

June 30, 2017
Public Review Draft Initial Study and Mitigated Negative Declaration



San Leandro Business Center Initial Study

for the City of San Leandro





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For the City of San Leandro

Prepared By:



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1. Introduction

This document is an Initial Study for the San Leandro Business Center Project (proposed Project or Project) prepared by the City of San Leandro (City) to determine if the Project may have a significant effect on the environment as defined in the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*). Pursuant to Sections 15050 and 15051 of the State CEQA Guidelines,¹ the City is the Lead Agency for the proposed Project.

The Project site is located on the northwest corner of Washington Avenue and Halcyon Drive, at 100 Halcyon Drive in San Leandro and is assigned Assessor Parcel Numbers (APN) 77C-1235-3-4, 77C-1240-2, and 77C-1315-2. The proposed Project would demolish 13 existing industrial structures and redevelop a 30.74 acre site with three new speculative warehouse buildings totaling 553,200 square feet. The majority of total space, between 497,800 and 515,200 square feet, would be industrial warehouse space, and the remaining 38,000 to 55,320 square feet would be office space. For the purpose of a conservative CEQA review, this document assumes the higher end of office space.

The Project also includes 521 surface parking spaces and 151 trailer stalls, as well as landscaping, and on-site amenities.

1.1 INITIAL STUDY

Pursuant to Section 15063 of the CEQA Guidelines, an Initial Study is a preliminary environmental analysis that is used by the Lead Agency as a basis for determining what form of environmental review is required for a Project. The CEQA Guidelines require that an Initial Study contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the Project's consistency with existing and applicable land use controls, and the name of persons who prepared the study.

¹ The CEQA Guidelines are found in California Code of Regulations, Title, 14, Sections 15000 *et seq.*

INTRODUCTION

1.2 REPORT ORGANIZATION

This Initial Study is organized into the following chapters:

Chapter 1: Introduction. This chapter provides an introduction and overview of the Initial Study document.

Chapter 2: Initial Study Checklist. This chapter summarizes pertinent details for the proposed Project, including Lead Agency contact information, proposed Project location, Project applicant contact information, General Plan and Zoning designations, and the current Tribal consultation request status. This chapter also lists the environmental factors that would be potentially affected by the proposed Project and identifies the Lead Agency's findings and selected CEQA-document.

Chapter 3: Project Description. This chapter describes the location and setting of the proposed Project, along with its principal components, as well as a description of the policy setting and implementation process for the proposed Project.

Chapter 4: Environmental Analysis and Findings. Making use of the CEQA Guidelines Appendix F, Energy Conservation, and Appendix G, Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Project, providing substantiation of the findings made.

Chapter 5: Organizations and Persons Consulted. This chapter presents a list of City and other agencies and consultant team members that contributed to the preparation of the Initial Study.

2. *Initial Study Checklist*

1. **Title:** San Leandro Business Center Project
2. **Lead Agency Name and Address:** City of San Leandro
Planning Services Division
835 East 14th Street
San Leandro, CA 94577
3. **Contact Person and Phone Number:** Andrew J. Mogensen, Planning Manager
(510) 577-3458
4. **Location:** 100 Halcyon Drive
San Leandro, CA 94549
5. **Applicant's Name and Address:** Trammell Crow Company
101 California Street, 22nd Floor
San Francisco, CA 94111
(415) 772-0123
6. **General Plan Land Use Designations:** Assessor's Parcel Numbers (APNs) 077C-1235-3-4 and 077C-1240-2 are designated Light Industrial (LI). APN 077C-1315-2 is designation General Industrial (GI).
7. **Zoning:** IG (AU) Industrial General, Assembly Use Overlay
8. **Description of Project:** See Project Description in Chapter 3
9. **Surrounding Land Uses and Setting:** See Project Description in Chapter 3
10. **Other Required Approvals:** See Project Description in Chapter 3
11. **Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?:** The City of San Leandro has not received any request from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of San Leandro.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors listed below would be affected by the proposed Project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

INITIAL STUDY CHECKLIST

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

Determination:

On the basis of this initial evaluation:

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

Signature

Date

Printed Name

Title

3. Project Description

Trammell Crow Company, the project applicant, is proposing the San Leandro Business Center (proposed Project or Project) to redevelop a 30.74-acre site comprised of three applicant-owned parcels located on the northwest corner of Washington Avenue and Halcyon Drive, at 100 Halcyon Drive in San Leandro. The proposed Project would demolish 13 existing industrial structures and redevelop a 30.74 acre site with three new warehouse buildings totaling 553,200 square feet. The majority of total space, between 497,800 and 515,200 square feet, would be industrial warehouse space, and the remaining 38,000 to 55,320 square feet would be office space. For the purpose of a conservative CEQA review, this document assumes the higher end of office space. The Project also includes 521 surface parking spaces and 151 trailer stalls, as well as landscaping and on-site amenities.

This chapter provides a detailed description of the proposed Project, including the location, setting, characteristics of the Project site, a Project construction schedule, and required permits and approvals. Additional descriptions of the environmental setting discussions are included in Chapter 4, Environmental Analysis and Findings, of this Initial Study.

3.1 PROJECT SITE LOCATION AND SITE CHARACTERISTICS

3.1.1 REGIONAL LOCATION

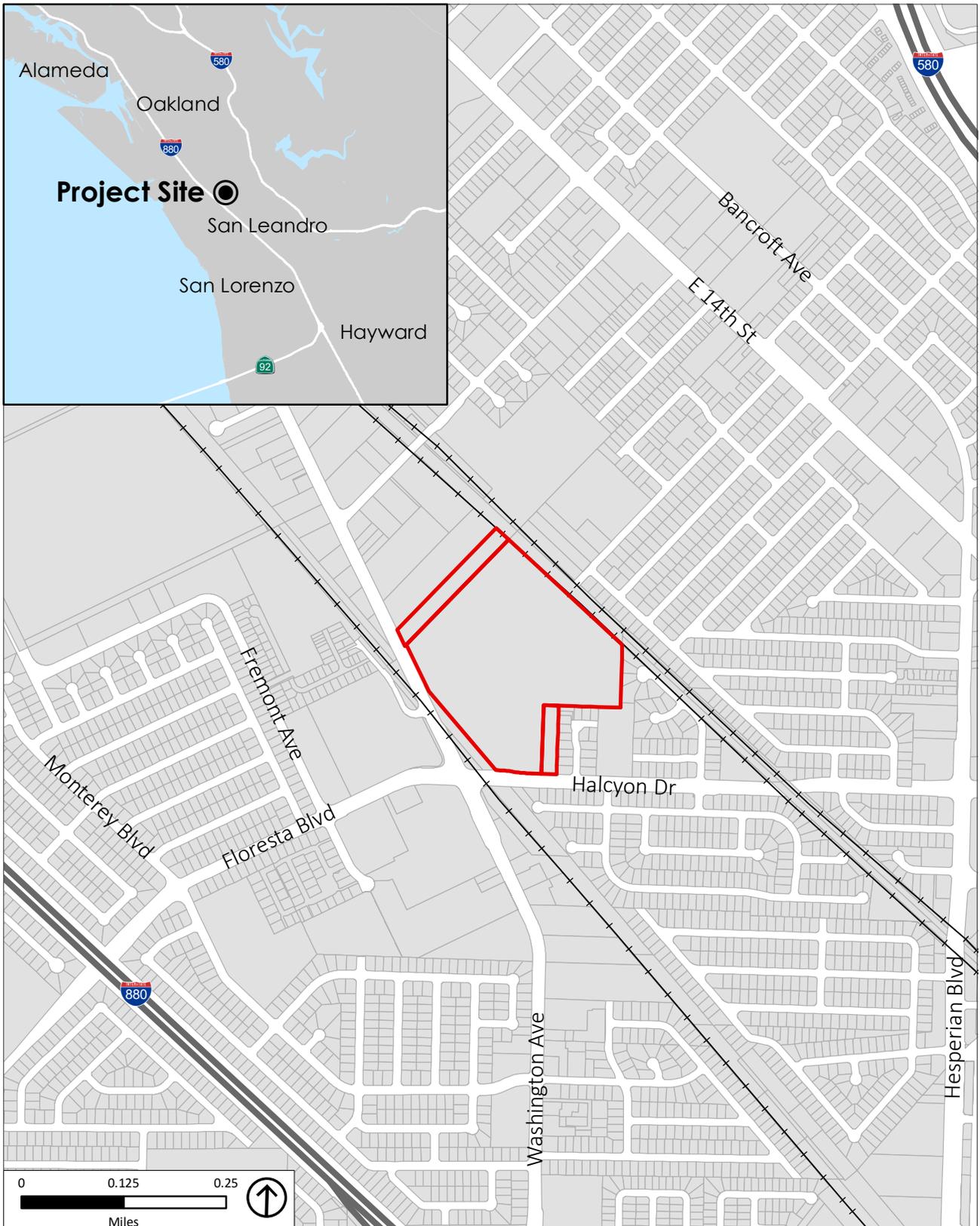
Figure 3-1, *Regional and Vicinity Location Map*, illustrates the location of the Project site within the larger region and within the City of San Leandro. The City of San Leandro is in Alameda County, and is bordered by city of Oakland to the north, San Francisco Bay to the west, Castro Valley to the east, and the unincorporated Alameda County communities of San Lorenzo and City of Hayward to the south.

Regional access to the Project site is provided via Interstates 580 (I-580), I-880, and I-238. The Project site is served by regional transit including the Bay Area Rapid Transit (BART); BART's Bay Fair station is located about 1.5 miles southeast of the Project site. The Alameda-Contra Costa Transit District's (AC Transit) Bus Route 89 stop is located 0.2 miles southwest of the Project site.

The public use airport located nearest to the Project site is Oakland International Airport, located at 178 Air Cargo Way in Oakland, California, approximately 7 miles northwest of the Project site.¹ Hayward Executive Airport, a private use airport, is located 5 miles southwest of the Project site. Heliports in the Project area include Children's Hospital Oakland Heliport located 6 miles northeast of the Project site and the First Interstate Bank Operations Center Heliport located 17 miles southeast of the Project site.

¹ <http://www.airnav.com/airports/us/CA>.

PROJECT DESCRIPTION



Source: PlaceWorks, 2017.

 Project Site

Figure 3-1
Regional and Vicinity Map

3.2.1 LOCAL SETTING

As shown on Figures 3-1, the Project site is located on the corner of Washington Avenue and Halcyon Drive, at the southern end of the Mid-Washington Corridor.² The Project site is bounded by commercial development to the northwest, multi-family housing directly to the north, single-family housing to the east and south, and commercial development and single-family housing to the west. These are evident in Figure 3-2, *Neighborhood Aerial*. Housing to the north, south and east of the Project site are sensitive receptors that may be especially prone to environmental impacts of the Project, and are closely considered in the environmental analyses in Chapter 4.

Local access to the Project site is provided by Halcyon Drive, Washington Avenue, and Hesperian Boulevard. The Project site is also accessed via pedestrian sidewalks and Class II bicycle lanes³ on Halcyon Drive and Washington Avenue.

3.2.2 EXISTING SITE CONDITIONS

The 30.74-acre site is assigned Assessor's Parcel Numbers (APNs) 77C-1235-3-4,-1240-2, and-1315-2. The Project site is currently developed with 13 partially connected warehouse and commercial buildings with a combined total of 328,000 square feet. The site was originally developed by Kraft Foods, Inc. which constructed the existing buildings in 1949 and began Maxwell House coffee and Jell-O production in 1950. At full production capacity, the plant provided employment for about 200 people.

Coffee processing continued at the facility for over 60 years, with a period of downsizing after 1990. Coffee production was eventually phased out, and the company merged with Heinz in 2015 to form the Kraft Heinz Company. Operations at the 100 Halcyon plant ceased in 2016. At that time, the plant employed 130 people and operated 24 hours day, seven days a week.

The site was developed incrementally, and as a result built structures are constructed of concrete and/or steel, including concrete slab-on-grade foundations, steel framing and flat roofs. There are two former railroad spurs that enter the site from the north and are aligned in the north to south direction along the interconnected warehouse and commercial buildings. The remainder of the Project site includes a water tank, a liquid nitrogen tank, and a surface parking lot with designated trailer parking areas. The Project site is generally flat with a slight slope from the western portion to the southwest. The Project site currently contains approximately 769,754 square feet of impervious surface, including sidewalks, paths and driveways as well as uncovered parking areas. The site provides a total 134 striped parking spaces, including four ADA-designated spaces and one van-designated space. Impervious surface on the Project includes three grass-covered undeveloped areas located on the north, northeast, and western portions of the Project site,⁴ small amounts of ornamental landscaping at the site entrance, shrub/small tree screening between the site and residences at the south-southwest portion of the site, and few existing trees at the corner of Halcyon Drive and Washington Boulevard.

² City of San Leandro, 2035 General Plan, Chapter 3, Land Use Element, page 3-110.

³ A Class II Bikeway is an on-street facility with dedicated space for bicyclists, usually near the right side of the street. Bike lanes are designated by roadway striping and signage.

⁴ Haley Aldrich, 2017. Geotechnical Investigation Industrial Development Project, page 1, January.

PROJECT DESCRIPTION



Source: Google Earth Professional, 2017.



Scale (Feet)



Project Boundary

Figure 3-2
Neighborhood Aerial

3.3.1 GENERAL PLAN AND ZONING DESIGNATION

3.3.1.1 GENERAL PLAN

As described above, the Project site is located within the southern end of the Mid-Washington Corridor. This area of San Leandro is characterized by a mix of commercial services, light industrial uses, and automotive services. The Project site is comprised of three parcels. As shown in Figure 3-3, a single parcel dominates the majority of the property. This parcel, APN 77C-1315-2, is designated General Industrial (GI) by the 2035 San Leandro General Plan (General Plan). The GI designation is intended for areas that may contain a wide range of manufacturing, transportation, food and beverage processing, technology, warehousing, vehicle storage, office-flex, and distribution uses. Two smaller perimeter parcels APNs 77C-1235-3-4 and -1240-2, are designated Light Industrial (LI). The LI designation is intended for areas that may contain wholesale activities, distribution facilities, research and development or e-commerce uses, business services, technology, and manufacturing operations which produce minimal off-site impacts.

Campus-style industrial parks and professional offices also are permitted within the LI land use designation. Per the General Plan, the maximum floor area ratio for both LI and GI land use designations is 1.0.

3.3.1.2 ZONING

All three parcels that form the project site are zoned IG(AU) Industrial General, Assembly Use Overlay District, as shown in Figure 3-4. The purpose of the IG zoning district is to provide and protect existing industrial sites and allow for continued operation of existing general industry, subject to performance standards and buffering requirements to minimize potential environmental impacts.⁵ Per the San Leandro Zoning Code (Zoning Code), Section 2-706(A), IG District – Permitted Uses, the IG zoning district permits automobile parts sales, business services, communication facilities, equipment sales, retail, food processing, government offices, health and fitness centers, industry, and business and professional offices, among others. In addition, the City’s zoning map was amended in March of 2017 to clarify permitted uses at 100 Halcyon Drive and another address, specifically.⁶ As a result, per Section 2-714(B), the IG zoning district permits “Warehouse - Storage Facilities” at the Project site, conditionally if such facilities are new or expand existing facilities by 10,000 feet or more. The district also permits “Warehouse – Wholesale/Retail Distribution Facilities,” again conditionally if such facilities or new or expand existing facilities by 10,000 feet or more.

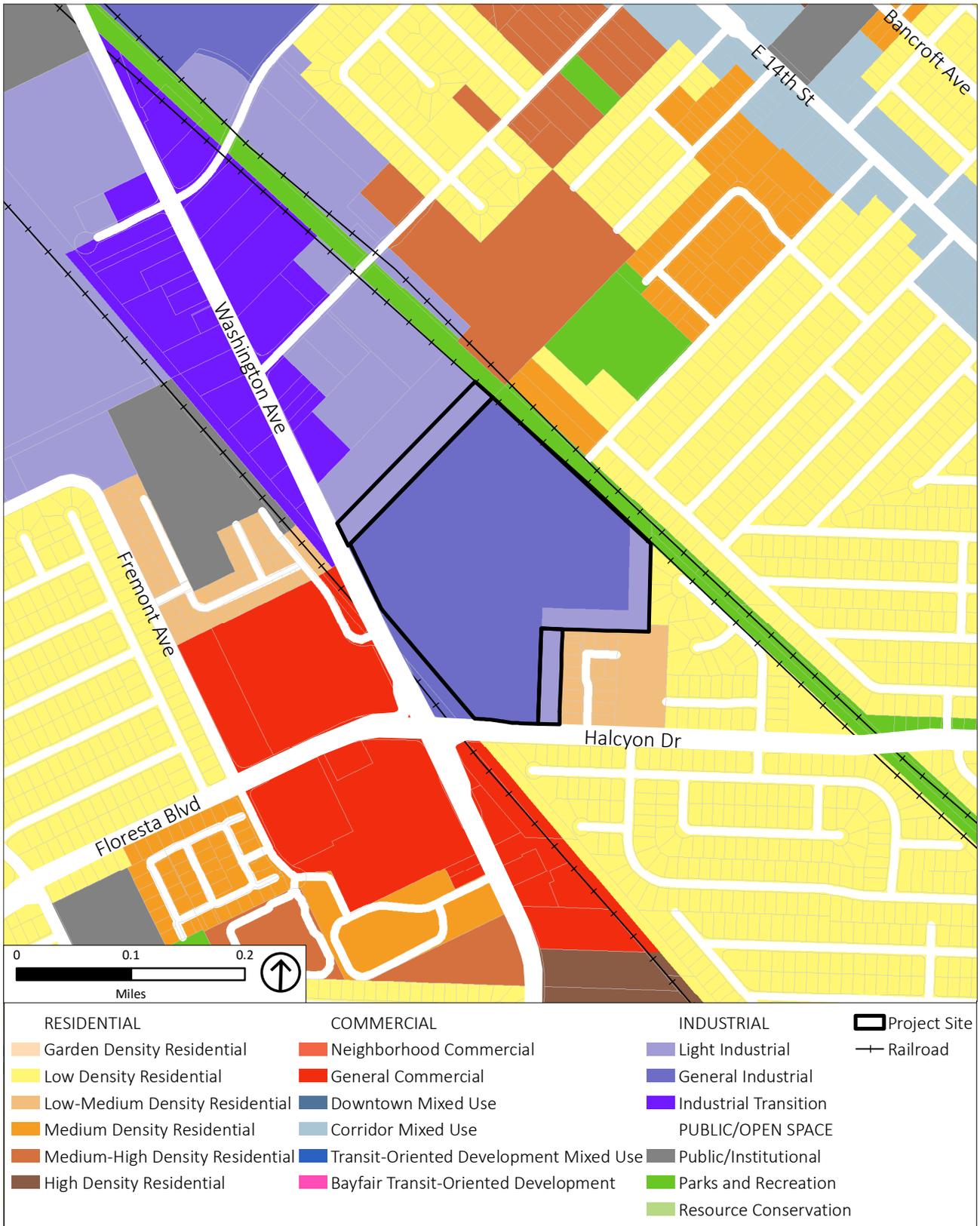
The purpose of the AU Overlay District is to provide for discretionary review of assembly uses on certain non-residentially zoned properties. Permitted uses within the AU zoning district include meeting, recreational, social facilities of a private or non-profit organization primarily for use by member or guests, or facilities for religious worship and incidental religious education (but not including schools).⁷

⁵ City of San Leandro, Zoning Code, Part II, Base District Regulations, Article 7, I Industrial Districts, Section 2-700, Specific Purposes.

⁶ San Leandro City Council, March 20, 2017, Ordinance No. 2017-004, Ordinance Amending the San Leandro Zoning Map to Clarify and Correct Map Designations at 555 Estudillo Avenue and 100 Halcyon Drive.

⁷ City of San Leandro, Zoning Code, Part I, General Provisions, Article 3, Definitions, Section 1-304, Definitions.

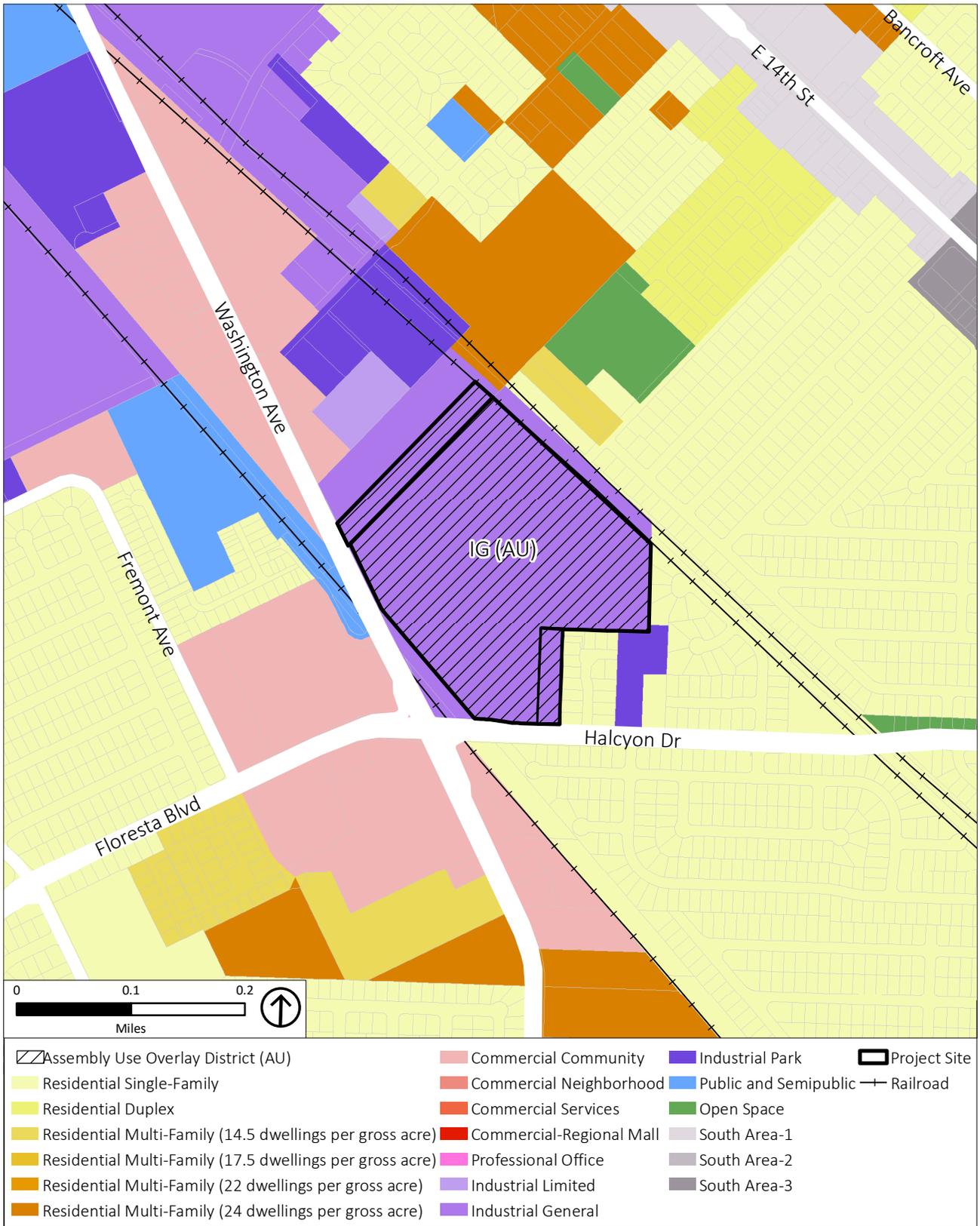
PROJECT DESCRIPTION



Source: City of San Leandro, 2016; PlaceWorks, 2017.

