) portion of the site would be graded to accommodate split pad foundations. The general grading concept is described below by tract. Off haul of grading materials is not proposed for the Project since all soil will be used on site.

Grading of upper Tract 8297 will include over-excavation of existing soft fill soil deposits from the center “saddle” between the two on-site ridges (at Lots 4 through 6). The excavation is anticipated to be approximately 12-feet deep to expose a uniform surface of firm, non-yielding bedrock materials. A sub-drain pipe will be placed at the heel of the excavation, with sub-drain outlets provided at the low points. The over-excavated soils will be placed back into the excavated area as benched, engineered fill. Once this area is stabilized, the high points of this Tract on the north and south will be cut, with the depth of cuts to approximately 16 feet on the north and approximately 10 feet on the south. This cut material will be placed as fill over the previously excavated and filled “saddle” in the center of this Tract, with fills of up to 10 feet on the eastern boundary, and fills of 4 to 6 feet along the westerly boundary (see **Figure 3-7**). New cut and fill grades will be designed to meet existing grade at the eastern property boundary using 2:1 slopes of 10 feet in height at the rear of the new lots, and will meet existing grade on the western boundary at an existing 5-foot retaining wall at the Hilltop Care facility site.

Grading of Tract 8296 is designed to cut the upper slope of this Tract along its upper boundary (adjacent to the Hilltop Care site) at cut depths of 10 to 14 feet, and placing this cut material, as well as excess fill material from Tract 8297, as fill on the lower westerly portion of the site (see **Figure 3-8**). Fill depths range from up to 20 feet in the center of the site, to 6 to 8 feet along the westerly (or lower) boundary. These new cut and fill grades will be designed to meet existing grade at the westerly property boundaries using 2:1 slopes of 10 to 20 feet in height at the rear of the new lots (sloping down from the Hilltop Care site), and meeting a new proposed 5-foot retaining wall along the lower, westerly property line.

Construction Schedule

Construction is expected to begin in the spring of 2017 and take approximately 24 months. Initial tasks include site clearance and site grading. Once the grading is complete, the retaining walls would be installed and the utility infrastructure would be put into place. The next major task, anticipated to take place in spring of 2018, and would be the construction and completion of the model homes. Construction on the remaining houses would continue as lots are sold. Completion of the Project would be anticipated by April 2019. Construction access to the Project site will be from D Street.

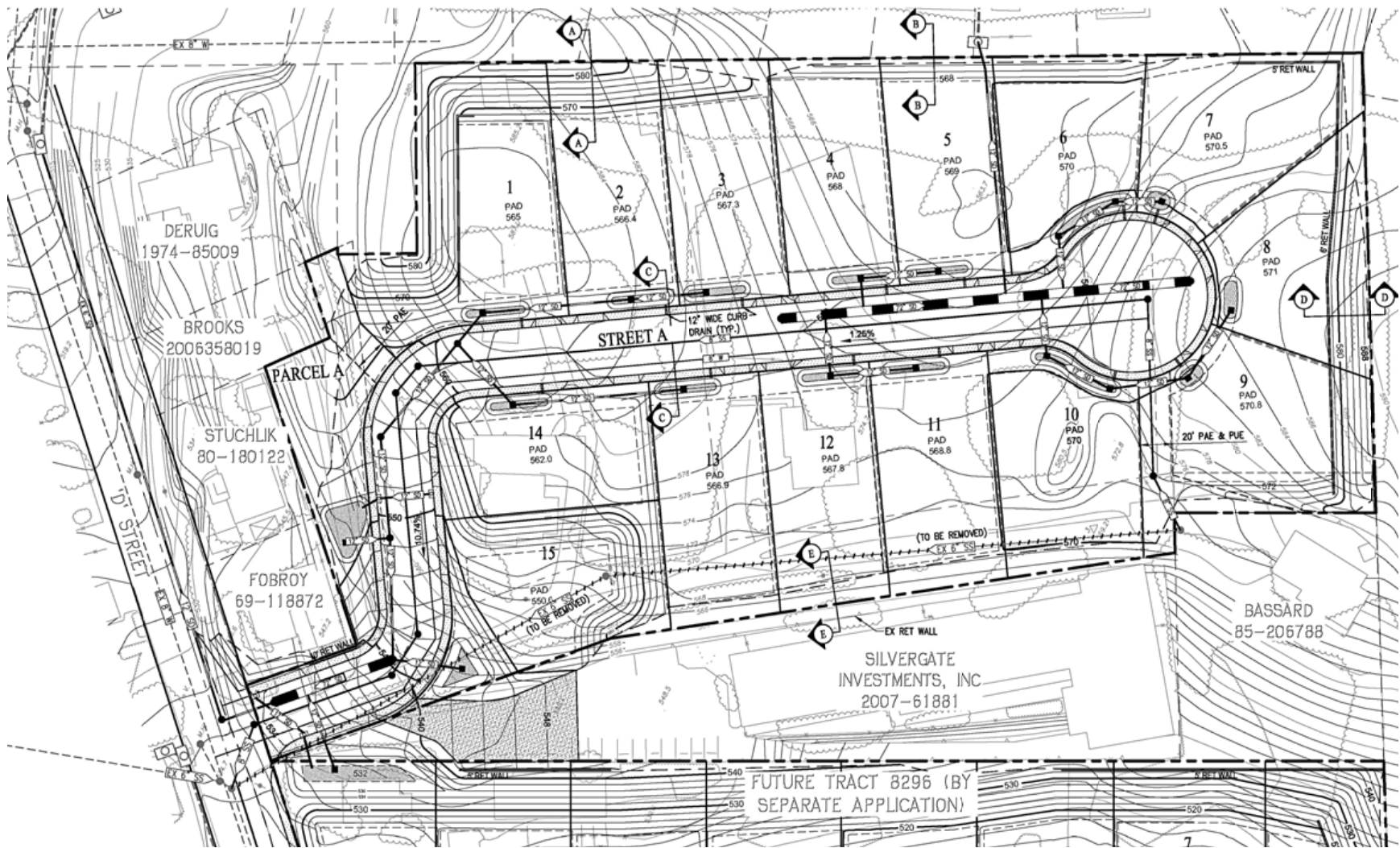


Figure 3-7
Grading and Improvement Plan, Tract 8297



Source: Carlson, Barbie and Gibson, proposed Vesting Tentative Map,
 September 2015