Figure 3-3
General Plan Land Use

PROJECT DESCRIPTION



Source: City of San Leandro, 2016; PlaceWorks, 2017.

Figure 3-4
Zoning

PROJECT DESCRIPTION

3.2 PROPOSED PROJECT

As previously stated, the proposed Project would develop three new warehouse buildings with industrial and office space on three applicant owned parcels. The following provides a detailed description of the key Project components.

3.2.1 DEMOLITION, SITE PREPARATION, AND CONSTRUCTION

Demolition of the existing industrial structures and surface parking lot, and construction of the proposed Project is expected to begin in 2017, and last approximately 17 months, until completion of final paving and painting.. Grading and excavation of the Project site would involve demolishing and reprocessing an estimated 50,000 tons of concrete and asphalt. In accordance with the Findings of Chapter 3-19 of the City's Building Code, existing site materials would be recycled or reused following demolition, when feasible; various recycled materials would be used in construction; and durable, long lasting exterior finish materials would be incorporated throughout the Project. Site preparation and construction activities would comply with the San Leandro Municipal Code (SLMC) and erosion control measures would be implemented per the City's Stormwater Pollution Prevention regulations, Chapter 3-15, Stormwater Management and Discharge Control.⁸

3.2.1.1 WAREHOUSE AND OFFICE BUILDINGS

The proposed Project would involve the construction of three high-pile storage warehouse buildings. Building 1 would be 121,643 square feet; Building 2 would be 137,091 square feet; and Building 3 would be 293,940 square feet, for a total building footprint of just under 553,200 square feet. Approximately ten percent of each building would be dedicated to office space, for a total of about 497,880 square feet of industrial space and 55,300 square feet of office space. All three buildings have been designed as flexible industrial spaces, designed to accommodate a range of tenants. The site plan reinforces this flexibility, with a layout of parking, loading docks and loading areas designed for both typical warehouse tenants and other uses.

As established in the Conditional Use Permit (CUP) submitted to the City, Project uses would fall under the umbrella of the two generalized warehouse uses described in Zoning, above:

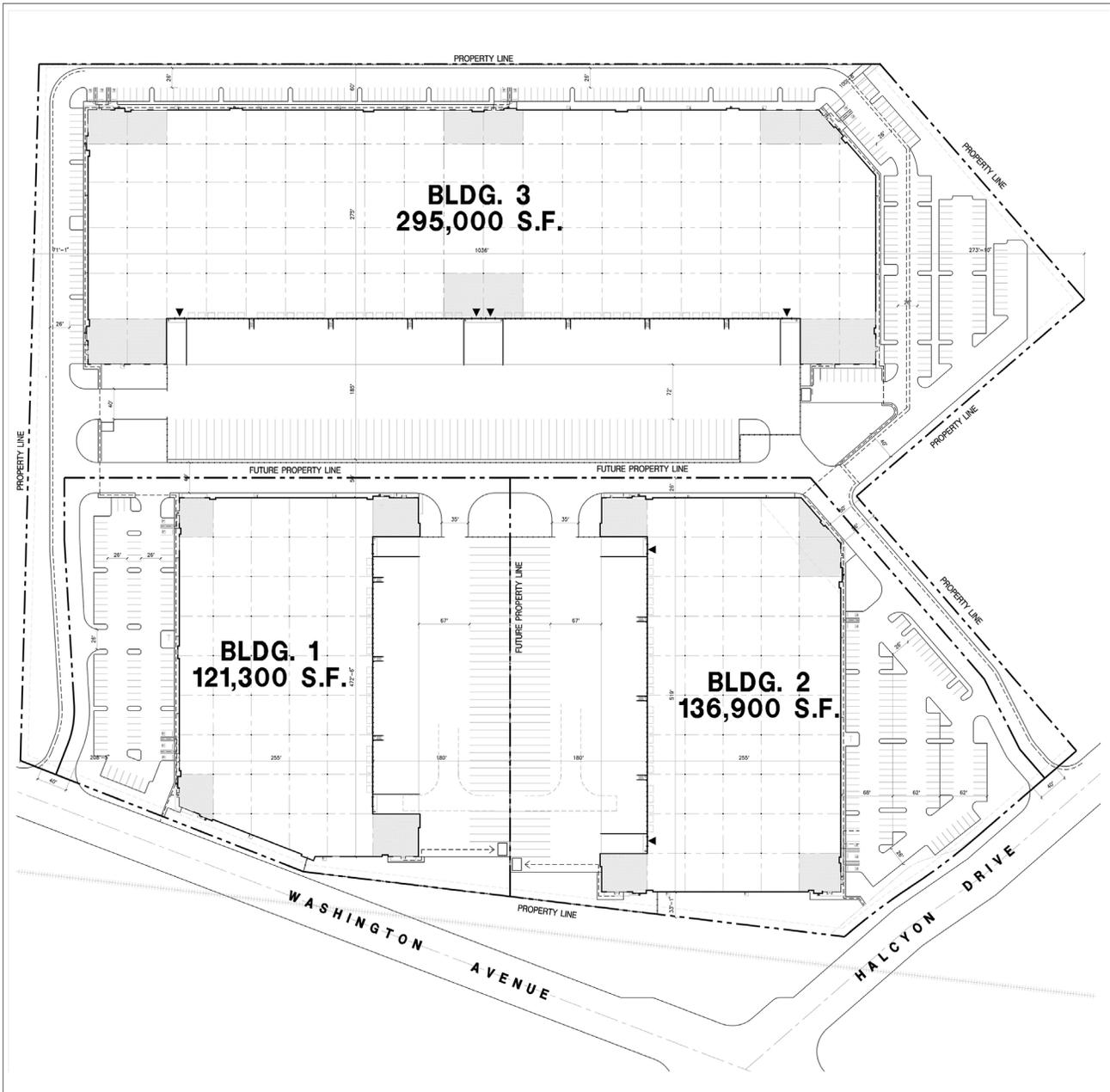
- Warehouse – Storage Facilities
- Warehouse – Wholesale/Retail Distribution Facilities

Per the CUP, the development is also intended to accommodate a range of uses consistent with the IG(AU) zoning district, including automobile related uses, general industry, distribution and food processing.

As shown on Figure 3-5, buildings 1 and 2 would be located on the western border of the property site along Washington Avenue. Building 3 is perpendicular to the two office buildings and located along the

⁸ City of San Leandro Municipal Code, Title 3, Health and Safety, Chapter 3-15, Stormwater Management and Discharge Control.

PROJECT DESCRIPTION



Source: HPA Architecture, 2017; PlaceWorks, 2017.

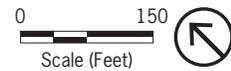


Figure 3-5
Proposed Site Plan

PROJECT DESCRIPTION

northeastern border of the property site. Each proposed building would have a different floor plan. As shown on Figures 3-7 through 3-9, the maximum height of the proposed Project buildings would be 44.5 feet.

Cellular Facility

The proposed Project would also include a vertical cellular facility on the eastern corner of the Building 1 rooftop, on the extension formed by the loading area. The location and elevation of the facility are illustrated on Figure 3-6, Proposed Cellular Facility. As shown in Figure 3-6, the facility would be 70 feet tall from ground level, or 32 feet 6 inches above the Building 1 roofline. The facility would be contained in a 20 x 20 foot square fiberglass tower. The cellular facility application was submitted to the City separately, but will be reviewed concurrently by the City of San Leandro Board of Zoning Adjustment (BZA) as part of the proposed Project.

3.2.2 PARKING, CIRCULATION AND SITE ACCESS

The proposed Project would include 519 automobile parking stalls: 99 for Building 1, 138 for Building 2, and 282 for Building 3. Tractor trailers would be accommodated by 151 trailer stalls.

Vehicular access to the Project site is provided by Halcyon Drive, as shown on Figure 3-10. The primary vehicular access point would link to the internal roadways throughout the Project site that provide links to the three on-site buildings and parking stalls. Pedestrian access to the Project site would also be provided via the existing sidewalks on Halcyon Drive. The Project is proposing to maintain the existing driveway on Halcyon Drive as the primary driveway and will include a secondary right-turn in/right-turn out driveway on Washington Avenue.

3.2.3 LIGHTING

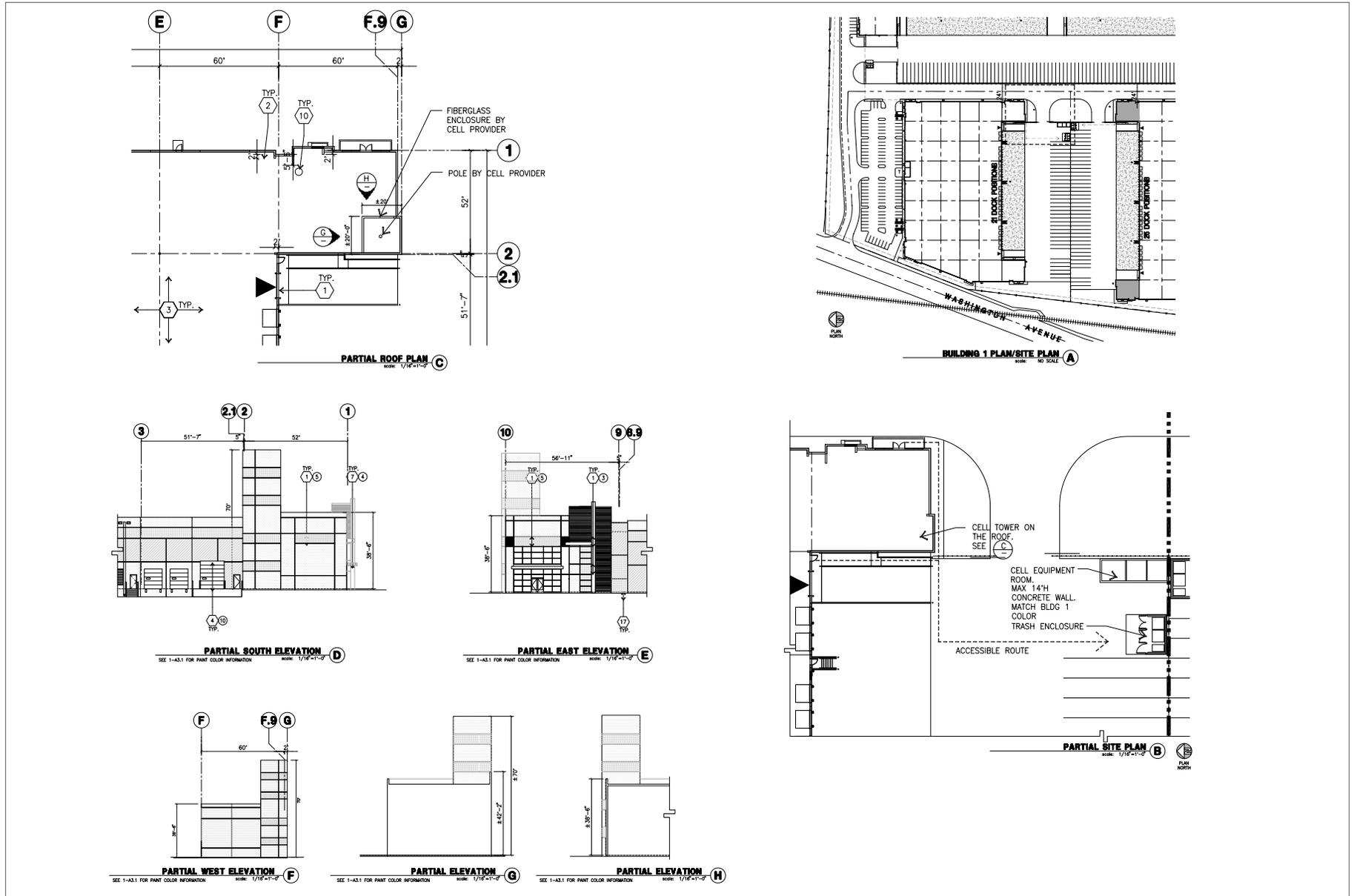
The source, intensity, and type of exterior lighting for the Project site would be typical for business center orientation and safety needs. The proposed Project would include high-efficiency lighting features throughout the Project site. The photometric plan for the proposed Project includes LED lights dispersed around and in between the three buildings. All on-site lighting would be low-level illumination and shielded with hoods to reduce light spill or glare. In landscaped and paved areas, light sources would be concealed and not visible from a public viewpoint.

3.2.4 LANDSCAPING

Seven percent of the site area of the proposed Project would include landscaping, or 21,712 square feet. This would include retain existing trees whose health allows it, in a manner that complies with the standards identified in SLMC Section 4-1906, Existing Trees on Development Sites.⁹ As shown on Figure 3-11, the proposed Project would also introduce new trees throughout the Project site and along the perimeter. Proposed trees include Bay Laurel (*Laurus nobilis*), Evergreen Elm (*Ulmus parvifolia*), and

⁹ City of San Leandro Zoning Code, Article 19, Landscape Requirements, Section 4-1906, Existing Trees on Development Sites.

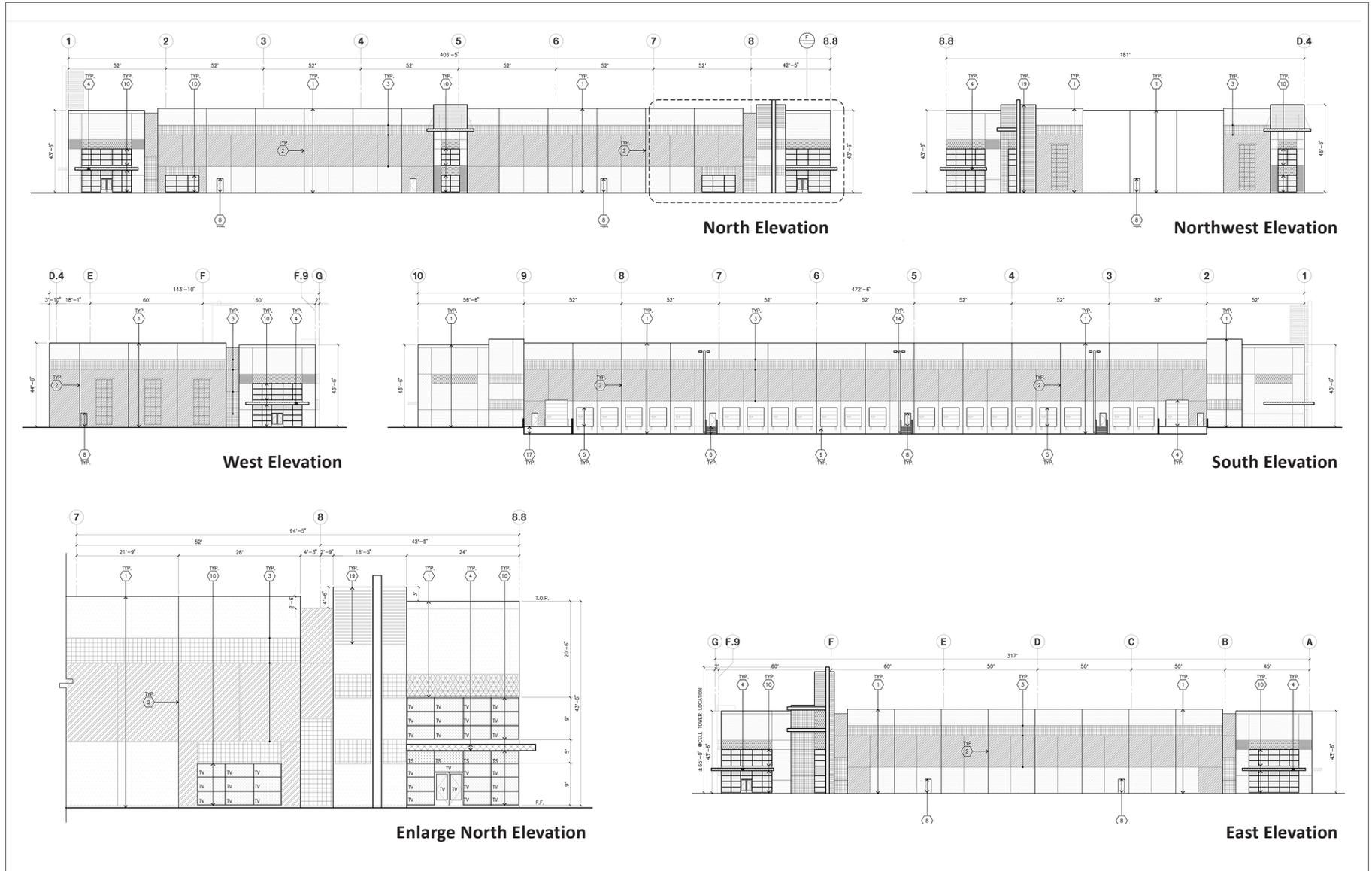
PROJECT DESCRIPTION



Source: HPA Architecture, 2017; PlaceWorks, 2017.

Figure 3-6
Proposed Cellular Facility

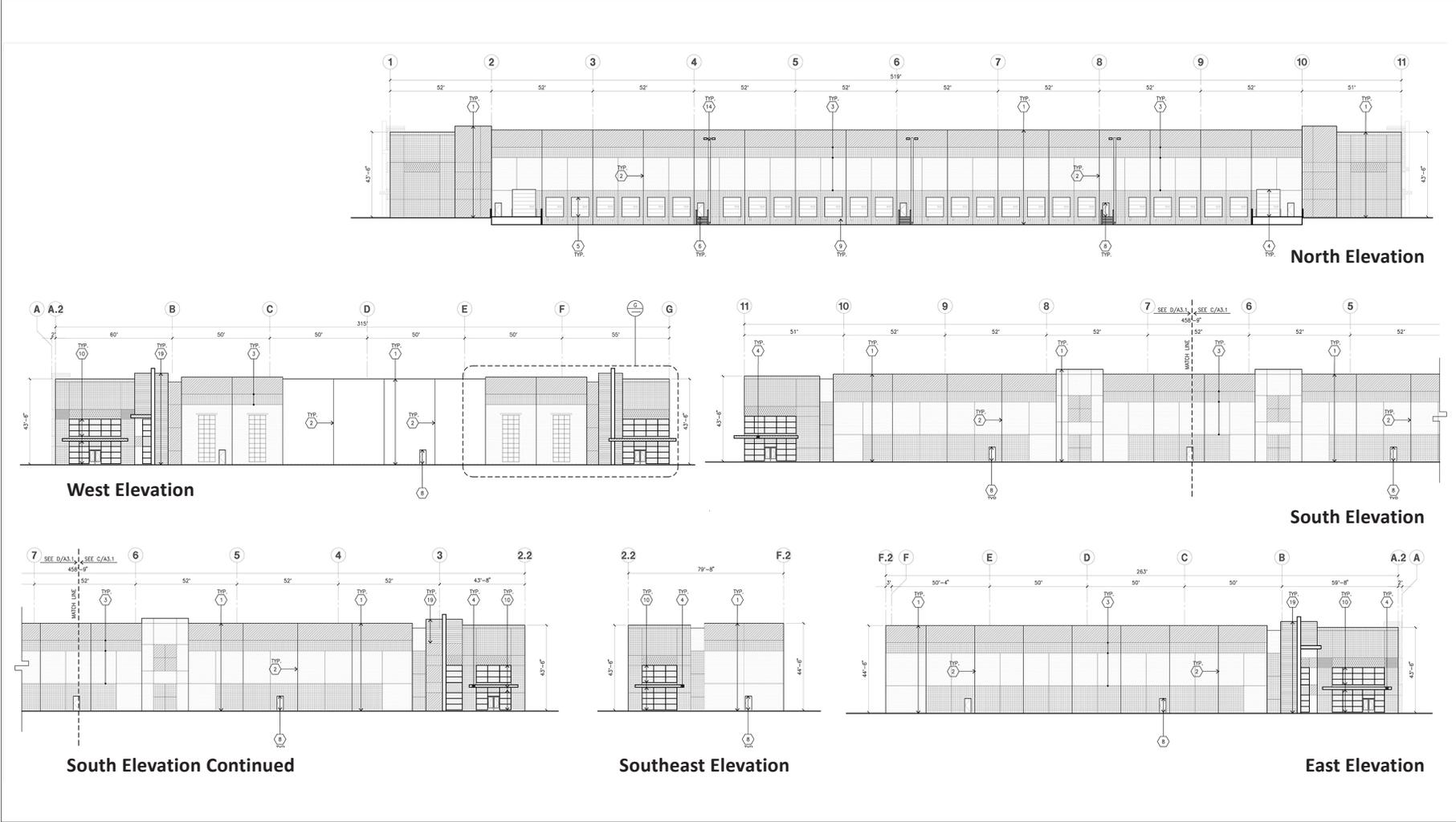
PROJECT DESCRIPTION



Source: HPA Architecture, 2017; PlaceWorks, 2017.

Figure 3-7
Building 1 Elevations

PROJECT DESCRIPTION



Source: HPA Architecture, 2017; PlaceWorks, 2017.

Figure 3-8
Building 2 Elevations

PROJECT DESCRIPTION

Chinese Pistache (*Pistachia chinensis*). The proposed landscaping would also include plantings of grasses, shrubs, and other ground cover.

All planted areas would be irrigated via an irrigation system designed to meet all City of San Leandro Water Conservation requirements, including grouping valves by hydrozones, water use calculations, and irrigation schedule. The irrigation system would include a low precipitation rate irrigation system consisting exclusively of drip irrigation, with the exception of the non-mowed grass areas. The irrigation system could be equipped with a weather based smart controller and would have a flow sensor, moisture sensor, rain shutoff and multiple start times. All plant materials proposed for the Project's landscaping would be compliant with the California Department of Water Resources' (DWR) Water Use Classification of Landscape Species plant materials list, and DWR's bio-infiltration plant lists. In addition, the project site would include 13 individual bioretention planters located throughout hardscaped areas, also shown in Figure 3-11.

3.5.1 UTILITIES

The proposed Project would use existing connections to water and sanitary sewer infrastructure. A preliminary Stormwater Quality Control Plan (SQCP) has been developed that divides the site into thirteen drainage management areas that drain to thirteen bioretention areas prior to discharge into the City's storm drain system. In addition, drivable grass (permeable) pavers would be installed at strategic locations throughout the Project site for storm drain management on-site. The preliminary SQCP is shown on Figure 3-12, the preliminary Grading and Drainage Plan is shown on Figure 3-13, and the Utility plan is shown on Figure 3-14.

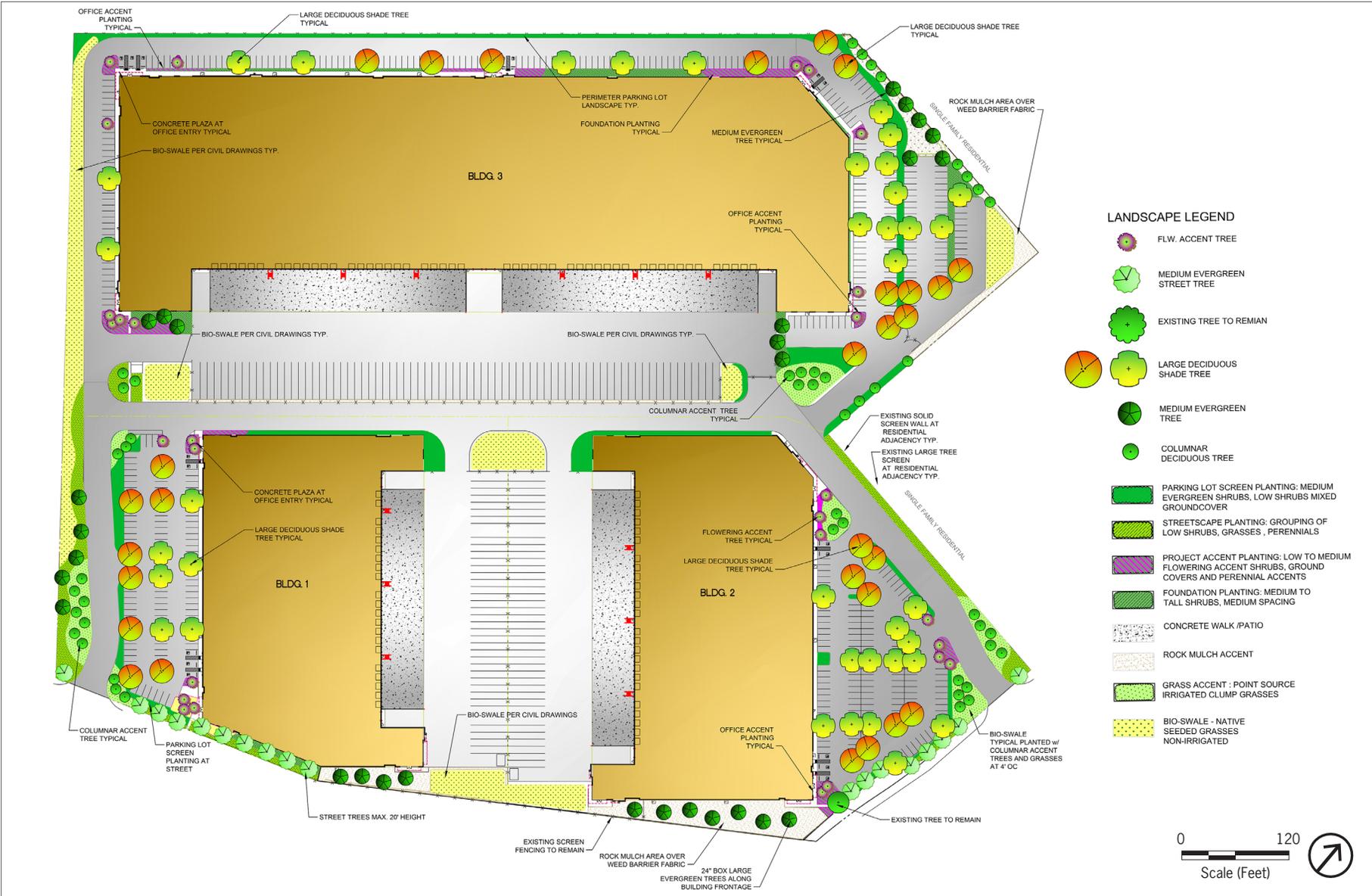
3.6 CUMULATIVE PROJECTS

The Project Site is located in the Mid-Washington Business District, an "Innovation District" identified in the City's 2035 General Plan between San Leandro Boulevard and Halcyon Drive. This is a built-out area, and there are no major infill projects in the development pipeline as of June, 2017, in the immediate vicinity of the Project site. However, General Policy LU-7.11 calls for "a diverse business corridor including a variety of uses, including manufacturing, warehousing and distribution, heavier commercial activities, and general commercial and service uses" in the Mid-Washington Business District. The General Plan contains a series of other policies to facilitate that change. The cumulative analysis in this document accounts for this localized growth and intensification strategy.

3.7 REQUIRED APPROVALS

The City of San Leandro Planning Commission is required to approve the Mitigated Negative Declaration for the Project to proceed. The City's BZA would review the proposed Project, and, pending BZA approval, the City would then be responsible for issuing demolition, grading, building, and occupancy permits.

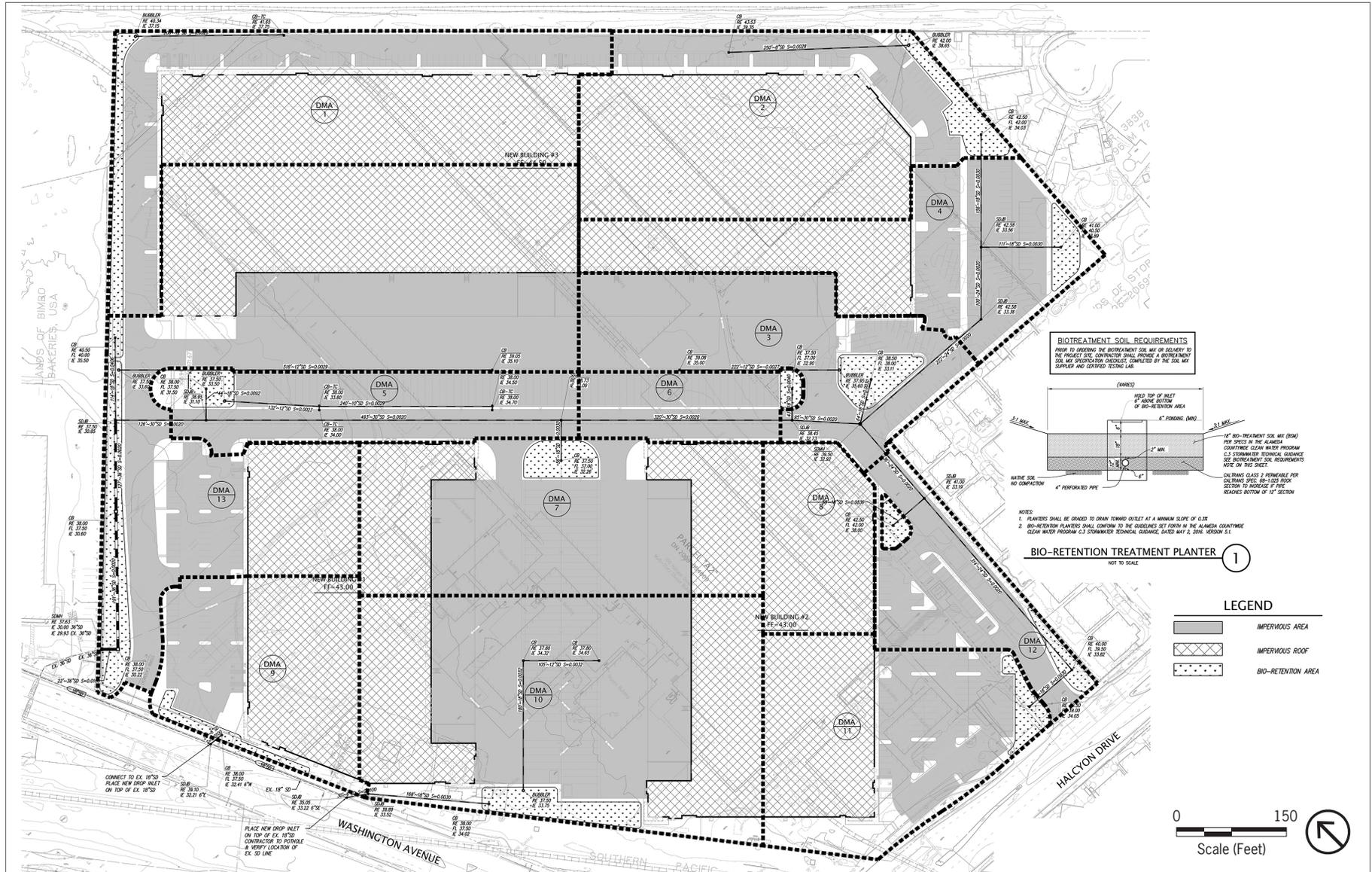
PROJECT DESCRIPTION



Source: Green Design Landscape Architects, 2016; PlaceWorks, 2017.

Figure 3-11
Proposed Landscaping Plan

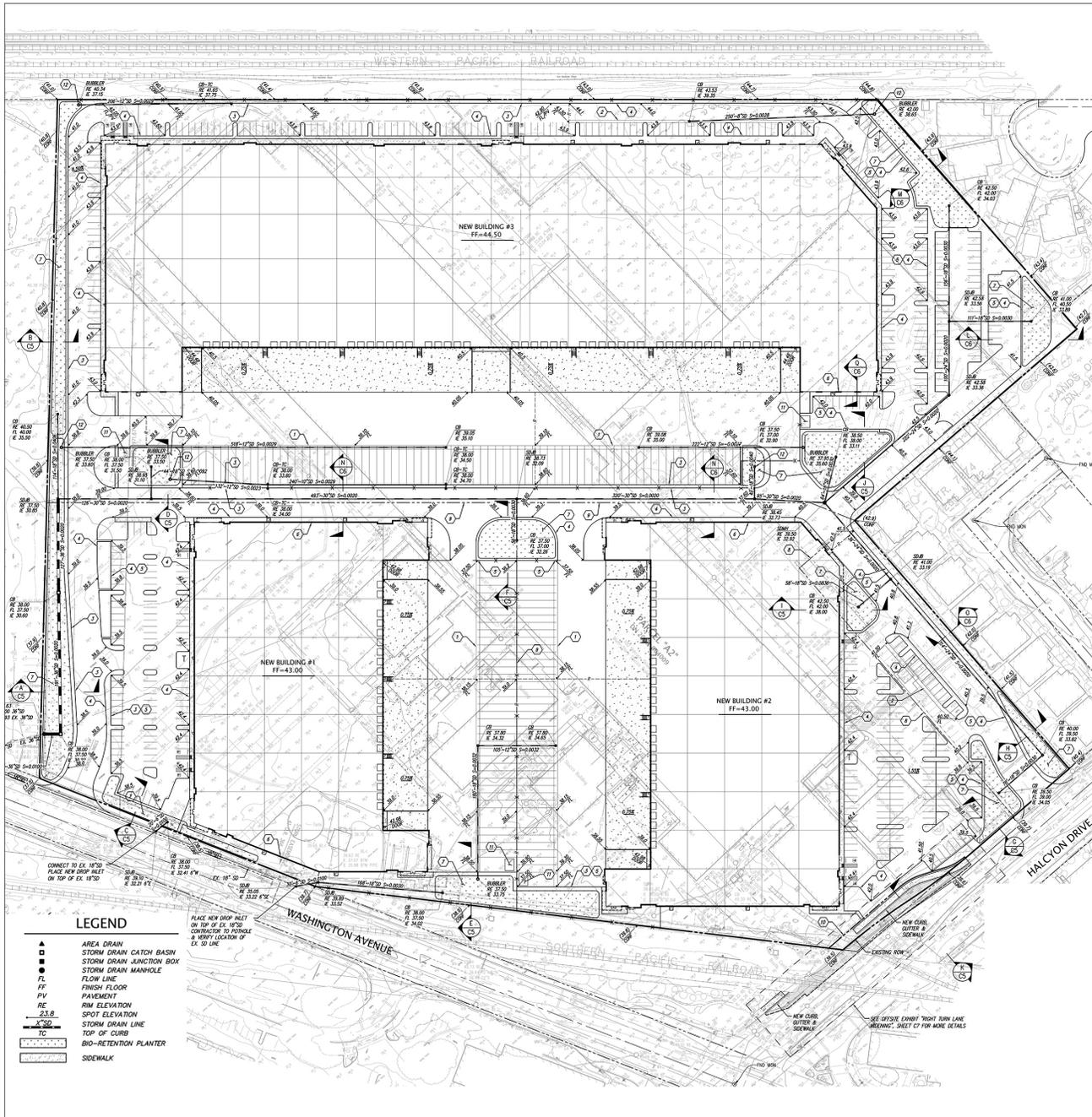
PROJECT DESCRIPTION



Source: Kier & Wright Civil Engineers & Surveyors, 2016; PlaceWorks, 2017.

Figure 3-12
Preliminary Stormwater Quality Control Plan

PROJECT DESCRIPTION



Source: Kier & Wright Civil Engineers & Surveyors, 2016; PlaceWorks, 2017.

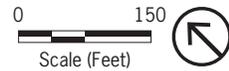
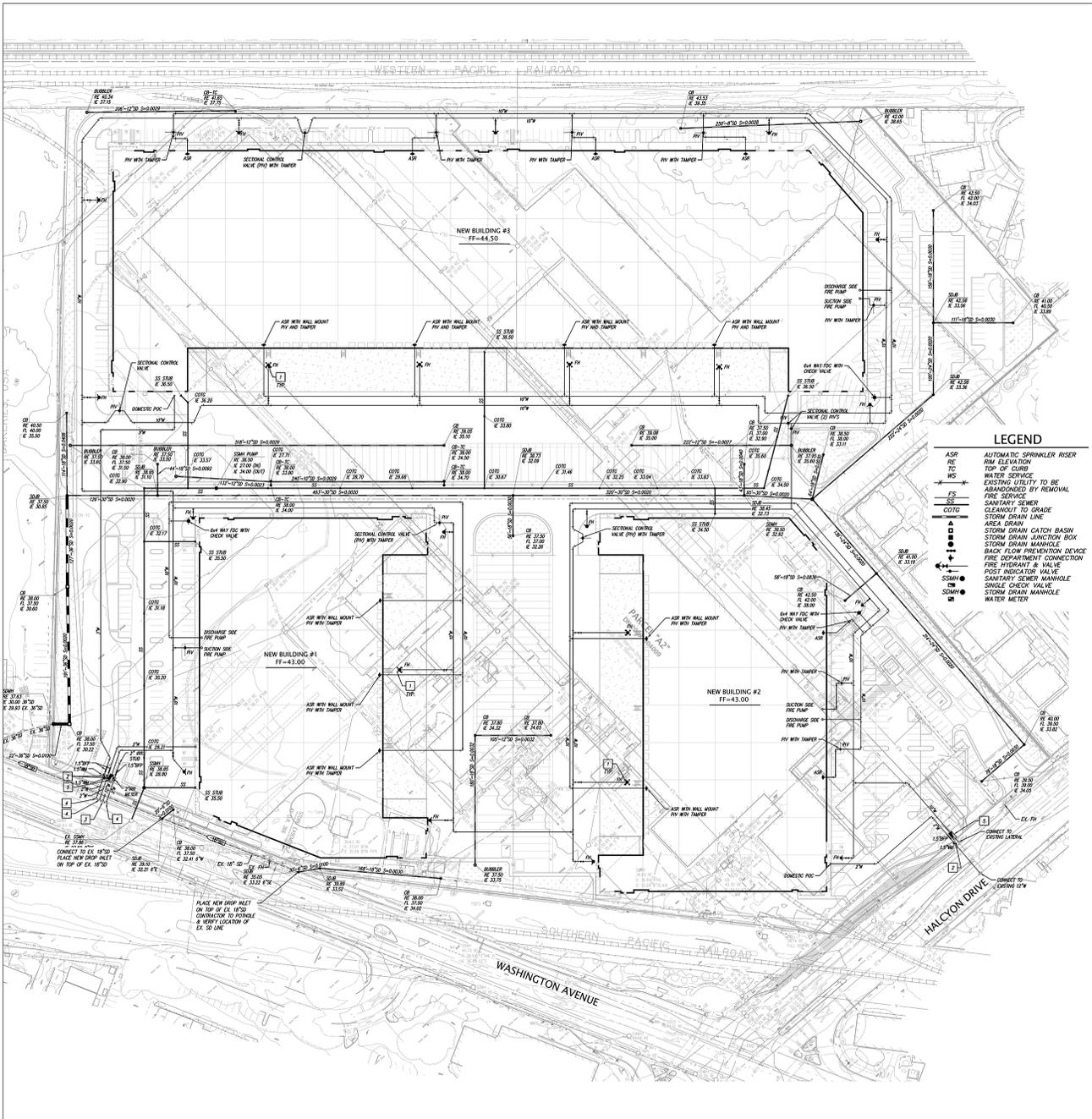


Figure 3-13
Preliminary Grading and Drainage Plan

PROJECT DESCRIPTION



Source: Kier & Wright Civil Engineers & Surveyors, 2016; PlaceWorks, 2017.

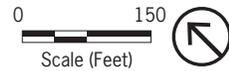


Figure 3-14
Preliminary Utility Plan

PROJECT DESCRIPTION

Other discretionary approvals required for the proposed Project would include approval of the proposed Project's Stormwater Quality Management Plan by the San Francisco Bay Regional Water Quality Control Board (RWQCB).

PROJECT DESCRIPTION

4. *Environmental Analysis*

4.1 INTRODUCTION

This section describes the existing environmental conditions in the Project area and environmental impacts that could occur with development of the proposed Project pursuant to Appendix F, Energy Conservation, and Appendix G, Environmental Checklist, of the CEQA Guidelines.

The California Supreme Court in a December 2015 opinion [California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD), 62 Cal. 4th 369 (No. S 213478)], here in referred to as CBIA v. BAAQMD, confirmed that CEQA is concerned with the impacts of a Project on the environment, and not the effects the existing environment may have on a Project. Therefore, the evaluation of the significance of Project impacts under CEQA in the following sections focuses on impacts of the Project on the environment, including whether a Project may exacerbate existing environmental hazards. The City currently has policies that address existing conditions (e.g., seismic hazards, flood risk, wildfire hazards, and noise) affecting a proposed Project, which are also addressed below. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision makers and the public regarding a Project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., Environmental Impact Report or Initial Study) can include information of interest even if such information is not an “environmental impact” as defined by CEQA. Therefore, where applicable, in addition to describing the impacts of the Project on the environment, this chapter will discuss issues that relate to City policies pertaining to existing conditions. Such examples include, but are not limited to, locating a Project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

Due to the location of the Project site and recent legislation, the proposed Project would have no impacts under the following environmental checklist categories and these topics are not discussed further in this Initial Study:

- **Agricultural and Forestry Resources.** Consistent with the proposed Project’s location in an urbanized city setting, the Project would not have a significant effect on Agriculture, Forestry or Mineral Resources. Maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency categorize land within San Leandro as Urban and Built-Up Land.¹ In addition, as described in Chapter 3, Project Description, the proposed Project site is zoned (IG (AU)) and (IP), both of which reserve land for the development of industrial uses, rendering agriculture undesirable. The Project site is currently developed as an industrial and warehouse facility, and is not considered Prime Farmland, Unique Farmland, or Farmland of Local Importance within the city. In

¹ California Department of Conservation (CDC), 2014. Santa Clara County Farmland Mapping and Monitoring Program, 2014, Santa Clara County Important Farmland 2014 Map, reviewed on April 20, 2017.

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addition, according to 2006 mapping data from the California Department of Forestry and Fire Protection, San Leandro does not contain any woodland or forestland cover. Consequently, there would be no impacts with regard to agriculture and forestry resources.

- **Mineral Resources.** Neither the California State Geologist nor the California State Mining and Geology Board has classified any areas in San Leandro as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, San Leandro does not have mineral deposits subject to the Surface Mining and Reclamation Act (SMARA). In addition, the City has no General Plan land use designation for mineral resources.² As there would be no impacts to mineral resources, this topic is not discussed further in this Initial Study.

In each of the following environmental checklist categories, pursuant to CEQA Guidelines Section 15370 required “Mitigation Measures” are identified to lessen or avoid a potentially significant impact. Measures which are required by the City as normal requirements for a Project are identified as “Standard Project Conditions.” All impacts were found to have no impact or to be either less than significant or less than significant with mitigation.

4.2 ENVIRONMENTAL ANALYSIS AND FINDINGS

I. AESTHETICS

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

DISCUSSION

- a) *Would the project have a substantial adverse effect on a scenic vista?*

The City of San Leandro does not have designated scenic vistas; however, there are a number of significant views, major gateways, and scenic highways that the City has identified as aesthetic priorities to build a sense of place. Scenic views in San Leandro include those looking west to the San Francisco Bay

² City of San Leandro, 2014, 2035 General Plan, Chapter 3, Land Use, Figure 3-3, Land Use Diagram, page 3-23.

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from the Shoreline and hills above I-580, and views looking east to the foothills from the hills near I-580.³ Major gateways include Davis Street east of I-880; North Area Gateway Streets (San Leandro Boulevard, East 14th Street, Bancroft, and MacArthur Boulevard); Marina Boulevard east of I-880; Joaquin Avenue at Grand; Doolittle Drive from Oakland to Davis Street; East 14th Street at Bayfair; Washington Manor area gateways; Downtown Area gateways; and gateways in major residential areas such as Halcyon-Foothill, Davis West, and Broadmoor.⁴ Additionally, the recently updated 2035 General Plan (General Plan) designates both the I-880 and I-580 as scenic highways. Neither of these freeways is formally recognized by the State as such, although I-580 has been deemed “eligible” by the California Department of Transportation (Caltrans) and is formally designated a scenic highway north of 98th Avenue in Oakland.

The proposed Project would be located within an already developed area of the city. Topography on-site is generally flat with a slight slope from the western portion to the southwest. Long-range views from and across the Project site are limited due to surrounding development. As discussed in Chapter 3, Project Description, the maximum height of the proposed Project would be up to 44.5 feet, which is consistent with the height of the existing buildings on-site, as well the relevant 50-foot height limit established in the City’ zoning ordinance. Taken together, the proposed Project would not represent a significant change from existing conditions with respect to views. Moreover, the proposed Project would not be located in, or obstruct views along, the shoreline and hills above I-580 or east to the foothills and would therefore not adversely impact elements of San Leandro’s scenic landscape as designated by the General Plan. The Project site is located approximately 0.5 miles east of the I-880 and 1 mile west of the I-580. The distance between the Project site and the City designated scenic highways would preclude views of the site from I-880 and I-580. Since the proposed Project would represent a minimal change from existing conditions, would not be located in the vicinity of a designated scenic vista or major gateway, and would not preclude views of any unofficial scenic vista or highway, a *less-than-significant* impact would occur and no mitigation is required.