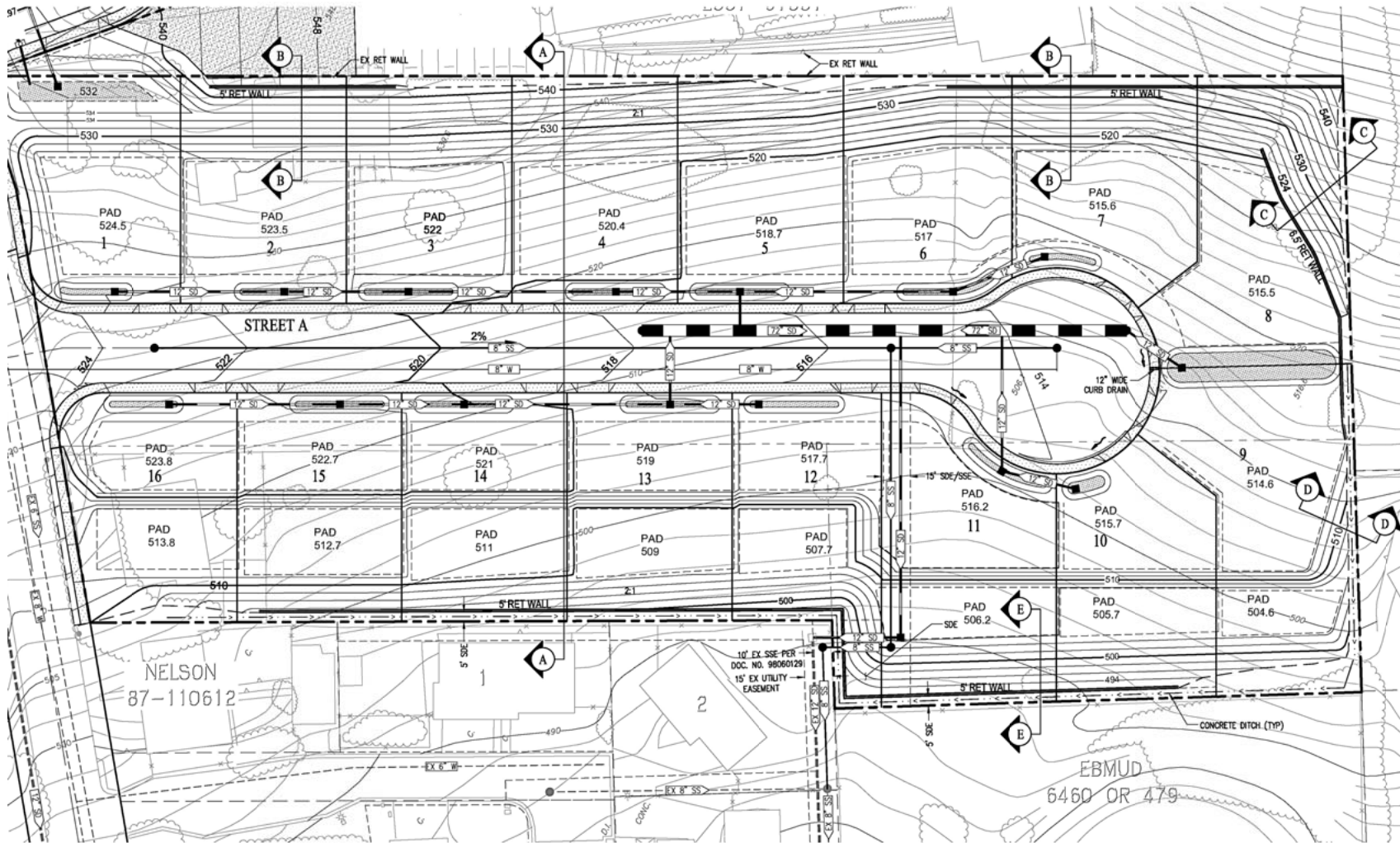


Figure 3-8
Grading and Improvement Plan, Tract 8296



Source: Carlson, Barbie and Gibson, proposed Vesting Tentative Map,
 September 2015

Requested Actions and Required Approvals

The following approvals would be required from the County to implement the Project:

- Certification of the Environmental Impact Report
- Tentative Map approval (pursuant to the County’s Subdivision Ordinance)
- Design Review approval (pursuant to the County’s Residential Design Standards and Guidelines)

In addition to the above requests, before development of the Project could take place, the Project would be required to obtain subsequent County permits including a Grading Permit, a Building Permit and Encroachment Permit for work done in the D Street right-of-way. Therefore, the “Project” as defined in this Draft EIR, is the approval of the discretionary actions itemized above, as well as subsequent associated site development, including demolition, clearing, grading, infrastructure improvements, paving, building, landscaping and all other necessary actions to develop, sell and occupy the proposed homes.

Other Agency Approvals

Discretionary approval from other agencies is not anticipated to be required for Project approvals. The Regional Water Quality Control Board is considered a trustee agency related to stormwater pollution prevention plans.