- b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

Caltrans designates roadways that provide scenic views as official State Scenic Highways or Corridors. No designated State Scenic Highways or routes area located in the vicinity of the Project site. However, as described above, I-580 has been deemed “eligible” by Caltrans. Due to surrounding development and the distance between I-580 and the Project site, the Project site would not be visible from the I-580. The previously-developed Project site does not contain any other scenic resources, rock outcroppings, or unique features. Therefore, *no impact* to scenic resources within a state scenic highway would occur, and no mitigation is required.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The proposed Project would demolish the existing warehouse and commercial buildings and construct three high pile storage warehouse buildings designed to accommodate a variety of uses. The primary changes to the visual character of the site would be the addition of three modern architecturally designed warehouse buildings with new landscaping throughout to a site that is currently developed with aging

³ City of San Leandro, 2014, 2035 General Plan, Chapter 8, Historic Preservation and Community Design, page 8-23.

⁴ City of San Leandro, 2014, 2035 General Plan, Chapter 8, Historic Preservation and Community Design, pages 8-17 to 8-20.

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warehouse and commercial structures, and devoid of landscaping. While the aesthetic qualities of development projects are subjective in nature, the addition of modern warehouse facilities and planned greenery associated with the implementation of the Project, are likely to be seen by many observers as upgrades to the existing visual character of the site.

The proposed Project would also include a stealth wireless facility that, at approximately 70 feet tall from ground level, would exceed the height limit of the zoning ordinance by 20 feet (see Figure 3-6). The tower has the potential to increase the impact of the proposed Project on surrounding visual quality. However, unlike associated freestanding wireless facilities, the proposed rooftop facility would not alter the footprint of the proposed Project or extend the envelope of the Project site. The 20' x 20' fiberglass tower in which the facility would be encased would reduce the visual "clutter" of the facility inside it, and conform more generally to the design of the proposed buildings. As such, it would result in less impact to the environmental and visual context described in Sections I-a, I-b and I-c. Given these considerations, the wireless tower is appropriate under Article 4-1658 of the City's Municipal Code, which provides the City's Board of Zoning Adjustments (BZA) the authority to conditionally approve exceptions to height limits for "...radio and television antennas, transmissions towers ...and similar structures...covering not more than ten percent (10%) of the ground area covered by the structure to which they are accessory.", and the.

Finally, as described in Chapter 3, Project Description, the proposed Project is located within the southern end of the Mid-Washington Corridor. This area of San Leandro is characterized by a mix of commercial services, light industrial uses, and automotive services.⁵ The General Plan land use designations of the Project site are Light Industrial and General Industrial, which allow for a variety of industrial uses such as manufacturing, transportation, technology, and warehousing. The proposed warehouse Project would be consistent with visual environment established in the existing and planned Corridor, and its impact to existing visual character would be *less than significant*. No mitigation would be necessary.

d) *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

The proposed Project would include exterior surface and aboveground mounted lighting fixtures typical for orientation and safety needs. In an upgrade from the existing lighting plan, the Project site photometric plan consists of modern, low-level LED lighting fixtures shielded to reduce light spill or glare. In landscaped and paved areas, light sources would be concealed and not visible from a public viewpoint. Proposed lighting would not flash or adversely affect any day or nighttime views in the Project area. In addition, development of the proposed Project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires. For example, the proposed Project's lighting sources would be required to be installed in accordance with the provisions of Section 110.9, Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires, of the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Therefore, light and glare impacts would be *less than significant*, and no mitigation is required.

⁵ City of San Leandro, 2035 General Plan, Chapter 3, Land Use Element, pages 3-138 to 3-140.

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CUMULATIVE IMPACT DISCUSSION

A cumulative impact would be considered significant if, taken together with past, present and reasonably foreseeable projects in the area, it would result in a substantial contribution to an adverse effect with respect to any environmental standard. The nature of the visual influence of physical development is such that multiple projects would contribute to a cumulative aesthetic impact only when located proximate to one another. In order to significantly impact visual quality, projects must be contained in the same view shed and visually associated within similar perspectives. For this reason, the following analysis accounts for the general vicinity of the Project site. Given that there are no vacant, developable lots in the direct vicinity nor are there any reasonably foreseeable projects proposed to be built in the direct vicinity of the Project site, the cumulative impacts with respect to aesthetics would be *less than significant*.

II. AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Would the project expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Would the project create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion is primarily based on the *Draft Air Quality and Greenhouse Gas Emissions Technical Report*, prepared by PlaceWorks, in May 2017. This document is included for reference in Appendix A of this Initial Study.

DISCUSSION

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The Bay Area Air Quality Management District (BAAQMD) is directly responsible for reducing emissions from area, stationary, and mobile sources in the San Francisco Bay Area Air Basin (SFBAAB or Basin) to achieve National and California Ambient Air Quality Standards (AAQS). BAAQMD recently adopted its 2017 Clean Air Plan, which is a regional and multiagency effort to reduce air pollution in the SFBAAB. A

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consistency determination with the 2017 Clean Air Plan plays an important role in local agency project review by linking local planning and individual projects to the Clean Air Plan. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the 2017 Clean Air Plan.

The regional emissions inventory for the Basin is compiled by BAAQMD. Regional population, housing, and employment projections developed by the Association of Bay Area Governments (ABAG) are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the 2017 Clean Air Plan. These demographic trends are incorporated into Plan Bay Area, compiled by ABAG and the Metropolitan Transportation Commission (MTC) to determine priority transportation projects and vehicle miles traveled in the Bay Area. The 2017 Clean Air Plan strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of the 2017 Clean Air Plan.

The proposed Project would demolish the existing former Kraft Food manufacturing building and develop the 30.74-acre site with a new industrial park providing up to 497,880 square feet of industrial space and 55,320 square feet of ancillary office space in addition to 2.8 acres of parking. Following a March 20, 2017 City Council Ordinance the entire Project site is zoned IG(AU) Industrial General, Assembly Use Overlay District. As noted in Chapter 3, Project Description, new warehouse facilities and expansions of over 10,000 feet are conditionally permitted under the IG(AU) zoning. The Project would maintain the industrial nature of the existing land use. Thus, the Project would generally be consistent with the General Plan land use designation and would not have the potential to substantially affect housing, employment, and population projections in the region that are the basis of the 2017 Clean Air Plan projections.

Additionally, the net increase in regional emissions generated by the proposed Project would not exceed the BAAQMD's emissions thresholds (see AQ-b). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. The Project would not conflict with or obstruct implementation of the 2017 Clean Air Plan, and impacts would be considered *less than significant* no mitigation is required.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG) (also referred to as volatile organic compounds [VOC]), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, all of them except ROGs are "criteria air pollutants," which means that AAQS have been established for them.

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The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_x, PM₁₀, and PM_{2.5}. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional impacts from short-term construction activities and long-term operation of the proposed Project.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as on-site, heavy-duty construction vehicles, vehicles hauling materials to and from the Project site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from soil-disturbing activities such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. Construction activities associated with the proposed Project would result in emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}.

Fugitive Dust

Ground-disturbing activities would generate fugitive dust. Fugitive dust emissions (PM₁₀ and PM_{2.5}) are considered to be significant unless the Project implements the BAAQMD’s best management practices (BMPs) for fugitive dust control during construction. PM₁₀ is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being demolished, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM₁₀ and PM_{2.5} levels downwind of actively disturbed areas could possibly exceed state standards. However, with implementation of BAAQMD best practices as mitigation, the impact of fugitive dust emissions would be *less than significant*.

Mitigation Measure AQ-1: The Project’s construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- To control dust, pave, apply water twice daily or as often as necessary, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

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- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily with water sweepers (using reclaimed water if possible), or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply nontoxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles (e.g., dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Construction Exhaust Emissions

Construction emissions are based on the preliminary construction schedule developed for the proposed Project. The proposed Project site would be developed in one phase. Activities that would take place are demolition, hauling, site preparation, grading, building construction, paving, and architectural coating. Construction activities are anticipated to last approximately 16-17 months, from the start of demolition to the completion of final paving and painting.

To determine potential construction-related air quality impacts, criteria air pollutants generated by project-related construction activities are compared to the BAAQMD significance thresholds. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in Table 4-1, *Construction-Related Criteria Air Pollutant Emissions Estimates*, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD average daily thresholds. Therefore, construction-related criteria pollutant emissions from exhaust would be *less than significant*.

Operational Emissions

Long-term air pollutant emissions generated by industrial development are typically associated with the burning of fossil fuels in cars and trucks (mobile sources); energy use for cooling, heating, and manufacturing (energy); and landscape equipment (area sources). The primary source of long-term criteria air pollutant emissions generated by the proposed Project would be emissions from Project-generated vehicle trips. The proposed Project would generate a total of 4,011 average daily weekday trips (2,687 passenger vehicle trips and 1,324 truck trips). Table 4-2, *Criteria Air Pollutants Emissions Forecast*,

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TABLE 4-1 CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

Year	Criteria Air Pollutants (tons/year) ^a					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
2017	<1	3	<1	<1	<1	<1
2018	3	4	<1	<1	<1	<1

	Criteria Air Pollutants (average lbs./day) ^a					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
Average Daily Construction Emissions all Phases ^c	21	40	3	1	1	1
BAAQMD Average Daily Project-Level Threshold	54	54	BMPs	82	BMPs	54
Exceeds Average Daily Threshold	No	No	NA	No	NA	No

Notes: BMP: Best Management Practices; NA: not applicable

a. Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

b. Includes implementation of best management practices for fugitive dust control required by BAAQMD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.

c. Average daily emissions are based on the construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 350 days.

Source: CalEEMod 2016.3.1. Emissions may not total to 100 percent due to rounding.

identifies the net increase in criteria air pollutant emissions associated with the Project compared to the historical baseline.

As shown in Table 4-2, the net increase in operational emissions generated by the Project would not exceed the BAAQMD daily or annual thresholds. Consequently, the proposed Project would not cumulatively contribute to the nonattainment designations of the Air Basin, and regional operational phase air quality impacts would be *less than significant* no mitigation is required.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the Project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

This section analyzes potential impacts related to air quality that could occur from a combination of the proposed Project with other past, present, and reasonably foreseeable projects within the Air Basin. The SFBAAB is currently designated a nonattainment area for California and National O₃, California and National PM_{2.5}, and California PM₁₀ AAQS (CARB, 2015a). Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. At a plan level, air quality impacts are measured by the potential for a project to exceed BAAQMD’s significance criteria and contribute to the State and national nonattainment designations in the SFBAAB.

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TABLE 4-2 CRITERIA AIR POLLUTANTS EMISSIONS FORECAST

Category	Criteria Air Pollutants (average lbs./day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Historical Baseline				
Area	9	<1	<1	<1
Energy	3	25	2	2
On-Road Mobile Sources	2	18	5	1
Truck Idling ^a	<1	6	<1	<1
Total	14	49	7	3
Proposed Project				
Area	13	<1	<1	<1
Energy ^b	<1	3	<1	<1
On-Road Mobile Sources	6	54	14	4
Truck Idling ^a	<1	17	<1	<1
Total	20	74	14	4
Net Change				
Area	5	<1	<1	<1
Energy	(-2)	(-22)	(-2)	(-2)
On-Road Mobile Sources	4	36	9	3
Truck Idling ^a	<1	11	<1	<1
Total	7	25	8	1
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold?	No	No	No	No
Historical Baseline	3	9	1	1
Proposed Project	4	14	3	1
Net Change	1	5	1	<1
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	No	No	No	No

a. Truck idling based on EMFAC2014 and assumes 15 minutes of idling per truck.

b. New buildings would be constructed to the 2016 Building & Energy Efficiency Standards (effective January 1, 2017).

c. Average daily emissions are based on the annual operational emissions divided by 365 days.

Source: CalEEMod 2016.3.1 Based on year 2018 emission rates. Emissions may not total to 100 percent due to rounding.

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As described in this report, the proposed Project would not have a significant long-term operational phase impact. However, as discussed in AQ-b, without incorporation of fugitive dust control measures, construction activities associated with the proposed Project could potentially result in significant regional short-term air quality impacts. However, with implementation of BAAQMD best practices as mitigation, these cumulative impacts would be *less than significant*.

Mitigation Measure AQ-2: The implementation of Mitigation Measures AQ-1 and AQ-3 would also minimize cumulative regional and localized construction impacts.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Development of the proposed Project could expose sensitive receptors to elevated pollutant concentrations. Unlike regional emissions shown in Table 4-1 and Table 4-2, described in pounds per day, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Off-Site Community Risk and Hazards during Construction

Construction of the proposed Project would temporarily elevate concentrations of toxic air contaminants (TACs) and diesel PM_{2.5} in the vicinity of sensitive land uses during construction activities. The nearest off-site sensitive receptors proximate to the Project site include the abutting single family residences to the east along Olivia, Muscari, and Oleander streets. Other nearby receptors include the single family residences farther to the east, northeast, west, and south in addition to multifamily residences to the northeast, west, and south. Construction activities would occur near these sensitive receptor locations. Consequently, a full health risk assessment (HRA) of TACs and PM_{2.5} was prepared (see Appendix A).

Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck route based on the 16-month construction duration and off-road equipment list provided by the Applicant. The EPA AERMOD air dispersion modeling program and the latest HRA guidance from the Office of Environmental Health Hazard Assessment (OEHHA) were used to estimate excess lifetime cancer risks, chronic noncancer hazard indices, and the PM_{2.5} maximum annual concentrations at the nearest sensitive receptors. Results of the analysis are shown in Table 4-3 *Construction Risk Summary*.

TABLE 4-3 CONSTRUCTION RISK SUMMARY

Receptor	Project Level Risk		
	Cancer Risk (per million)	Chronic Hazards	PM _{2.5} (µg/m ³) ^a
Maximum Exposed Receptor – Residence	21.9	0.056	0.14
BAAQMD Threshold	10	1.0	0.3 µg/m ³
Exceeds Threshold?	Yes	No	No

Notes: Cancer risk calculated using 2015 OEHHA HRA guidance.
a. From year 2017 which represents the highest maximum annual PM_{2.5} concentration.
Source: Lakes AERMOD View, 9.3.

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The results of the HRA are based on the maximum receptor concentration over a 16-month construction exposure period for off-site receptors, assuming 24-hour outdoor exposure, and averaged over a 70-year lifetime. For noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for off-site residents. Therefore, chronic noncarcinogenic hazards are within acceptable limits. In addition, PM_{2.5} annual concentrations would not exceed the BAAQMD significance thresholds for off-site residents. However, the results of the HRA indicate that the incremental cancer risk for off-site residents close to the site during the construction period is 21.9 per million, which would exceed the cancer risk threshold. Consequently, the Project would expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and with potentially adverse effects. These impacts could be reduced to a *less-than-significant* level with the implementation of mitigation measures.

Mitigation Measure AQ-3: The Project construction contractor(s) shall use construction equipment fitted with Level 3 Diesel Particulate Filters (DPF) for all construction equipment of 50 horsepower or more. Prior to any construction, the construction contractor(s) shall ensure that all construction plans submitted to the City of San Leandro Community Development Department clearly show the requirement for Level 3 DPF for construction equipment over 50 horsepower. During construction, the construction contractor(s) shall maintain a list of all operating equipment in use on the Project site for verification by the City of San Leandro Community Development Department. The construction equipment list shall state the makes, models, and numbers of construction equipment on site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations. The construction contractor(s) shall ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board (CARB) Rule 2449.

Off-Site Community Risk and Hazards during Operation

Operation of the proposed Project would generate TACs and PM_{2.5} emissions from diesel truck activity in proximity to the same nearby sensitive receptors (i.e., residents) evaluated in the construction assessment above. The full methodology and results of the operational HRA is provided in Appendix A.

Operational emission sources evaluated in the HRA include the diesel trucks traveling on-site over the ingress and egress driveways and idling at truck bays. The projected truck volumes and truck fleet mix as prepared and provided by Kittelson & Associates (Kittelson 2017, see Appendix F) were evaluated. To account for the emission standards representative of the California vehicle fleet, CARB has developed the EMFAC2014 emission factor model. EMFAC2014 was used to identify pollutant emission rates for diesel particulate matter (DPM) and PM_{2.5}. The EPA AERMOD air dispersion modeling program and CARB's Hotspots Analysis and Reporting Program (HARP2) Risk Assessment Standalone Tool (CARB 2016c) were used to estimate excess lifetime cancer risks, chronic non-cancer hazard indices, and the PM_{2.5} maximum annual concentrations at the nearest sensitive receptors. The results of the operational HRA are provided in Table 4-4, *Operational HRA Results*.

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TABLE 4-4 OPERATIONAL HRA RESULTS

Receptor	Cancer Risk (per million)	Chronic Hazard Index	PM _{2.5} (µg/m ³)
Maximum Exposed Off-site Resident	1.07	<0.001	0.004
BAAQMD Threshold	10	1.0	0.3
Exceeds Threshold?	No	No	No

Source: Lakes AERMOD View, 9.3; CARB HARP2.

As shown in Table 4-4, the incremental cancer risk for the residential Maximum Exposed Receptor (MER) based on the maximum concentration for a 30-year, 24-hour outdoor exposure duration, is 1.07 in a million. This carcinogenic risk does not exceed BAAQMD’s 10 in a million threshold value for residents in vicinity of the Project. Similarly, the noncarcinogenic chronic hazard index identified for each toxicological endpoint totaled far below than the BAAQMD threshold of one for residents. Lastly, the highest PM_{2.5} annual concentration at the residential MER is 0.004 µg/m³ and would not exceed the BAAQMD significance threshold of 0.3 µg/m³.

The cumulative health risks values were determined by adding the health risk values from refined modeling of the Project to the screening level health risk values from each individual stationary and mobile source within a 1,000-foot radius of the site. BAAQMD has developed screening analysis tools for identifying and characterizing stationary and mobile sources, which were utilized to characterize the emission sources within 1,000 feet of the Project site (BAAQMD 2015).

The results of the health risk assessment from cumulative emission sources in the surrounding area are provided in Table 4-5, *Cumulative Health Risk Analysis Results*. The cumulative health risk values are less than the BAAQMD threshold of 100 in a million for a lifetime cancer risk and less than the noncarcinogenic chronic hazard index of 10.0. Additionally, the PM_{2.5} concentrations for all emission sources are below the cumulative BAAQMD significance threshold of 0.8 µg/m³.

Based on a comparison to the carcinogenic and non-carcinogenic thresholds established by OEHHA and BAAQMD, hazardous air emissions generated from operation of the Project, when added to emissions from all the stationary and mobile sources within a 1,000-foot radius, are not anticipated to pose an actual or potential endangerment to residents. Consequently, the Project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during operation, and impacts would be *less than significant*.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at

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TABLE 4-5 CUMULATIVE HEALTH RISK ANALYSIS RESULTS

Source	Cancer Risk (per million)	Chronic Hazard Index	Acute Hazard Index	PM _{2.5} (µg/m ³)
Refined Modeling Values^a				
Diesel Trucks	1.07	<0.001	NA	0.004
Screening Analysis Values				
Halcyon Drive	3.83	0.030	0.030	0.070
Washington Avenue	2.26	0.030	0.030	0.045
Raintree Carwash	25.9	0.039	0.039	NA
The Garage Body Shop	0.00	0.001	0.001	0.000
Custom Mike's Body Shop	0.00	0.002	0.002	0.000
City of San Leandro Public Works	32.4	0.011	NA	0.007
City of San Leandro	NA	NA	NA	NA
Rodgers Trucking	NA	NA	NA	NA
United Rentals	NA	NA	NA	NA
Cumulative Total	59.4	0.05	0	0.01
BAAQMD Threshold	100	100	10.0	10.0
Exceeds Threshold?	No	No	No	No

Note: BAAQMD Screening Level Cancer Risk Values for stationary and mobile sources are for 70-year residential exposures. Additionally, screening level analyses do not take into account distance multipliers for gasoline stations (Raintree Carwash) and diesel generators (City of San Leandro Public Works) which would reduce the health risks values listed in the table.

a. Based on dispersion modeling using AERMOD View, 9.3, and use of HARP2 to calculate health risks.

Source: Lakes AERMOD View, 9.3 and CARB HARP2 for refined modeling; BAAQMD screening tools for screening analysis (2015, 2012).

intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

Alameda County Transportation Commission's (ACTC) Congestion Management Plan (CMP) must be consistent with MTC's/ABAG's Plan Bay Area, and an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle VMT and associated GHG emissions reductions. The proposed Project would be an infill redevelopment Project that would be developed on the existing Kraft site and would be consistent with the overall goals of the MTC/ABAG's Plan Bay Area. Additionally, the proposed Project would not conflict with Alameda CTC's CMP because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. Furthermore, the proposed Project would generate an increase of 236 trips during the morning peak hour and 247 trips during the evening peak hour, which would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (Kittelsohn 2017, Appendix F). Trips associated with the proposed Project would not exceed the screening criteria of the

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BAAQMD. Localized air quality impacts related to mobile-source emissions would therefore be *less than significant*.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Construction equipment exhaust and application of asphalt and architectural coatings during construction would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern.

The proposed Project would construct a new industrial park within the Project site. Construction and operation of this type of Project could have the potential to generate odors depending on what type of industry occupies the planned facilities after construction. The type of uses that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

While the specific use of the building has not been decided, potential uses permitted include food processing facilities. BAAQMD lists food manufacturing plants as land uses that have the potential to generate considerable odors, with an odor screening distance of one mile from the facility to sensitive receptors (BAAQMD 2011). If the future tenants propose food processing, implementation of the Project could create or expose a substantial number of people to objectionable odors. However, with implementation of mitigation, the impact of objectionable odors would be *less than significant*.

Mitigation Measure AQ-4: Prior to issuance of the certification of occupancy, the City of San Leandro shall require future tenants proposing food processing or food manufacturing operations to prepare an Odor Management Plan that identifies Project design features, measures, and control technologies to ensure compliance with BAAQMD Regulation 7, Odorous Substances, which requires abatement of any nuisance generating an odor complaint. The Odor Management Plan for food processing/food manufacturing facilities shall be submitted to the City. During operation of the proposed facility, the City shall conduct periodic evaluation of on-site odors per the schedule and reporting requirements outlined in the Odor Management Plan.

CUMULATIVE IMPACT DISCUSSION

A cumulative impact would be considered significant if, taken together with past, present and reasonably foreseeable projects in the area, it would result in a substantial contribution to adverse air quality effects with respect to any of the standards of significance discussed above. The nature of air quality impacts is inherently regional, as discussed above. As such, resulting impacts concluded above are inherently cumulative.

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III. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA), (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project conflict with any local ordinances or policies protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?*

The proposed Project is located within a developed area of the city and has been altered by past grading and no longer supports any natural habitat. The Project site is classified as Urban habitat.⁶ Urban habitat includes City parks, schools, landscaped areas, and private lawns and backyard throughout the

⁶ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.3.1.2 Existing Conditions, page 4.3-7, Figure 4.3-1, Habitat Cover Types.

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community. Urban habitat accounts for 90 percent of the city's land area.⁷ Special-status species are generally not believed to occur on the Project site, as shown on Figure 4.3-2 and Figure 4.3-3 of the General Plan EIR.⁸ However, there is a remote possibility that one or more species of birds protected under the Federal Migratory Bird Treaty Act (MBTA) could nest in trees on the Project site. If nests are present, vegetation removal, building demolition and construction-related disturbance associated with the Project during breeding and rearing season could inadvertently result in the destruction or abandonment of a nest in active use, which could be a violation of the MBTA. An impact on any nests in active use is considered to be a significant impact; however, the impact would be *less than significant* with implementation of Mitigation Measure BIO-1.

Mitigation Measure BIO-1: Adequate measures shall be taken to avoid inadvertent take of bird nests protected under the federal Migratory Bird Treaty Act and California Department of Fish and Game Code when in active use. This shall be accomplished by taking the following steps.

- If tree removal and initial construction is proposed during the nesting season (March to August), a focused survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of tree and vegetation removal or building demolition, in order to identify any active nests on the site and surrounding area within 100 feet of proposed construction. The site shall be resurveyed to confirm that no new nests have been established if vegetation removal and demolition has not been completed or if construction has been delayed or curtailed for more than 7 days during the nesting season.
- If no active nests are identified during the construction survey period, or development is initiated during the non-breeding season (September to February), tree and vegetation removal and building construction may proceed with no restrictions.
- If bird nests are found, an adequate setback shall be established around the nest location and vegetation removal, building demolition, and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW, and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the site.
- A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of vegetation removal, building demolition and other construction during the nesting season (March to August). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed. No report of findings is required if vegetation removal, building demolition, and other construction is initiated during the non-nesting season (September to February) and continues uninterrupted according to the above criteria.

⁷ City of San Leandro, San Leandro General Plan 2035, September 2016, Chapter 6 (Open Space, Parks and Conservation), page 6-25.

⁸ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.3.1.2 Existing Conditions, Figures 4.3-2, Special-Status Plant Species and Sensitive Natural Communities, and Figure 4.3-3, Special-Status Wildlife Species

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- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?*

The Project site is developed with existing industrial structures and classified as Urban Habitat.⁹ Riparian habitat, native grasslands, and other sensitive natural community types are absent from the Project site. Therefore, there would be *no impact* on sensitive natural communities and no mitigation is required.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA), (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The Project site is developed with existing industrial structures and classified as Urban Habitat.¹⁰ Federally protected wetlands as defined by Section 404 of the Clean Water Act are absent from the Project site. Therefore, there would be *no impact* on federally protected wetlands and no mitigation is required.

- d) *Would the project 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 site?*

Development of the Project site would occur in an urbanized area bordered by commercial development, multi-family housing, and single-family housing. The Project site does not contain any creeks or an aquatic habitat that would support fish. In addition, the highly urbanized nature of the Project site and surrounding area preclude the potential for the movement of any native resident or migratory fish or wildlife species across the Project site. Wildlife species common in urban habitat would continue to move through the area, both during and after construction. The proposed Project would comply with the requirements of the MBTA, which protects against the voluntary, intentional, or accidental destruction of migratory birds, nests, or eggs. Therefore, impacts associated with Project implementation, in accordance with the MBTA, would be *less than significant*, and no mitigation is required.

- e) *Would the project conflict with any local ordinances or policies protecting biological resources, such as a tree preservation policy or ordinance?*

Construction and operation of the future Project would occur in an urbanized area where sensitive biological and wetland resources are generally considered to be absent, and no major conflicts with relevant policies or ordinances in the General Plan or San Leandro Municipal Code (SLMC) are anticipated.

As described in Section 3.3.7 of the Project Description, the proposed Project includes a robust tree planting and landscaping plan that would involve preserving healthy trees and planting multiple tree species. The Project would also need to comply with Section 4-1906, Existing Trees on Development Sites, in Article 19, Landscape Requirements of the City of San Leandro Zoning Code. This code requires identification of existing trees of specific size, a tree replacement strategy, and tree protection measures.

⁹ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.3.1.2 Existing Conditions, page 4.3-7, Figure 4.3-1 Habitat Cover Types.

¹⁰ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.3.1.2 Existing Conditions, page 4.3-7, Figure 4.3-1 Habitat Cover Types.

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With adherence to this policy, no conflicts with local plans and policies are anticipated, and impacts would be considered *less than significant* and no mitigation is required.

f) *Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

Development of the proposed Project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. No such conservation plans have been adopted encompassing all or portions of San Leandro, therefore there would be *no impact*, and no mitigation is required.

CUMULATIVE IMPACT DISCUSSION

The potential impacts of the Project on biological resources tend to be site-specific, and the overall cumulative effect would be dependent on the degree to which significant vegetation and wildlife resources are protected on a particular site. This includes preservation of well-developed native vegetation. Environmental review of specific development proposals in the vicinity of a development site should serve to ensure that important biological resources are identified, protected, and properly managed, and to prevent any significant adverse development-related impacts, including development for the remaining undeveloped lands in the surrounding incorporated and unincorporated lands. Adherence to relevant policies and actions from the City of San Leandro General Plan call for identification and protection of sensitive biological resources, and adequate mitigation and resource agency authorization where potential impacts exist for a project. In general, anticipated development in the Project site vicinity would be located in areas that have already been heavily modified by past development, and do not contain sensitive biological resources. The impact would be less than significant.

IV. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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DISCUSSION

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

The Project site is currently developed with 13 industrial buildings as well as a water tank, a liquid nitrogen tank, and a surface parking lot with designated trailer parking areas. According to a Historic Resource Evaluation prepared by Left Coast Architectural History included as Appendix B, none of the buildings are listed on the National Register of Historic Places. In addition, the subject property is not listed in the California Register of Historic Resources. The City maintains a list of historic structures, sites, and landscape features. As of 2015, the list includes 22 historic buildings, 13 sites, and 7 landscape features. The Project site is not listed on the San Leandro inventory of historic resources.¹¹ The closest City-designated historic resource site is located approximately 1.4 miles southeast of the Project site.¹² Under CEQA, both prehistoric and historic-period archaeological sites may qualify as historic resources. Archaeological resources are discussed below. With no historical resources available on the Project site, there would be *no impact* and no mitigation is required.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

While, the Project site is not included as a designated historic resource in the City's Historic Resources Inventory database, implementation of the proposed Project would allow for future Project construction activities such as site preparation, grading, and excavating that could potentially expose previously undiscovered buried archaeological resources on the Project site. Archaeologists and historians have identified at least ten archaeological sites in the city between San Leandro Creek and San Lorenzo Creek.¹³ Most archaeological sites in San Leandro consist of remnant shell mounds near the Marina and along the banks of the creeks, which are not close to the Project site.

In the event that an archeological resource is uncovered during future development, existing State and local regulations and procedures would provide for the protection of discovered resources. CEQA requires the evaluation of impacts to archaeological resources on a project-by-project basis and outlines procedures to follow if an impact would occur. If it can be demonstrated that a project will damage a unique archaeological resource, the Lead Agency may require reasonable efforts for the resources to be preserved in place or left in an undisturbed state. The Public Resources Code also details required mitigation if unique archaeological resources are not preserved in place. Chapter 4-26 of the City of San Leandro Municipal Code establishes regulations for the identification, designation, protection, enhancement, perpetuation, and use of archeological resources.

In addition, the General Plan's Historic Preservation and Community Design Element includes policies and actions that would provide for the identification of archaeological deposits prior to actions that may

¹¹ General Food Maxwell House Coffee Plan 100 Halcyon Drive, San Leandro, Historic Resource Evaluation prepared by Left Coast Architectural History, February 6, 2017, pages 29-30.

¹² City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.4.1.2 Existing Conditions, page 4.4-8.

¹³ City of San Leandro, San Leandro General Plan 2035, September 2016, Chapter 8 (Historic Preservation and Community Design), page 8-2.

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disturb such deposits; the preservation and protection of such deposits; and the evaluation of unanticipated finds made during construction.

- **Policy CD-1.12: Archaeological Resources.** Recognize the potential for paleontological, prehistoric, historic, archaeological, and tribal cultural resources, and ensure that future development takes the measures necessary to identify and preserve such resources.
- **Action CD-1.12.A: Archaeological Site Inventory.** Maintain standard conditions of approval for new development which require consultation with a professional archaeologist in the event that any subsurface paleontological, prehistoric, archaeological, or tribal cultural resource remains are discovered during any construction or preconstruction activities on a development site. This includes consultation with Native American organizations prior to continued site work in the event such remains are discovered.

Compliance with existing State and local laws and regulations, and the proposed policy and action listed above, would protect unrecorded archaeological deposits in San Leandro by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation. Thus the impact to unique, buried archaeological deposits would be *less than significant* and no mitigation is required.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

A search of the University of California at Berkeley's Museum of Paleontology database uncovered no known or recorded fossil localities within San Leandro.¹⁴ However, there could be fossils of potential scientific significance in geological formations that are not recorded in the database. It is possible that ground-disturbing construction associated with development allowed under the proposed Plan could reach significant depths below the ground surface. Should this occur, damage to, or destruction of, paleontological resources could result, which would prevent the realization of their scientific data potential through documentation and analysis.

In the event that a unique paleontological resource or site or unique geological feature is uncovered during future development, the General Plan's Historic Preservation and Community Design Element includes policies and actions that would provide for the identification of paleontological deposits prior to actions that may disturb such deposits; the preservation and protection of such deposits; and the evaluation of unanticipated finds made during construction:

- **Policy CD-1.12: Archaeological Resources.** Recognize the potential for paleontological, prehistoric, historic, archaeological, and tribal cultural resources and ensure that future development takes the measures necessary to identify and preserve such resources.
- **Action CD-1.12.A: Archaeological Site Inventory.** Maintain standard conditions of approval for new development which require consultation with a professional archaeologist in the event that any subsurface paleontological, prehistoric, archaeological, or tribal cultural resource remains are

¹⁴ Beard, Vicki, 2015, Tom Origer & Associates.

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discovered during any construction or preconstruction activities on a development site. This includes consultation with Native American organizations prior to continued site work in the event such remains are discovered.

Compliance with the proposed policy and action listed above would protect unrecorded paleontological resources or unique geological features in the planning area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of paleontological deposits to convey their significance through excavation or preservation. Thus, the impact to paleontological resources or unique geological features would be *less than significant* and no mitigation is required.

d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Similar to the discussions under criteria (b) and (c) above, there are no known human remains on the Project site; however, the potential to unearth unknown remains during ground disturbing activities associated with construction of the Project could occur. Compliance with the Mitigation Measure CULT 1 listed below would reduce impacts to a *less-than-significant* level.

Mitigation Measure CULT-1: Pursuant to Health and Safety Code Section 7050.5 and the CEQA Guidelines Section 15064.5(e) in the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Alameda County Coroner shall be notified immediately and make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

CUMULATIVE IMPACT DISCUSSION

Cumulative impacts would occur when a series of actions leads to the loss of a substantial type of site, building, or resource. For example, while the loss of a single historic neighborhood may not be significant to the character of the neighborhood or streetscape, continued loss of such resources on a project-by-project basis could result in a cumulative significant impact. However, similar to the Project, other projects throughout the City would be required to comply with existing federal, State, and local regulations and policies listed above in the Regulatory Framework. Accordingly, potential cumulative impacts related to cultural resources would be less than significant.

As there are no historic structures and no known archaeological resources, paleontological resources, or human remains within the Project site, buildout of the Project would not create, nor contribute to a cumulative impact on cultural resources. Additionally, the existing federal, State, and local regulations and policies described throughout this chapter serve to protect any as-yet-undiscovered cultural resources in

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the City of San Leandro. Continued compliance with these regulations and implementation of existing policies, including applicable San Leandro General Plan policies, would prevent impacts; therefore, a less-than-significant cumulative impact would occur.

V. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: <ul style="list-style-type: none"> i) Listed or eligible for listing in the California ii) Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or iii) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Re-source Code Section 5024.1 for the purposes of this paragraph, the Lead Agency shall con-sider the significance to a California Native American tribe. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 52 (AB 52), which took effect on July 1, 2015, amends CEQA and adds standards of significance that relate to Native American consultation and certain types of cultural resources. Projects subject to AB 52 are those that file a Notice of Preparation (NOP) for an EIR or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2015. As of July 1, 2016, the Governor’s Office of Planning and Research (OPR) developed guidelines and the NAHC informed tribes which agencies are in their traditional area. In response to these guidelines, this Section V, Tribal Cultural Resources, has been added as a stand-alone section.

AB 52 requires the CEQA Lead Agency to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if the Tribe requests in writing, to be informed by the Lead Agency through formal notification of the proposed Projects in the area. The consultation is required before the determination of whether a negative declaration, mitigated negative declaration, or EIR is required. In addition, AB 52 includes time limits for certain responses regarding consultation. AB 52 also adds “tribal cultural resources” (TCR) to the specific cultural resources protected under CEQA. CEQA Section 21084.3 has been added, which states that “public agencies shall, when feasible, avoid damaging effects to any tribal cultural resources.”

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Information shared by tribes as a result of AB 52 consultation shall be documented in a confidential file, as necessary, and made part of a lead agencies administrative record. In response to AB 52, the City of San Leandro has not received any request from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about Projects in the City of San Leandro.

A TCR is defined under AB 52 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources, or if the City of San Leandro, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

a) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*
- ii) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resource Code Section 5024.1 for the purposes of this paragraph, the Lead Agency shall consider the significance to a California Native American tribe?*

As discussed under Criteria (b) and (d) in Section IV, Cultural Resources, no known archeological resources, ethnographic sites or Native American remains are located on the Project site. As discussed under Criterion (d) in Section IV, Cultural Resources, compliance with State and federal regulations would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Compliance with Mitigation Measure TCR-1 and compliance with State and federal regulations related to the protection of human remains would reduce impacts to TCRs to a *less-than-significant* level. Furthermore, the City of San Leandro has not received any request from any Tribes in the geographic area with which it is traditionally and culturally affiliated with.

Mitigation Measure TCR-1: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and a qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, proposed Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) would be

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instituted. Work may proceed on other parts of the Project site while mitigation for historical resources or unique archaeological resources is being carried out.

VI. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	NA	NA	NA	NA
ii) Strong seismic ground shaking?	NA	NA	NA	NA
iii) Seismic-related ground failure, including liquefaction?	NA	NA	NA	NA
iv) Landslides?	NA	NA	NA	NA
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is primarily based on *Geotechnical Investigation Industrial Development Project 100 Halcyon Drive San Leandro, California*, prepared by Haley & Aldrich, Inc. in May 2017. This document is included for reference in Appendix C of this Initial Study.

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- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) Strong seismic ground shaking; (iii) Seismic-related ground failure, including liquefaction; (iv) Landslides, mudslides or other similar hazards?*

Exposure of people or structures to seismic hazards is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard.¹⁵ Implementation of the proposed Project would not cause or worsen seismic activity; therefore, the Project would not exacerbate the seismic hazard. No further discussion is required.

- b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and removed from one place and transported to another. Precipitation, running water, waves, and wind are all agents of erosion. Activities associated with development may accelerate erosion within an urban area, which can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand, or mud in roads and tunnels. Eroded materials are eventually deposited into coastal and local waters where the carried silt remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life.

The nearly flat topography and existing hardscape of the Project site decrease the Project's potential to accelerate erosion. The recent *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive (Geotechnical Investigation)*, recommends removal of specific below-grade features up to 15 feet below ground surface,¹⁶ as well as cuts and fills of up to five feet to facilitate building and flooring slabs, trenching for the installation and connection of underground utilities, and other subsurface disturbances. These site preparation activities would disrupt on-site soils and expose uncovered soils to potential erosion impacts. However, site preparation activities would be short-term during the preliminary stages of Project development, and removal of deep below-grade features would be immediately backfilled with compacted fill.

Compliance with existing regulatory requirements would further reduce the likelihood of significant erosion or topsoil loss. Chapter 7-12 of the City of San Leandro Municipal Code specifies mandatory erosion control measures for grading permits, including submittal and construction requirements. These requirements include erosion and sedimentation control plans that must be submitted with a grading permit application. Because the site encompasses an area of more than one acre, the Project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. These include the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program. The

¹⁵ California Supreme Court, 2015, *California Building Industry Association v Bay Area Air Quality Management District*, Opinion No. S213478, date filed: December 17, 2015.

¹⁶ Haley & Aldrich, Inc. January 2017. *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive San Leandro, California*, page 15.

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SWPPP serves to identify sources of pollution that may affect the quality of storm water discharges and to describe and ensure the implementation of practices to reduce the pollutants in construction storm water discharges. The SWPPP would specify, along with permanent or post-construction measures, best management practices (BMPs) for temporary erosion control. The BMPs typically include the use of vegetation and mulch to stabilize disturbed areas, and sandbags and temporary catch basins to direct runoff away from disturbed areas and trap sediments on-site. NPDES permit requirements are further discussed in Section IX, Hydrology and Water Quality, of this Initial Study.

Mandatory compliance with these requirements would ensure that erosion impacts resulting from the Project would be *less than significant* and no mitigation would be required.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Well-accepted engineering techniques are available and known to effectively address construction on unstable geologic units or soils. The California Building Code (CBC) as adopted in the San Leandro Municipal Code, requires detailed soils and/or geotechnical studies in areas of suspected geological hazards such as unstable geologic units that may be subject to collapse, subsidence, landsliding, liquefaction, or lateral spreading. The aforementioned detailed *Geotechnical Investigation* fulfills this requirement.

According to the City's General Plan EIR, most of San Leandro has a low probability for landslides, with the exception of the hills in the northeast part of the city where CGS mapping has identified several landslide hazard zones.¹⁷ The Project site is located in the southeast portion of the City, outside of these zones. As described in Section VI-c, the topography at the Project site is flat.

Liquefaction is the process in which saturated soil, usually loose sand and silt, temporarily weakens due to the buildup of excess water pressure resulting from earthquake ground motions. The detailed *Geotechnical Investigation* highlighted that the site lies within a potential liquefaction hazard zone, and followed with a site-specific analysis. The preparers concluded that "the potential for on-site liquefaction...to adversely impact the planned structures is moderate,"¹⁸ and that some locations on the site may experience liquefaction-induced settlement during a seismic event. The potential for liquefaction secondary effects, including lateral spreading, was concluded to be low.¹⁹ Accordingly, the *Geotechnical Report* developed design recommendations to increase the vertical and lateral support of foundations, and outlined appropriate floor slab preparation and construction and grading approaches. If these recommendations are not adhered to, Project construction could result in significant impacts with respect to liquefaction and ground movement. However, with implementation of Mitigation Measure GEO-1, the impact of liquefaction would be *less than significant*.

¹⁷ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.5.3 Impact Discussion, page 4.5-10

¹⁸ Haley & Aldrich, Inc. January 2017. *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive San Leandro, California*, page 9.

¹⁹ Haley & Aldrich, Inc. January 2017. *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive San Leandro, California*, page 9.

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Mitigation Measure GEO-1: The recommendations of the January 17, 2017 Haley & Aldrich *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive* regarding foundation design, footings, floor slabs, flexible pavement and site preparation shall be followed during Project construction.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Soil expansion refers to significant changes in soil volume due to seasonal fluctuations in moisture content, which can cause cracking in the foundations of buildings and other structures. The detailed *Geotechnical Report* prepared for the Project site is based subsurface exploration and sampling at the site, and found that near-surface soils at some areas of the site are moderately expansive, and may result in foundation movement of less than half an inch. Some areas of the site included the drilling and sampling of exploratory soil borings, and testing of soil samples to characterize the existing soil, colluvium, and bedrock (for parameters such as moisture content and plasticity index). Expansive soil refers to those soils that upon wetting and drying alternately expand and contract. Testing conducted as part of the geotechnical investigation associated with the proposed Project concluded that near-surface clayey soils at some areas of the site may be moderately-expansive.

Accordingly, the geotechnical report recommended construction techniques to mitigate the effects of expansion, including approaches to building footings and fill compaction. If these recommendations are not adhered to, Project construction could result in significant adverse impacts with respect to expansive soils. However, with implementation of Mitigation Measure GEO-2, the impact with respect to Project implementation regarding soil expansion or subsidence would be *less than significant*.

Mitigation Measure GEO-2: The recommendations of the January 17, 2017 Haley & Aldrich *Report on Geotechnical Investigation Industrial Development Project 100 Halcyon Drive* regarding foundation design, footings, floor slabs, flexible pavement and site preparation shall be followed during Project construction.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?*

The development of the proposed Project would not require the construction or use of septic tanks or alternative wastewater disposal systems. Wastewater generated by the proposed Project would be conveyed to the Oro Loma Sanitary District's existing Oro Loma Sanitary District/Castro Valley Sanitary District Water Pollution Control Plant. The Oro Loma plant has a permitted capacity of 20 million gallons per day²⁰ and treats wastewater from San Lorenzo, Ashland, Fairview, Cherryland, Castro Valley, Hayward and designated portions of San Leandro using primary and secondary treatment. There would be *no impact* from the proposed Project associated with soils that might be incapable of supporting the use of septic tanks or alternative wastewater disposal systems and no mitigation is required.

²⁰ Oro Loma Sanitary District website. <http://oroloma.org/about-oro-loma-general-information/>, accessed on May 10, 2017.

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CUMULATIVE IMPACT DISCUSSION

The following cumulative analysis considers the Project site in the context of the City of San Leandro as well as other past, present, and foreseeable projects in the vicinity. The City of San Leandro is largely built out. However, as remaining development proceeds within the City, the number of structures that may be subject to risks from geologic and seismic hazards is likely to increase. All new development in the City of San Leandro would be subject to CBC requirements, as well as the requirements embedded in the City’s building permit process (e.g., requirement for geotechnical reports prior to grading permit, as required by Municipal Code Section 7-12). Compliance with CBC requirements, and the requirements of the Clean Water Program for erosion-control BMPs, along with compliance with the City’s Municipal Code, would result in a less than significant cumulative impacts associated with soil erosion, loss of topsoil, and development-related impacts that pertain to seismically induced ground-shaking, liquefaction, and expansive soils.

VII. GREENHOUSE GAS EMISSIONS

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

The following discussion is primarily based on the *Draft Air Quality and Greenhouse Gas Emissions Technical Report*, prepared by PlaceWorks, in May 2017. This document is included for reference in Appendix A of this Initial Study.

DISCUSSION

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydro fluorocarbons, perfluorocarbons, and chlorofluorocarbons.^{21,22}

²¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

²² Black carbon emissions contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon emissions is the most

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This section analyzes the Project's contribution to global climate change impacts in California through an analysis of Project-related GHG emissions. Information on the manufacturing of cement, steel, and other "life cycle" emissions that would occur as a result of the Project are not applicable and are not included in the analysis.²³ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

- a) *Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?*

The proposed Project would not generate enough GHG emissions on its own to influence the global climate. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. Therefore, this is an analysis of the Project's contribution to the cumulative environmental impact.

The proposed Project would contribute to global climate change through direct and indirect emissions of GHG from transportation sources (passenger vehicles, trucks, truck idling), energy (natural gas and purchased energy), water use and wastewater generation, and solid waste generation. Total construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time, short-term GHG emissions from the construction phase of the Project. The existing Kraft Food facility on the property operated continuously from 1950 until September 2016. The net change in GHG emissions associated with operation of the Project compared to the historical baseline conditions are shown in Table 4-6, *GHG Emissions Forecast*.

Construction Impact

Construction-related GHG emissions are short-term emissions that would not significantly contribute to the long-term cumulative GHG emissions impacts of the Project. BAAQMD does not have thresholds of significance for these emissions. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation (International Energy 2008). As shown in Table 4-6, when amortized over an average 30-year project lifetime, average annual construction emissions from the proposed Project would

strongly light-absorbing component of particulate matter emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing particulate matter from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

²³ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for Project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed Project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

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TABLE 4-6 GHG EMISSIONS FORECAST

Category	GHG Emissions (MTCO ₂ e/Year)				
	Historical Baseline 2017	Project 2018	Project 2030	Year 2018 Net Change	Year 2030 Net Change
Construction Emissions					
Total Construction Emissions	NA	1,713	NA	NA	NA
30-Year Amortized Construction	NA	57	NA	NA	NA
Operational Emissions					
Area	<1	<1	<1	<1	<1
Energy ^a	8,651	2,609	2,609	(-6,043)	(-6,042)
On-Road Mobile Sources	1,297	3,804	3,043	2,506	1,745
Idling Trucks ^b	140	408	364	268	224
Off-Road Equipment ³	-- ^d	303	348	303	348
Waste ^c	221	336	336	116	116
Water/Wastewater	10	220	220	211	211
				Total (-2,639)	(-3,400)
BAAQMD Bright-line Threshold				1,100 MTCO ₂ e	
Exceeds BAAQMD Threshold?				No	No

Notes: Based on year 2017 emission rates for historical baseline emissions and 2020 emission rates for Project emissions per BAAQMD methodology to reflect GHG emissions with Scoping Plan reductions. Emissions may not total to 100 percent due to rounding.
a. New buildings would be constructed to the 2016 Building Energy Efficiency Standards (effective January 1, 2017).
b. Truck idling based on EMFAC2014 and assumes 15 minutes of idling per truck.
c. Emissions from electric-powered off-road equipment used in daily operations for the proposed Project are calculated using CalEEMod 2016.3.1 and represent indirect emissions associated with the electricity needed to power equipment. As emissions are based on a diesel-powered combustion engine, the emissions shown in this table are considered conservative.
d. Off-road equipment used in daily operations for the Kraft facility were electric powered, and emissions associated with these pieces of equipment are accounted for in the Energy emissions, which are based on historical electricity usage data.
Source: CalEEMod 2016.3.1.

represent a nominal source of GHG emissions and would not exceed BAAQMD’s *de minimis* bright-line threshold of 1,100 MTCO₂e/year. Construction-related GHG emissions would be *less than significant*.

Operations Impact

Development of the proposed Project would result in a net decrease of GHG emissions due to the high power needs of the manufacturing of Kraft food products and the warehousing and distribution of the manufactured products (see Table 4-6). As a result, the proposed Project would not exceed BAAQMD’s bright-line significance criteria of 1,100 MTCO₂e/year and would reflect a beneficial GHG impact when compared to the previous land use on-site. The impact of operations-based GHG emissions of the proposed Project would be *less than significant* and no mitigation is required.

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b) *Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?*

The following plans have been adopted and are applicable for the proposed Project:

CARB's Scoping Plan

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the state's strategy established by AB 32, which is to return to the State's GHG emissions inventory to 1990 levels by year 2020. In September 2016, Senate Bill (SB) 32 was ratified, requiring the state's GHG emissions to return to 40 percent below 1990 levels by 2030. Executive Order B-30-15 and SB 32 require CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On January 20, 2017, CARB released the Draft 2017 Climate Change Scoping Plan Update to address the new interim GHG emissions target under SB 32. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

The 2017 Scoping Plan has adoption hearings planned for June 2017, and provides the strategies for the state to meet the 2030 GHG reduction target as established under SB 32. Statewide strategies to reduce GHG emissions in the 2017 Scoping Plan include:

- Implement SB 350, which expands the Renewables Portfolio Standard to 50 percent by 2030 and doubles energy efficiency savings.
- Expand the Low Carbon Fuel Standard to 18 percent by 2030.
- Implement the Mobile Source Strategy to deploy zero-emissions vehicle buses and trucks.
- Implement the Sustainable Freight Action Plan.
- Implement the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons 40 percent below 2013 levels by 2030 and black carbon emissions 50 percent below 2013 levels by 2030.
- Continue to implement SB 375.
- Create a post-2020 Cap-and-Trade Program.
- Establish a new regulation to reduce GHG emissions from the refinery sector by 20 percent.
- Develop an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. (CARB 2017a)

The Project's GHG emissions shown in Table 4-6 include reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. In addition, new buildings are required to comply with the 2016 Building Energy

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Efficiency Standards (or future cycle update) and California Green Building Code (CALGreen). The proposed Project would comply with these GHG emissions reduction measures since they are statewide strategies. For example, the new buildings would be constructed to comply with Title 24 solar requirements that would require each building to be solar ready and enable future tenants to install a roof-mounted solar-energy system. However, the 2017 Scoping Plan itself is not directly applicable to the proposed Project. Therefore, the Project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 was adopted.

MTC Plan Bay Area

To achieve ABAG's/MTC's sustainable vision for the Bay Area, the Plan Bay Area land use concept plan concentrates the majority of new population and employment growth in PDAs. PDAs are transit-oriented, infill development opportunity areas in existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated in PDAs, which are expected to accommodate 78 percent (or over 509,000 units) of new housing and 62 percent (or 690,000) of new jobs.

The proposed Project site is not within a PDA identified in Plan Bay Area (ABAG 2015). However, the proposed Project is an infill development Project that would redevelop the former Kraft Food manufacturing facility. The proposed Project is consistent with the overall goals of Plan Bay Area, which include concentrating new development in locations where there is existing infrastructure. Therefore, the proposed Project would not conflict with the land use concept plan in Plan Bay Area.

San Leandro Climate Action Plan

In 2009, the City of San Leandro developed the Climate Action Plan (CAP): A Vision of a Sustainable San Leandro and adopted climate-focused municipal measures (i.e., local government actions) within the CAP (San Leandro 2009). In accordance with the CAP, the proposed Project incorporates several design elements that would reduce GHG emissions. These include conformance to the 2016 Building Energy Efficiency Standards and CALGreen building regulations, and providing users with the ability to use roof-mounted solar systems. Although the communitywide (i.e., nongovernment) actions were not formally adopted at the time the CAP was developed, the proposed Project would be consistent with the measures in the CAP, as identified in Table 4-7, *San Leandro Community Climate Change Action Plan Goals and Actions*.

Taken together, the proposed Project would not conflict with any applicable plans or policies adopted to reduce the emissions of GHGs. The impact would be *less than significant* and no mitigation is required.

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TABLE 4-7 SAN LEANDRO COMMUNITY CLIMATE CHANGE ACTION PLAN GOALS AND ACTIONS

Applicable Goals	Actions	Consistency Analysis
Building and Energy Use		
Improve energy efficiency and reduce costs of energy upgrades for existing commercial and industrial properties.	Establish a standard for energy improvements in existing commercial and industrial properties.	Consistent. The Project would be consistent with the California Building Code, 2016 Building Energy Efficiency Standards, as noted in Section 2.2.2.12. This would improve energy efficiency 33.5 percent over the 2008 standard and would be consistent with San Leandro Climate Action Plan.
	Require “beyond compliance” as a condition for approving new construction.	
	Leverage existing energy efficiency incentive programs for non-residential utility customers.	
	Promote use of Green Leases Toolkit.	
	Provide incentives for businesses that achieve “green business” accreditation with organizations such as the Bay Area Green Business Program.	
	Include and promote additional literature on energy efficiency at the City permit center and planning services website.	
Increase residential, commercial, and industrial renewable energy use.	Establish a third-party or municipal financing program for solar (PV and solar hot water) and other renewable technology projects.	Consistent. The proposed buildings would comply with Title 24 solar requirements and would be constructed to allow future tenants to install a roof-mounted solar system.
	Marketing campaign for solar financing, tax and rebate opportunities to San Leandro residents.	
	Increase the number of solar facilities on low income housing.	
Promote green building practices in both the new construction and remodel market.	Establish mandatory green building ordinance for private new construction.	Consistent. As stated above, the new buildings when compared to the existing facility, which was constructed in 1950, would be more efficient by a minimum of 33.5 percent based on California Building Code, 2016 Building Energy Efficiency Standards.
	Identify and promote funding sources and other incentives to subsidize green buildings.	
	Encourage voluntary compliance with green building standards for existing buildings, including LEED for Existing Buildings Operations and Management for the commercial/industrial sector as well as GreenPoint Rated for Existing Homes for the residential sector.	
	Educate community members and local contractors on green building practices.	
Transportation and Land Use		
Enhance and expand car sharing and ridesharing programs.	Provide further incentives for car sharing.	Consistent. The proposed Project would be subject to the Bay Area’s Commuter Benefits Program, which requires all employers in the Air District’s jurisdiction with 50 or more full - time employees to offer commuter benefits to their employees.
	Work with car share companies to locate sites in San Leandro.	
	Support education and outreach regarding car sharing.	
	Ride share information webpage.	
Waste Reduction and Recycling		
Increase recycling and composting in the commercial sector.	Consider a mandatory curbside recycling and composting programs.	Consistent. A341 requires mandatory commercial recycling for businesses that generate 4 cubic yards or more of commercial solid waste per week.
	Continue working with StopWaste.Org to promote programs that help local businesses recycle, reduce waste and buy products made of recycled materials.	
	Work with restaurants to manage food waste.	
	Limit industrial waste.	

Source: San Leandro 2009.

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VIII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is primarily based on the *Phase I Environmental Site Assessment, Kraft Heinz Foods Plant* prepared by Haley & Aldrich, Inc., in November 2016, herein referred to as Phase I ESA; and Limited *Phase II Environmental Investigation Report, Kraft Heinz Foods Plant* prepared by Haley & Aldrich, Inc., in October 2016, herein referred to as Phase II ESA. These documents are included for reference in Appendix D of this Initial Study.

DISCUSSION

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

During demolition and construction, the proposed Project would involve the use, transportation, storage, and disposal of gasoline, oil, diesel fuel, solvents, paints, and other hazardous materials required for

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demolition and construction. As has been explained, the Project would demolish an existing food manufacturing plant, warehouse building, support structures and surface parking lot on the site and develop a warehouse complex whose conditional use permit identifies a wide range of uses, including but not limited to:

- Automobile Parts Sales
- Building Materials and Services
- Business Services
- Business and Trade Schools
- Catering Services
- Communications Facilities
- Equipment Sales
- Food Processing, General
- Food Processing, Limited
- Home Improvement and Interior Decoration
- Industry, Custom
- Industry, General
- Industry, Limited
- Industry, Research and Development
- Laboratories
- Maintenance and Repair Services

Recent environmental assessments of the Project site identified no Recognized Environmental Conditions (REC), defined as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” However, the assessments did identify a series of manufacturing-related, potentially hazardous historic conditions. These include soil residues associated with the past removal of six underground petroleum storage tanks (UST) and the in-ground grouting and closure of two other USTs, all approved by the San Leandro Fire Department; potential soil/groundwater residues from a former on-site oil/water separation area; potential petroleum, pesticide and metal residues from a former railroad spur area; and potential pesticide residues resulting from the former agricultural use of the site. Traces of asbestos-containing materials (ACM), as well as mercury, polychlorinated biphenyls (PCB) and lead-based paints were also identified in some buildings.

However, consistent with City of San Leandro permitting and approval processes, all demolition- and operational waste would be handled in accordance with applicable federal, State, and local laws, policies, and regulations. These include:

Federal Agencies and Regulations

- United States Environmental Protection Agency (EPA), which has established regulations to ensure the safe production, handling, disposal, and transportation of hazardous materials.
- The California Environmental Protection Agency (CalEPA), which is tasked with enforcing EPA regulations in Alameda County.
- United States Department of Transportation (DOT), which has regulatory responsibility for the safe transportation of hazardous materials between states and to foreign countries.
- Occupational Safety and Health Administration (OSHA), which oversees the administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, and provision of information to employees who may be exposed to hazardous materials.

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State Agencies and Regulations

- California Health and Safety Code Chapter 6.95 and California Code of Regulations, Title 19, Section 2729. This code establishes detailed minimum requirements for business emergency plans and chemical inventory reporting.
- Asbestos-Containing Materials Regulations. State-level agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for ACMs. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos.
- Polychlorinated biphenyls (PCBs) Regulations. The EPA prohibited the use of PCBs in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (TSCA), 15 United States Code Section 2601 et seq.

Regional Agencies and Regulations

- San Francisco Bay Regional Water Quality Control Board (RWQCB), which has the authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened, and to require remediation actions, if necessary.
- Bay Area Air Quality Management District (BAAQMD), which has the primary responsibility for control of air pollution from sources other than motor vehicles and consumer products. The BAAQMD is responsible for preparing attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and the issuance of permits for activities, including demolition and renovation activities affecting asbestos containing materials and lead.

Local Regulations

The City of San Leandro Environmental Services Section and Building and Safety Division coordinate the review of building permits to ensure that hazardous materials requirements are met prior to construction, including required separation between hazardous materials and sensitive land uses, and proper hazardous materials storage facilities. Any businesses that transport, generate, use, and/or dispose of hazardous materials within the Project site would also be subject to existing hazardous materials regulations, such as those implemented by the Environmental Services Section, and hazardous materials permits from the Environmental Services Section. In addition, the recently-updated San Leandro General Plan contains numerous policies to further ensure that new development would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Any transportation of hazardous materials would comply with the above regulations. In addition, handling and disposal of hazardous materials would be in accordance with all other federal, state, and local laws and regulations. Typical construction erosion control BMPs also would be implemented as discussed in the following Section IX, Hydrology and Water Quality. With adherence to this strict regulatory environment, the resulting impact would *less than significant* and no mitigation is required.

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- b) *Would the project 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?*

The Project would facilitate new industrial development within the Project site. Demolition of existing structures, including a manufacturing building containing identified potential hazardous materials (e.g., asbestos, lead paint, etc.), could potentially result in release of those materials into the environment. Use of hazardous materials on newly developed properties after construction could also potentially include cleaning solvents, petroleum, and other materials used in the regular maintenance and operation of the proposed uses.

In December 1999, a roofing survey was performed at the Project site to investigate the potential for ACMs at 100 Halcyon Drive. Forty bulk samples were collected and analyzed, with 26 samples from various roof locations shown to contain regulated amounts of ACM. Most ACMs were associated with sealants, insulation, and roof core composites. Numerous samples were above 100 square feet in size and shown to contain greater than 10 percent of ACMs.²⁴

In May 2008, a second asbestos inspection was performed on six buildings of the Project site. Asbestos was again found in a range of building materials, including insulation, roofing mastic, adhesives and roofing materials.²⁵

Compliance with applicable federal, State, and local laws and regulations regarding handling of the hazardous materials described above in Section VIII-a, is designed to ensure that potential impacts associated with a reasonably foreseeable upset or accidental release of hazardous materials into the environment are minimized. However, the documented presence of hazardous materials on structures that would be demolished as part of the proposed Project requires specific regulatory oversight. . The impact of the proposed Project with respect to hazardous materials upset would be *potentially significant*, if not mitigated by the following.

Mitigation Measure HAZ-1: A systematic plan for identifying, handling, and removing hazardous building materials for structures proposed for demolition at the Project site shall be prepared by a licensed professional and submitted to the City of San Leandro for approval prior to demolition. The plan shall be implemented by a qualified professional. All loose and peeling lead-based paint and ACM shall be abated by a certified contractor(s) in accordance with City and other local, state, and federal requirements. All other hazardous materials, such as “universal wastes,” shall be removed from structures prior to demolition in accordance with Department of Toxic Substances Control (DTSC) regulations and City requirements. The findings of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the City prior to the issuance of construction and Demolition Permits.

²⁴ ATC Associates, Inc. January 25, 2000. Asbestos Investigation Report Roofing Survey, Kraft Foods, Inc., 100 Halcyon Drive San Leandro, California. ATC Project # 25086.0047.

²⁵ Kellco-Macs. May 14, 2008, Exploratory Asbestos and Lead Paint Inspection Report, Kraft General Foods, 100 Halcyon Drive.

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- c) *Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

The closest school to the Project site is San Leandro Unified School District's James Monroe Elementary, located at 3750 Monterey Boulevard approximately 0.6 miles to the southwest of the Project site. This distance, combined with Project compliance with the regulatory structures and mitigation measures described in Sections VII-a and VII-b, above, would result in a *less-than-significant* impact, and no mitigation is required.

- d) *Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?*

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the Lead Agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on those lists, often referred to as the "Cortese List."

Two internet databases are hosted by the boards and departments referenced in the Government Code: The Department of Toxic Substances Control's (DTSC) online EnviroStor database and the State Water Control Board's (WRCB) online GeoTracker database. A search of the EnviroStor database, on May 3, 2017, found 52 records listed within San Leandro. Of these records, 14 facilities are DTSC ongoing cleanup sites, described as sites undergoing active investigation or cleanup; sites with certified cleanup in place but requiring continuing operation and maintenance; or sites that are non-active based on DTSC determination that further evaluation is required. A similar search of the GeoTracker database, on March 3, 2017, found 40 open (i.e., undergoing or still requiring investigation and/or cleanup) RWQCB Cleanup Sites listed within the city. The 100 Halcyon Drive site is not located on or near any of these sites. Therefore, there would be *no impact* and no mitigation is required.

- e) *For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people living or working in the Project area?*

The Alameda County Airport Land Use Commission (ALUC) adopted an Airport Land Use Compatibility Plan (ALUCP) for Oakland International Airport's (OAK) Airport Influence Area (AIA) in December 2010. The Project site is within the AIA for OAK. The ALUCP include policies intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, and ensure that new surrounding uses do not affect the airport's continued safe operations. As described in Chapter 3 Project Description, the proposed Project site is currently designated Light Industrial (LI) and General Industrial (GI) by the City's General Plan, and is zoned IG(AU) Industrial General with Assembly Use Overlay. The proposed Project would require no land use policy changes, and as a potential industrial warehousing center, does not constitute a new land use or change in land use significant enough to impact the safety of either airport operations or residents and employees of the site. As such, the impact would be *less than significant* and no mitigation is required.

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- f) *For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people living or working in the Project area?*

There are no private airstrips in the City of San Leandro or its Sphere of Influence (SOI). As a result there would be *no impact* associated with such facilities and no mitigation is required.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The San Leandro Emergency Operations Center (EOC) is responsible for coordinating agency response to disasters or other large-scale emergencies in the City of San Leandro with assistance from the Alameda County Office of Emergency Services and the Alameda County Fire Department. The City's Hazard Plan establishes policy direction for emergency planning, mitigation, response, and recovery activities within San Leandro. The Hazard Plan addresses interagency coordination, procedures to maintain communication with county and State emergency response teams, and methods to assess the extent of damage and management of volunteers. With participation from the City of San Leandro and other local agencies, ABAG created an umbrella *Hazard Mitigation Plan* entitled "Taming Natural Disasters." In addition, the City participated in development of and has since adopted the *Regional Catastrophic Earthquake Mass Transportation Plan*, which is an annex to the *San Francisco Bay Area Regional Emergency Coordination Plan* and addresses mass transportation/evacuation issues in response to a major earthquake.

Emergency response coordinated by the San Leandro EOC and fire and police protection, respectively, would remain the same as under existing conditions because the response time and distance would remain the same. The Project site would be covered by the City EOC and Hazard Plan, and the established prearranged emergency response procedures, identified evacuation routes, and executed mutual aid agreements for emergency assistance. The Hazard Plan identifies emergency planning, organization and response policies and procedures. It addresses the City's responsibilities in emergencies associated with a "Hazards" approach in managing natural disasters and human-caused emergencies, and provides a framework for response and recovery efforts. The proposed Project would not include any characteristics (e.g., permanent road closures, etc.) that would physically impair or otherwise interfere with implementation of any adopted emergency response plan or emergency evacuation plan for the Project vicinity. Therefore, impacts would be *less than significant* and no mitigation is required.

- h) *Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildland are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California.²⁶ The CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat. Although CAL FIRE has mapped Very High Fire Hazard Severity Zones on the eastern edge of the City of San Leandro, the proposed Project is not on a site designated as

²⁶ CalFIRE, http://www.fire.ca.gov/fire_prevention/fhsz_maps_alameda, accessed on May 5, 2017.

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a Wildland Fire Hazards Area. As mapped in the City's General Plan EIR,²⁷ San Leandro does not contain Fire Hazard Severity Zones in the State Responsibility Area. Therefore, the proposed Project would not pose a significant risk of loss, injury, or death involving wildland fires and impacts would be *less than significant* and no mitigation is required.

CUMULATIVE IMPACT DISCUSSION

With respect to hazardous materials in the environment, effects are generally limited to site-specific conditions due to the fact that exposure typically is dependent on proximity to the source of the hazardous material. An exception to this precept would be contaminant groundwater plumes resulting from multiple sources and underlying larger areas. However, none of the four major groundwater plumes in San Leandro lies beneath or in close proximity of the Project. The geographic scope for cumulative impacts associated with hazards and hazardous materials, therefore, encompasses the Project site and immediate vicinity.

The cumulative analysis discussions in this chapter assess future development in the Mid-Washington Corridor under the 2035 General Plan. This development would involve increased storage, use, and disposal of common cleaning substances, building maintenance products, paints and solvents; however, these potentially hazardous materials would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. While cumulative development in the vicinity of the Project site would bring more residents into the area, compliance with existing federal, State, local regulations and standards, and the San Leandro General Plan policies listed in Section 4.7.1.1 of this chapter would ensure that risks associated with the transport, storage, use, and disposal of hazardous materials and waste would be less than significant.

As discussed previously, development of the Project could result in upset and accident conditions involving the release of hazardous materials, and would require mitigation in the form of specialized demolition. Similar projects in the area may involve demolition of similar industrial structures, and would require similar site specific testing and mitigation in compliance with state and local regulation. The Project would not result in significant impacts from the increased use of hazardous household materials and would not increase exposure to potential hazards associated with wildland fires. The Project would not interfere with implementation of emergency response plans. In addition, potential project-level impacts associated with hazards and hazardous materials would be less than significant through compliance with local, regional, State, and federal regulations, all of which apply to other new development as well. Consequently, construction of the Project in combination with past, present, and reasonably foreseeable projects in the near vicinity would not result in a significant cumulative impact.

²⁷ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.7.1.2 Existing Conditions, page 4.7-15, Figure 4.7-1, Cleanup Sites in San Leandro.

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IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Would the project otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Would the project potentially be inundated by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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DISCUSSION

a) *Would the project violate any water quality standards or waste discharge requirements?*

As explained in Chapter 3 Project Description, the Project site is currently developed. The proposed Project would not significantly increase the amount of impervious surface at the site and would replace the existing drainage and runoff system with an improved system. The proposed Project is less likely to create changes to stormwater flows, decreasing potential to introduce pollutants to receiving waters.

Regardless, urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediment and pesticide residues from roadways, parking lots, rooftops, landscaped areas and deposit them into adjacent waterways via the storm drain system. Construction and operational impacts associated with the demolition of existing structures and construction of new structures could result in impacts to water quality and waste discharge attributed to water pollution from soil erosion and increased stormwater runoff. Construction activities also have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff, and the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

Construction Impacts

Since the proposed Project would redevelop approximately 30 acres, it would be subject to compliance with the NPDES Construction General Permit (CGP) and require preparation of an SWPPP that includes erosion and sediment control Best Management Practices (BMPs). These BMPs must meet or exceed measures required by the CGP, as well as control hydrocarbons, trash, debris, and other potential construction-related pollutants. Examples of construction BMPs include inlet protection, silt fencing, fiber rolls, stabilized construction entrances, stockpile management, solid waste management, and concrete waste management. Implementation of BMPs would prevent or minimize environmental impacts and ensure that discharges during the demolition and construction phase of the Project would not cause or contribute to the degradation of water quality in receiving waters. In addition, Chapter 7-12 of the San Leandro Municipal Code requires project applicants to prepare erosion control and sedimentation control plans for submittal to the City Engineer prior to the start of project construction. Chapter 3-15 of the Municipal Code also requires BMPs to be implemented to minimize stormwater discharges from the site during construction.

The CGP also requires the project Applicant to file Permit Registration Documents with the State Water Resources Control Board (SWRCB) prior to the start of construction activities. These include a Notice of Intent (NOI), risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations.

In addition, the San Leandro Municipal Code contains four other chapters with directives pertaining to hydrology and water quality. These include:

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- Stormwater Management and Discharge Control – Chapter 3-15. This chapter provides the storm water requirements for projects within the City of San Leandro and is consistent with the requirements of the San Francisco RWQCB.
- Bay-Friendly Landscaping Requirements for City Projects – Chapter 3-22. The City of San Leandro has also adopted a Water Efficiency Landscape Ordinance in coordination with StopWaste that exceeds the State’s model ordinance in terms of water savings.
- Floodplain Management – Chapter 7-9. The ordinance is designed to protect human life and health, minimize expenditures for costly flood control projects, minimize the need for rescue and relief efforts, business interruptions, and damage to public facilities and utilities. The ordinance also ensures that property owners construct new and substantially improved buildings in the 100-year floodplain in accordance with the National Flood Insurance Program’s goals to protect life and property.
- Grading, Excavations, and Fill – Chapter 7-12. This requires applicants to prepare erosion control and sedimentation control plans and drainage plans to the City Engineer for approval prior to the start of project construction. The plans would ensure that storm water from the site meets the quality standards dictated by Chapter 3-15, Stormwater Management and Discharge Control. The erosion and sediment control plans must be prepared in accordance with the most current “Association of Bay Area Governments (ABAG) Manual of Standards for Erosion and Sediment Control Measures” and the “Handbook for Erosion and Sediment Control.”

Compliance with local and State regulatory requirements and implementation of construction BMPs would minimize discharges during the construction phase of the proposed Project and would not result in the degradation of water quality in receiving waters. Therefore, construction-related water quality impacts would be *less than significant*.

Operational Impacts

Discharges to stormwater drains or channels from post-construction activities are regulated by the Municipal Separate Storm Sewer System (MS4) Permit, issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB), pursuant to NPDES regulations. A Water Quality Management Plan (WQMP) would be prepared and implemented at the Project site specifying BMPs to be used in project design and in project operations and maintenance to minimize pollution of stormwater. The BMPs specified in the WQMP would follow the guidelines of the Alameda Countywide Clean Water Program (ACCWP) Stormwater Management Plan and any locally adopted Standard Urban Stormwater Mitigation Plan (SUSMP).

The proposed Project involves demolition on and improvements to a developed, fully-impervious manufacturing site that is well-connected to the City’s stormwater system. Stormwater is currently removed by sheet flow action across paved surfaces towards on-site stormwater drains and catchment basins located throughout the property.²⁸ However, because the proposed Project would replace in excess of 10,000 square feet of the impervious surface of the Project site, it must comply with the C.3 provisions set by the San Francisco Bay Regional Water Quality Control Board (RWQCB). A Stormwater Control Plan

²⁸ Partner Engineering and Science, Inc. August 25, 2016. *Property Condition Report, San Leandro Logistics Center*

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(SCP) that details the site control, source control, and stormwater measures that would be implemented at the site must be submitted to the City.

In compliance with C.3 provisions, a detailed Preliminary Stormwater Quality Control Plan (SQCP) was submitted to the City as part of the January 12, 2017 site plans (see Figure 3-11). The SQCP includes 13 strategic Drainage Management Areas (DMA) that approach runoff control from both ground-level impervious surfaces and rooftops (see Figures 3-11 and 3-12). Proposed biofiltration throughout in the DMAs would decrease site runoff in low flow situations and delay the runoff in large storm events, and would increase the quality of runoff. As shown on Figure 3-12, these would be located along the western exterior of proposed Building 3, between proposed Buildings 1 and 2, and buffering impervious surfaces along the inner boundaries of the Project site. The SQCP contains detailed cross-sections of the bioretention treatment areas, illustrating soil layers, slopes and compaction levels. These bioretention treatment areas would conform to the C.3 Stormwater Technical Guidelines of the Alameda County Clean Water Program. Biotreatment areas are designed to have a perforated underdrain system which carries filtered water to the offsite stormdrain system. Calculations provided by Kier & Wright Civil Engineers & Surveyors (Applicant’s engineers), demonstrate that each DMA would include Integrated Management Practice (IMP) areas that meet or exceed minimum C.3 standards, as shown in Table 4-8.

TABLE 4-8 PRELIMINARY STORMWATER TREATMENT CALCULATIONS

DMA	Impervious Area (Square Feet)	Pervious Area (Square Feet)	Treatment Area (Square Feet)	IMP Area Provided (Square Feet)	Minimum IMP Area Required (Square Feet)
1	115,242	18,094	117,051	3,990	3,480
2	113,206	13,383	114,544	4,814	3,410
3	71,164	6,392	71,803	3,973	2,135
4	78,845	9,813	79,826	3,666	2,375
5	46,442	8,098	47,252	2,280	1,450
6	24,640	2,919	24,932	960	745
7	112,240	3,813	112,621	4,107	3,350
8	39,507	281	39,535	1,771	1,175
9	56,995	9,622	57,957	2,347	1,725
10	155,705	13,574	157,062	5,608	4,670
11	71,458	18,766	73,335	3,126	2,180
12	34,835	9,458	35,871	1,862	1,065
13	230,819	17,879	232,607	10,126	6,915

Source: Kier & Wright Civil Engineers & Surveyors., 2017. *Preliminary Stormwater Quality Control Plan (SQCP)*.

Collectively, the BMPs and low-impact development (LID) design features of the Project would address the anticipated and expected pollutants of concern from the operational phase of the proposed Project. The Project site currently has no such features. Additionally, through the development review process, the City

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would ensure that the proposed Project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by

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contaminated stormwater runoff. With implementation of these measures, the potential operational impact to water quality would be *less than significant*.

In summary, compliance with State and City regulations requiring the preparation of a SWPPP for the proposed Project as well as compliance with the City's erosion and sediment control ordinance and preparation of an ECP, would reduce the potential for water quality issues during construction. The requirement to prepare a SCP and implement site design, source control, and treatment control measures prior to the issuance of grading permits would address the potential for pollutants in stormwater during the operational phase of the Project. Additionally, through the development review process, the City would ensure that the proposed Project complies with various statutory requirements necessary to minimize stormwater pollutants. Therefore, issues related to water quality from development of the proposed Project would be *less than significant* and no mitigation is required.

b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Groundwater recharge may be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced with impervious surfaces. As noted in the previous section, the development of the proposed Project would not result in a significant increase in impervious surfaces. In addition, the installation of landscaped areas and the bioretention areas described in the previous section, would increase site permeability as compared to existing conditions, and would allow for further infiltration of stormwater runoff. Therefore, the proposed Project would not interfere substantially with groundwater recharge or result in a lowering of the groundwater table.

The Project site is located within the East Bay Plain subbasin of the Santa Clara Valley Groundwater Basin. The subbasin has both a shallow and deep groundwater aquifer, and water level of both have been rising continuously since about 1980.²⁹ However, the Project is not anticipated to adversely impact groundwater resources because site-specific excavation pits or utilities trenches that may be required during construction would only intersect the shallow aquifer. Any potential dewatering associated with those excavations would only temporarily remove groundwater with no impact to the regional groundwater system. Dewatering activities would require obtaining a Waste Discharge Requirements (WDR) permit from San Francisco Bay RWQCB. The WDR permit requirements would require testing to prevent discharged water from posing a risk to water quality in San Francisco Bay. Should the results of the testing indicate that pollutant levels are too high, treatment of the collected groundwater would be required prior to discharge to San Francisco Bay or the City's storm drain system. In addition, the proposed Project would be subject to SWPPP requirements, which include measures for spill prevention, control, and containment that would prevent potential construction pollutants from leaching into the shallow groundwater. These existing regulatory requirements would ensure that the discharge of construction dewatering would not significantly impact groundwater quality.

The proposed Project would not use or deplete groundwater resources. Water supplied to the City of San Leandro is obtained from the East Bay Municipal Water District (EBMUD) reservoir and aqueduct system.

²⁹ California Department of Water Resources. February 27, 2004. California's Groundwater, Bulletin 118.

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The groundwater aquifer beneath San Leandro is not currently used for water storage or supply; EBMUD relies on surface water and recycled water to meet water supply demands for its customers.³⁰ Similarly, the proposed Project would not involve the construction of new groundwater wells or the use of existing wells. Therefore, the Project would not deplete the production level of any of San Leandro's approximately 900 wells.

The implementation of Low Impact Development (LID) measures and on-site infiltration, as required under the C.3 provisions of the Alameda County Clean Water Program will increase the potential for groundwater recharge. Also, the use of site design features as per the C.3 provisions and implementation of water use efficiency measures mandated by the Water Conservation Act of 2009 will ensure that groundwater supplies are not depleted. Although not required by codes or regulations, General Plan goals and policies encourage groundwater recharge so that future development would be served with an adequate water supply. The proposed Project will not use groundwater supplies or interfere with groundwater recharge; therefore, the impact would be considered *less than significant* and no mitigation is required.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

The proposed Project does not involve the alteration of any watercourse, stream, or river. Construction activities for the Project would involve demolition of existing structures, grading, excavation, and the construction of buildings, and parking lots, which could increase the potential for erosion and/or siltation. As previously discussed in Section IX-a, standard erosion and sediment control measures are required and would be implemented as part of the SWPPP for the proposed Project to minimize the risk during construction. The SWPPP must include an erosion control plan that prescribes measures such as phasing of grading, limiting areas of disturbance, designation of restricted-entry zones, diversion of runoff away from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for re-vegetation or mulching. The erosion control plan would also include treatment measures to trap sediment once it has been mobilized, including inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. In addition, Chapter 7-12 of the San Leandro Municipal Code requires project applicants to prepare erosion control and sedimentation control plans for submittal to the City Engineer prior to issuance of a Grading Permit. With implementation of these measures during construction, there would not be a substantial increase in surface runoff resulting in significant erosion or siltation and the impact would be *less than significant* and no mitigation is required.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

As has been noted, development of the proposed Project within the Project site would not result in a significant change in land use, and would not result in an increase in impervious surface area that could

³⁰ East Bay Municipal Utility District (EBMUD), 2011. Water Management Plan 2011. Adopted by EBMUD Board in April 2012.

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increase stormwater runoff, lead to higher peak discharges to drainage channels, or increase the potential to cause flooding. Nor does development associated with this Project involve the alteration of any watercourse, stream, or river. As discussed in Section IX-a, the Project site has an existing storm drain system, and the proposed Project would include SQCP that establishes infrastructure improvements and bioretention areas consistent with C.3 guidelines that would decrease surface runoff.

During construction, the Project is subject to NPDES construction permit requirements, including preparation of a SWPPP, which includes BMPs to limit the discharge of sediment and non-stormwater discharges from the site. With implementation of these control measures and regulatory provisions to limit runoff from new development sites, the proposed Project would not result in significant increases in runoff that could contribute to on-site or off-site flooding. Therefore, implementation of the proposed Project would have a *less-than-significant* impact with respect to alterations in drainage patterns that could result in flooding and no mitigation is required.

e) *Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

The insignificant increase in impervious surfaces associated with development of the proposed Project, in combination with the proposed on-site stormwater drainage system that is consistent with the C.3 flow-based and volume-based hydraulic sizing criteria, would not result in runoff that exceeds existing drainage capacities. There is currently a piped storm drainage system at the Project site, and the previously-described proposed LID design and bioretention strategies included in this SQCP system, would minimize increases in peak flow rates or runoff volumes. Furthermore, City of San Leandro General Plan goals and policies would encourage development that would not exceed the capacity of existing or proposed storm drain systems.

With implementation of these regulatory requirements listed above, impacts to storm drain system capacities would be *less than significant* and no mitigation is required.

f) *Would the project otherwise substantially degrade water quality?*

Pollutants commonly associated with construction sites that can impact water quality are sediments, trace metals, oil, grease, fuels, and miscellaneous construction wastes. Pollutants generated during the operational phase of the Project may include sediment, nutrients, organic compounds, trash and debris, and oil and grease.

As required by the C.3 and C.6 provisions of the MRP and City of San Leandro's stormwater ordinance, BMPs would be implemented across the Project site during both construction and operation of the proposed Project. These BMPs would control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Implementation of BMPs during construction would be in accordance with the provisions of the SWPPP, which would minimize the release of sediment, soil, and other pollutants. Operational BMPs would be required to meet the C.3 provisions of the MRP, and the City of San Leandro reviews projects for stormwater conformance with applicable laws, policies, and guidelines prior to the issuance of grading permits. These requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. Bioretention areas would be installed throughout the Project site, which would further

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reduce the volume and improve the quality of stormwater runoff from the site. With implementation of these BMPs in accordance with County and City requirements, the potential impact on water quality would be *less than significant* and no mitigation is required.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The FEMA publishes maps that show areas of flood risk throughout the United States. As illustrated in the EIR for the City of San Leandro's 2035 General Plan update, adapted FEMA maps of the City show that the site is not within the 100-year zone.³¹ Therefore the proposed Project would not expose people or structures to risks associated with a 100-year flood event and there would be *no impact* and no mitigation is required.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

As stated above, the Project site is not within the 100-year zone. Therefore the proposed Project would have *no impact* with respect to flood flows and no mitigation is required.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Exposure of people or structures to a significant risk of loss, injury, or death involving flooding from the failure of a levee or dam is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impact on the project unless the project would exacerbate the environmental hazard.³² Placement of people or structures within a dam inundation zone or in close proximity to a levee would not cause or worsen existing conditions and therefore would not exacerbate the hazard. No further discussion is required.

- j) *Would the project potentially be inundated by seiche, tsunami, or mudflow?*

Exposure of people or structures to a significant risk of inundation by seiche or tsunami is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impact on the project, unless the project would exacerbate the environmental hazard.³³ Placement of people or structures within a tsunami or seiche inundation zone would not cause or worsen existing conditions and therefore would not exacerbate the hazard. Therefore, the focus of the following discussion is on potential impacts from mudflows.

ABAG has interactive maps of areas susceptible to debris flows within the Bay Area. Most of the City of San Leandro is relatively flat and is not in areas subject to debris flows. The ABAG map does show isolated

³¹ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.8.1.2 Existing Conditions, page 4.8-24, Figure 4.8-4, FEMA Floodplains (Adopted Data).

³² California Supreme Court, 2015, California Building Industry Association v Bay Area Air Quality Management District, Opinion No. S213478, date filed: December 17, 2015.

³³ California Supreme Court, 2015, California Building Industry Association v Bay Area Air Quality Management District, Opinion No. S213478, date filed: December 17, 2015

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pockets in the areas of San Leandro east of I-580 that may be susceptible to debris flows, although the Project site is not within or near these areas.³⁴ As a result, there would be *no impact* with respect to mudflows and no mitigation is required.

CUMULATIVE IMPACT DISCUSSION

The analysis of cumulative hydrology and water quality impacts considers future development within the Mid-Washington Corridor. Cumulative impacts can occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable future projects in a similar geographic area. Cumulative impacts could result from incremental changes that degrade water quality or contribute to drainage and flooding problems within the watershed.

As discussed previously, development of the proposed Project and other cumulative projects within the area would require conformance with extensive State and local policies and regulations that would reduce ensure hydrology and water quality impacts to would be less than significant levels. Any new development would be subject to City policies and ordinances, design guidelines, zoning codes and other applicable City requirements that address impacts related to hydrology and water quality. More specifically, potential changes related to stormwater quality, stormwater flows, drainage, impervious surfaces, and flooding would be minimized or avoided by the implementation of stormwater control measures, retention, infiltration, and LID measures, and review by the City’s Engineering and Transportation Department to integrate measures to reduce potential flooding impacts. With the implementation of these measures, the cumulative impacts to water quality and hydrology would be less than significant.

X. LAND USE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³⁴ Association of Bay Area Governments, Debris Flow Source, <http://gis.abag.ca.gov/website/Hazards/?hlyr=debrisFlowSource>, accessed on May 11, 2017.

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DISCUSSION

a) *Would the project physically divide an established community?*

The Project site is an industrial-zoned space developed with a manufacturing facility, and bounded by commercial development and single- and multi-family housing. The proposed Project would continue the current pattern of development with industrial uses and warehouse/office space within the existing boundaries of the site. The proposed Project would retain existing roadway patterns, and would not introduce new major roadways or other physical features through existing neighborhoods other communities that would create divisions or barriers. Accordingly, the Project would not physically divide an established community and the impact would be *less than significant* and no mitigation is required.

b) *Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The following section discusses consistency with the General Plan, and Zoning district, that concentrate on land use and planning.

General Plan and Zoning

Land Use Designation Consistency

As discussed in Chapter 3, Project Description, the Project site is designated as Light Industrial (LI) and General Industrial (GI) by the City's General Plan LI designates areas that may contain wholesale activities, distribution facilities, research and development or e-commerce uses, business services, technology, and manufacturing operations which produce minimal off-site impacts. The GI designation allows a wide range of manufacturing, transportation, food and beverage processing, technology, warehousing, vehicle storage, office-flex, and distribution uses. The maximum floor area (FAR) ratio for both LI and GI land use designations is 1.0. FAR is calculated using gross building area divided by lot area. Accordingly, development of approximately 497,880 square feet of industrial space and 55,300 square feet of office space, for a cumulative total of about 553,180 square feet on a 30.74 acre site would be consistent with the LI and GI land use designation, since the FAR ratio is approximately 0.41.³⁵

In addition, the Project is consistent with General Plan Policy LU-7.11, Mid-Washington Business District. This policy calls for sustaining the mid-Washington corridor between San Leandro Boulevard and Halcyon Drive/ Floresta Boulevard as a mixed industrial and commercial district and diverse business corridor, including manufacturing, warehousing and distribution, heavier commercial activities, and general service uses. Finally, the Project site is specifically identified in the Land Use Element of the City's General Plan as a development opportunity site, targeted for increased economic productivity.

The proposed Project would be consistent with the General Plan designation for the Project site and the impact would be *less than significant*.

³⁵ FAR is 552,674 square feet or 12.69 acres/30.74 acre=0.41

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Zoning Code

The Project site is zoned IG(AU) Industrial General, Assembly Use Overlay District. The purpose of the IG zoning district is to provide and protect existing industrial sites and allow for continued operation of existing general industry.³⁶ As explained in Chapter 3, Project Description, recent upgrades to the zoning code conditionally permit new warehouse – storage facilities and warehouse – distribution facilities at 100 Halcyon Drive, as well expansions of such facilities totaling over 10,000 square feet. Other uses within the IG zoning district include automobile parts sales, business services, communication facilities, equipment sales, retail, food processing, government offices, health and fitness centers, industry, and business and professional offices. The purpose of the AU Overlay District is to provide for discretionary review of assembly uses on certain non-residentially zoned properties.

The Project would maintain the industrial nature of the existing land use, and its intended use as an industrial warehouse and associated office spaces would be consistent with zoning district for the Project site. Therefore, the Project would not conflict with any applicable land use plan, policy or regulation. The impact would be *less than significant* and no mitigation is required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

There is no existing applicable habitat conservation plan or natural community conservation plan that covers land with the City of San Leandro. Therefore, *no impact* would result in this respect and no mitigation is required.

CUMULATIVE IMPACT DISCUSSION

This section analyzes potential impacts related to land use that could occur from a combination of the proposed Project with reasonably foreseeable growth in the surrounding area. Since the City of San Leandro is the government entity with jurisdiction over land use decisions within the city limits, the city limits of San Leandro are the extent of the area of cumulative effect for this analysis. Cumulative impacts would occur if development associated with the proposed Project together with cumulative growth would physically divide an existing community or conflict with applicable land use plans, policies, or regulations or with an adopted conservation plan. The San Leandro 2035 General Plan and its implementing development procedures and standards provide a unifying, internally consistent program for development throughout the City. All development, including the Project and cumulative projects must be consistent with the General Plan; therefore, cumulative impacts would be less than significant regarding land use and planning.

³⁶ City of San Leandro, Zoning Code, Part II, Base District Regulations, Article 7, I Industrial Districts, Section 2-700, Specific Purposes

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XI. NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project expose people to or generate excessive groundborne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is primarily based on the *100 Halcyon Drive Noise Technical Study*, prepared by PlaceWorks, in April 2017. This document is included for reference in Appendix E of this Initial Study.

Background

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, and City of San Leandro have established criteria to protect public health and safety and to prevent disruption of certain human activities. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses. These uses are considered sensitive receptors.

Sound level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

The duration of sound is important since sounds that occur over a long period of time are more likely to cause environmental stress. One of the most frequently used sound metrics that considers both duration

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and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted sound level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average sound level). Typically, Leq is summed over a one-hour period. The time period in which sound occurs is also important since sound that occurs at night tends to be more disturbing than that which occurs during the daytime. The Day-Night average level (Ldn) recognizes this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average sound level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) sound levels to account for the greater sensitivity to noise during that time period.

Vibration is a form of noise whose energy is carried through buildings, structures, and the ground, rather than through the air. Vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of percept

Terminology

The following are brief definitions of noise-related terminology:

- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound that is calculated on a logarithmic scale. The calculations involve the squared ratio of sound pressure amplitude to a reference pressure amplitude. The reference pressure is 20 micropascals.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Energy-Equivalent Noise Level (Leq).** The mean of the noise level, energy-averaged over the measurement period; regarded as an average level.
- **Day-Night Level (Ldn).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10 p.m. to 7 a.m.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. For general community/ environmental noise, CNEL and Ldn values rarely differ by more than 1 dB. As a matter of practice, Ldn and CNEL values are considered to be equivalent and interchangeable.

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- **Statistical Sound Level.** Also known as the n-exceedance Sound Level, L_n . The fast-response, A-weighted noise levels equaled or exceeded by a fluctuating sound level for n-percent of a stated time period; for example, 1 percent, 10 percent, 50 percent, and 90 percent of the stated period (denoted as L_{01} , L_{10} , L_{50} , and L_{90}). The L_{10} level is commonly called the ‘intrusive sound level’ and is near the maximum level in that time period, while the L_{90} is commonly called the ‘residual sound level’ and is near the minimum level in that period. The L_{50} (or median sound) level is when the measured noise environment is above that value half of the time and below that value the other half of the time. The L_{50} (or median sound) level is different than the energy-average (L_{eq}) sound level. Community noise standards are often written in terms of levels exceeded for more than 30 minutes of any given hour (i.e., the L_{50} sound level), exceeded for more than 15 minutes of any given hour (i.e., the L_{25} sound level), exceeded for more than 5 minutes of any given hour (i.e., the $L_{8.3}$ sound level), exceeded for more than 1 minute of any given hour (i.e., the $L_{1.6}$ sound level), and exceeded at any time within any given hour (i.e., the L_0 or L_{max} sound level).
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.
- **Vibration Decibel (Vdb).** A unitless measure of vibration that is calculated on a logarithmic scale. The calculations involve the squared ratio of vibration velocity amplitude to a reference velocity amplitude. The reference velocity is 1 micro-inch/second.

Regulatory Setting

To limit people’s exposure to physically and/or psychologically damaging as well as intrusive noise levels, federal, state, and local agencies have established standards and ordinances to control noise. Potential noise and vibration impacts were evaluated based on the City of San Leandro Municipal Code and General Plan to determine whether significant adverse noise and vibration impacts would result from construction and operation of the proposed Project.

State of California

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Part 1, Building Standards Administrative Code, and Part 2, California Building Standards Code. These noise standards are applied to new or renovation construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations are intended to mitigate potential noise impacts at noise-sensitive structures—such as residences, schools, or hospitals—that are near major transportation noise sources and where such traffic-, rail-, and/or airport-related noise sources create an exterior noise level of 60 dBA CNEL or higher. Since the proposed uses are not noise sensitive, Title 24 regulations would not apply to this project, and no special exterior-to-interior sound insulation features/materials would be necessary.

City of San Leandro General Plan

The City of San Leandro’s noise policies are incorporated into the Environmental Hazards Element of the 2035 General Plan. The City maintains two goals for noise reduction, each with associated policies and

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actions. Goal EH-7 is to maintain general peace and quiet in the community. Relevant policies and actions are included in Table 4-9, below.

TABLE 4-9 CITY OF SAN LEANDRO GENERAL PLAN NOISE POLICIES

Goal	Policy	Action
EH-7 Ensure that noise associated with the day-to-day activities of San Leandro residents and businesses does not impede the peace and quiet of the community	EH-7.1 Noise Compatibility Table. Ensure that potential noise impacts are considered when new development is proposed. Projects that could significantly increase noise levels should incorporate mitigation measures to reduce such impacts. Apply the standards shown in Chart 7-2 when evaluating applications for future development.	EH-7.1.A: Review of Future Development Proposals. On an on-going basis, review future development proposals for compliance with the General Plan Noise and Land Use Compatibility standards in Chart 7-2. Require acoustical studies for projects that are likely to be exposed to noise levels that exceed the “normally acceptable” standard and for projects that are likely to generate noise in excess of these standards. Impose mitigation measures based on the findings.
	EH-7.3 Residential Exterior Noise Standard. Strive to maintain an exterior noise level of no more than 60 dB Ldn in residential areas. Recognizing that some San Leandro neighborhoods already exceed this noise level, encourage a variety of noise abatement measures that benefit these areas.	
	EH-7.4 Degradation of Ambient Noise Levels. If a neighborhood is well within acceptable noise standards, do not automatically allow noise levels to degrade to the maximum tolerable levels shown in Chart 7-2. A project’s noise impacts should be evaluated based on the potential for adverse community response, as well as its conformance to the adopted standards. For CEQA purposes, an increase of 3 dB Ldn should generally be considered a significant adverse impact	

Source: City of San Leandro General Plan 2035

City of San Leandro Municipal Code

Chapter 4-1 of the City’s municipal code provides additional provision for restrictions and regulations for noise in San Leandro. The following regulations in the City’s municipal code address construction and stationary operational noise.

General Prohibition

It is unlawful for any person, as defined in Section 1-14-100(h) of the San Leandro Municipal Code, to make, continue, or cause to be made or continued any disturbing, excessive, or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity.

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Construction: Prohibited Acts

(b) Construction-related Noise Near Residential Uses. Construction work or related activity which is adjacent to or across a street or right of way from a residential use shall be prohibited, except between the hours of 7 AM and 7 PM on weekdays, or between 8 AM and 7 PM on Sunday and Saturday. No such construction is permitted on Federal holidays. As used in this Article, “construction” shall mean any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or on any private property, public or private right-of-way, streets, structures, utilities, facilities, or other similar property. Construction activities carried on in violation of this Article may be enforced as provided in Section 4-11-1130, and may also be enforced by issuance of a stop work order and/or revocation of any or all permits issued for such construction activity. (San Leandro Municipal Code Section 4-1-1115 (b))

Threshold of Significance

As noted above, Action EH-7.1.A of the City’s General Plan calls for reviewing future development proposals for compliance with San Leandro’s noise and land Use compatibility guidelines. These guidelines are based on State of California guidelines and indicate four general levels of acceptable noise in certain land use areas, from “Normally Acceptable” to “Clearly Unacceptable.” They do not establish quantitative standards for review, but rather guidelines for when review is necessary.

In lieu of quantitative noise level standards from the municipal code, the thresholds of this analysis are based on the quantitative standards established in the Alameda County Code for exterior noise around residential land uses. Table 4-10 is from Section 6.60.040 of the Code, Exterior Noise Level Standards. As noted above, community noise standards such as Alameda’s are often written in terms of statistical sound levels exceeded for more than 30 minutes of any given hour (i.e., the L50 sound level, row one in Table 4-10), more than 15 minutes of any given hour (i.e., the L25 sound level, row two one in Table 4-10), more than 5 minutes of any given hour (i.e., the L8 sound level, row three one in Table 4-10), more than 1 minute of any given hour (i.e., the L2 sound level, row 4 one in Table 4-10), and exceeded at any time within any given time period (i.e., the L0 or Lmax sound level, row 5 one in Table 4-10). The L50 (or median sound) level is when the measured noise environment is above that value half of the time and below that value the other half of the time.

Existing Noise Setting

The primary noise source in the area is from traffic flows along Halcyon Drive and Washington Avenue and railroad pass-by noise from the adjacent BART line and Union Pacific line. Secondary noise sources around the Project site include roadway noise from more distant thoroughfares and residential arterials, as well as from ongoing industrial operations from land uses to the north. Secondary sources, such as existing heating, ventilation, and air conditioning (HVAC) equipment at surrounding industrial/commercial and residential uses will not contribute to the overall noise environment compared to transportation-related noise.

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TABLE 4-10 ALAMEDA COUNTY RESIDENTIAL EXTERIOR NOISE STANDARDS

Noise Metric	Cumulative # of Minutes of Exceedance in any 1 hour	7 AM to 10 PM	10 PM to 7 AM
L50	30	55	50
L25	15	60	55
L8	10	65	60
L2	5	70	65
L _{max}	0	75	70

Notes:

Each of the noise level standards specified in above shall be reduced by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

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

Source: Alameda County Code, Section 6.60.040.

The Project site is in a mixed-use/industrial area that includes several manufacturing facilities surrounding the site. Some of these facilities may produce operational noise that could be experienced at the project site. However, operational noise is expected to be substantially less than existing roadway noise and therefore will not significantly contribute to the overall noise level experienced at the site.

Sensitive Receptors

As has been noted, certain land uses are particularly sensitive to noise and vibration, including residential, schools, hospitals, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. The industrial uses directly to the north and the commercial uses to the west (beyond Washington Avenue) are not considered particularly noise sensitive and therefore are not included in the analysis below. The nearest noise- and vibration-sensitive uses are the single-family homes beyond the southeast boundary of the Project site, the residential neighborhood to the northeast (beyond the BART line), and the single-family homes to the south (beyond Halcyon Drive). Given the urban environment and the location/orientation of major arterials or freeways, sensitive receptors that are beyond approximately 800 feet from the project site would not be expected to be exposed to notable noise impacts from the implementation of the proposed project.

DISCUSSION

- a) *Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?*

Implementation of the proposed Project would have a significant impact if it would expose new and existing receptors to incompatible or excessive levels of noise from both Project operations and increased traffic resulting from future development of the Project. The following describes changes to the noise environment associated with the Project and noise sources affecting future office workers.

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Operations Impact

Both mechanical equipment and the permanent operation of the proposed warehouse center may be associated with noise levels in excess of applicable standards.

Mechanical Equipment

Operation of the Project would include use of HVAC systems and other sources of mechanical noise.

Mechanical systems would be installed to comply with the quantitative noise standards in Section 6.60.040 of the Alameda County Noise Ordinance, which establishes regulations and standards regarding the generation of noise from on-site sources. Additionally, the mechanical system to be installed at the Project site is expected to be similar to existing mechanical equipment at industrial uses directly to the north of the site and the commercial uses to the west (beyond Washington Avenue). Moreover, the new, more efficient equipment installed as part of the Project can be expected to produce less sound than that of the systems installed incrementally over the fifty-year construction of buildings at the previous manufacturing site. Finally, as noted, mechanical and HVAC noise is largely overwhelmed by existing transit and traffic noise. Therefore, use of such equipment would not change the area's existing mechanical noise character, nor would it substantially elevate average daytime or nighttime noise levels in the vicinity of the Project site.

Permanent Operations

There could be noise sources associated with on-going operations at the Project site, including industrial process noise and truck movement noise throughout the lot area. The nearest noise-sensitive receptors would be the single-family homes approximately 175 feet southeast of the center of the Project site, the residential uses approximately 290 feet northeast, and the single-family homes approximately 400 feet to the south.

The main source of permanent operational noise due to Project implementation would be warehouse-related truck movements. To ascertain an appropriate reference noise level for warehouse-related truck movements, an existing noise survey of truck movements at a full, typical trucking yard, similar to what is expected to be employed at the Project site, was used. Reference noise levels for a single truck are shown in Table 4-10 in all applicable noise metrics from the Alameda County Code, Section 6.60.040. The proposed Project is expected to include 96 truck bays. Assuming a reasonable and realistic operating capacity of two-thirds of the total truck bays (i.e., 64 bays), the single-truck reference levels can be adjusted to account for 64 trucks operating simultaneously. This calculation is conservative because 1) it is unlikely for more than approximately 64 trucks to operate simultaneously at the Project site, and 2) this calculation does not account for shielding due to intervening buildings and structures, ground effects, or air absorption. Expected Project-related noise exposure at the aforementioned sensitive receptors due to warehouse-related truck movements is shown in Table 4-11.

According to the calculation results shown above, warehouse-related truck movements will be within the posted noise limits of the Alameda County Code (Section 6.60.040) and shown in Table 4-9, ie noise produced by trucks will not exceed the number of minutes per hour established for daytime or nighttime

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hours for residential areas. One exception of would be exceedance of the threshold L_{max} —the peak level for any given measurement period—of 75 during the day and 70 during the night. However, the County code section states “In the event the measured ambient noise level exceeds the applicable noise level standard in any of the following noise metric categories, the applicable standard shall be adjusted.” This refers to the fact that existing background noise may already exceed the established maximum threshold, and thus can be used as the threshold. In this case, due to the concentration of roadway and railway noise sources around the Project site, the typical, measured ambient maxima ranged from 75 to 86 dB L_{max} . It will, therefore, be used as the effective L_{max} noise standard.

TABLE 4-11 WAREHOUSE-RELATED TRUCK MOVEMENT NOISE

Noise Metric (Limits, dBA)	1 Truck at 50 Feet (Reference Level)	64 Trucks at 50 Feet (Adjustment) ^a	Single-Family Homes to SE (175 Feet) ^b	Residences to the NE (290 feet) ²	Single-Family Homes to S (400 Feet) ^b
L50 (D: 55, N: 50) ^c	40	58	47	43	40
L25 (D: 60, N: 55) ^c	42	60	49	45	42
L8 (D: 65, N: 60) ^c	53	71	60	56	53
L2 (D: 70, N: 65) ^c	54	72	61	57	54
L_{max} (D: 75, N: 70) ^c	75	93	82	78	75

Notes: Reference noise levels from City of Industry- Macy’s Trucking Yard Noise Survey (Trailer Hook-up Simulation (typical))

L_n is equal to the noise level that is exceeded for n percent of the measurement

All limits are subject to upward adjustment to match the actual, as-measured ambient conditions.

a. Adjustment calculated via $10 \times \log_{10}(64 \text{ trucks}/1 \text{ truck}) = 18.0 \text{ dB}$ as the increment to the baseline, reference level.

b. Distance between receptor and the center of the Project site. Distance (only) attenuation is $20 \times \log_{10}(\text{Distance}/50)$

c. “D” is the daytime limit value and “N” is the nighttime limit value.

Source: Alameda County

Project-related truck operations are not expected to exceed the applicable noise standards, as shown in Table 4-11, in the vicinity of the Project site (either the nominal or the effective standards). Noise levels will not exceed relevant residential exterior standards at the property line of residences to the southeast, about 175 feet from the center of the Project site; to the northeast, about 290 feet from the center of the Project site; or to the south, about 400 feet from the center of the site. The layout of the proposed Project, with internal truck bays and new tree/green buffers on the perimeter of the site, would increase noise mitigation. As such, permanent operations/processes noise sources would not result in significant permanent noise increases due to Project-related activities.

Mobile-Source Noise Impacts

A traffic flow analysis was conducted by Kittelson & Associates on the major roadways in the vicinity of the Project area (see Appendix F). Per that traffic analysis, the proposed Project, when completed, could result in up to 2,660 additional daily trips to the Project site. These expected traffic conditions were used as inputs for the traffic noise calculations, which used a version of the FHWA roadway noise calculation method. The noise levels at 31 segments along 12 different roadways were analyzed with respect to both existing traffic conditions and estimated traffic conditions at full buildout of the Project in 2035. These values were compared, and a Project-generated noise level increase of 3 dB or more would signify a

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potential impact. Noise levels for existing and full buildout conditions along the analyzed roadways are presented in Table 4-12.

The results of this modeling indicate that traffic-generated noise levels along arterial segments currently range from approximately 46 dBA to 70 dBA CNEL, calculated at a distance of 50 feet from the centerline of the road. Based on this traffic noise analysis, the greatest total noise increase would result from traffic increases on Hesperian Boulevard between Halcyon Drive and Springlake Drive, with a total increase of 3.1 dB. It is important to note that the projected increases in noise levels from traffic are attributed to area/regional growth projections plus other projects in the study area. For Project-specific noise level increases, the results show that noise increments due to the proposed Project would be less than 0.3 dB across the entire set of studied roadways. Thus, all analyzed segments would experience negligible long-term traffic noise resulting from Project implementation, and Project-generated roadway noise increases would fall well below the threshold of human perceptibility. Therefore, the exposure of persons to noise levels in excess of established thresholds from Project-related roadway noise would be minimal.

The results of this analysis of future noise resulting from Project mechanical equipment, ongoing operations and mobile-sources indicate that the overall Project impact related to exposure to noise levels in excess of standards would be *less than significant*, and no mitigation is required.

b) *Would the project expose people to or generate excessive groundborne vibration or ground borne noise levels?*

Construction Impact

Construction activity can generate varying degrees of ground vibration, depending on procedures, equipment used, and proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on the type and depth of the source, soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors and, therefore, impacts are normally based on the distance to the nearest building (FTA 2006). Table 4-13, *Construction Equipment Vibration Levels*, lists vibration levels for different types of commonly used construction equipment.

Vibration-Induced Architectural Damage

Project-related construction vibration was evaluated for its potential to cause minor architectural damage based on the Federal Transit Administration's (FTA) architectural damage criteria. According to guidelines from the FTA for assessing damage from vibration caused by construction equipment, the worst-case building threshold at which there is a risk of architectural damage is 0.20 peak particle velocity (PPV) in inches per second (in/sec). According to Caltrans's research and measurements, earthmovers and haul trucks have never exceeded a PPV of 0.10- in/sec at 10 feet (Caltrans 2002).

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TABLE 4-12 ROADWAY NOISE LEVELS FOR EXISTING AND PROJECT BUILDOUT CONDITIONS

Roadway	Segment	dBA CNEL at 50 Feet		Total Increase (dB)	Project Contribution (dB)
		Existing	Project Buildout (2035)		
Washington Avenue	B/W Marina and San Leandro	63.8	64.7	1.0	0.1
Washington Avenue	B/W San Leandro and 143 rd	67.3	68.5	1.3	0.1
San Leandro Boulevard	B/W Washington and E 14 th	68.2	69.0	0.9	0.0
San Leandro Boulevard	B/W Marina and Washington	69.6	70.9	1.3	0.0
Washington Avenue	B/W 143rd and Halcyon	67.7	68.9	1.2	0.1
143 rd Avenue	B/W Washington and E 14 th	61.7	62.1	0.4	0.0
Washington Avenue	B/W Halcyon and Springlake	68.1	69.7	1.6	0.1
Halcyon Drive	B/W Washington and Olivia St	69.8	70.7	0.9	0.3
Halcyon Drive	B/W Fremont and Washington	69.7	70.6	0.9	0.0
Washington Avenue	B/W Springlake and I-880 JCT	68.6	69.7	1.1	0.1
Springlake Drive	B/W Washington and Hesperian	64.1	65.2	1.1	0.0
Washington Avenue	B/W I-880 JCT and Beatrice St	69.7	70.3	0.6	0.1
Washington Avenue	B/W Beatrice and Fargo Ave	69.6	69.8	0.3	0.0
Beatrice Street	W of Washington Ave	64.0	64.1	0.1	0.1
Beatrice Street	E of I-880 SB Ramp	63.5	63.7	0.2	0.1
Beatrice Street	W of I-880 SB Ramp	61.1	61.5	0.4	0.0
E 14 th Street	B/W Sybil Ave and San Leandro	66.3	66.6	0.3	0.1
E 14 th Street	B/W San Leandro and 143 rd	68.1	68.8	0.7	0.1
E 14 th Street	B/W 143rd and 148 th	68.3	70.1	1.9	0.0
143 rd Avenue	E of 14 th St	45.5	45.5	0.0	0.0
E 14 th Street	B/W 150 th and Fairmont	67.0	69.0	2.0	0.0
E 14 th Street	B/W Fairmont and 159 th	67.1	69.5	2.3	0.0
Fairmont Drive	B/W 14 th and Lark St	67.4	68.7	1.3	0.0
Fairmont Drive	B/W Hesperia and 14 th	67.6	69.4	1.8	0.1
Fremont Avenue	N of Floresta Blvd	65.0	66.3	1.3	0.0
Fremont Avenue	S of Floresta Blvd	56.2	57.2	1.0	0.1
Halcyon Drive	B/W Fremont and Washington	69.2	70.2	1.0	0.0
Floresta Boulevard	B/W Monterey Blvd and Fremont	66.6	67.1	0.5	0.0
Hesperian Boulevard	B/W E 14 th and Halcyon	69.3	71.0	1.7	0.1
Hesperian Boulevard	B/W Halcyon and Springlake	68.9	72.0	3.1	0.0
Halcyon Drive	B/W Olivia and Hesperian	69.7	70.6	0.9	0.2

Note: Calculated using FHWA RD-77-108 calculation method for roadway noise.
Source: Kittelson & Associates, 2017.

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TABLE 4-13 CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Typical Equipment Item	Approximate RMS ^a Velocity Level at 25 Feet (VdB)	Approximate PPV Velocity at 25 Feet (in/sec)
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

a. RMS velocity calculated from vibration level (VdB) using the reference of 1 micro-inch/second and a crest factor of 4.
Source: FTA 2006.

Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting, but no pile driving or rock blasting is anticipated during this Project's construction. Because vibration dissipates quickly with distance, and because construction would mostly require the use of small- to medium-sized earthmoving equipment that does not generate considerable vibration, the maximum construction-related vibration level would, in most cases, be well below the 0.20 PPV in/sec criterion for vibration-induced architectural damage at the nearby structures.

Table 4-14 shows the vibration levels from typical earthmoving construction equipment at the nearest off-site buildings. Since architectural damage from construction vibration sources can be a one-time event and because such damage is dependent on the soil type, ground strata, and receptor building construction, vibration damage distances are measured from the nearest likely location at the construction site to the nearest façade of the pertinent receptor buildings.

As shown in Table 4-14, construction activities associated with the Project would not approach the FTA's criteria for vibration-induced structural damage of 0.20 PPV in/sec at any off-site buildings. Therefore, there would be no adverse effects related to vibration-induced structural damage.

Vibration Annoyance

Although construction would not have the potential for architectural damage, vibration from some construction activities may be perceptible at the nearest off-site receptors due to proximity. This perceptibility may result in annoyance to some individuals depending on subjective factors as well as on the frequency of occurrence, the type of activity of the receiving person(s), and the overall length of construction activities in close proximity to the receptor locations. It is important to note that vibration-generating construction activities would occur in the daytime when residents are least sensitive to vibration levels (and many people are away from home). Also, commercial or office uses are not as vibration-sensitive as are residential uses.

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TABLE 4-14 CONSTRUCTION VIBRATION LEVELS (MAXIMUM PPV IN/SEC) AT THE NEAREST OFF-SITE BUILDINGS

Equipment	Peak Particle Velocity (in/sec)		
	Single-Family Homes to SE (50 Feet) ^a	Residences to the NE (125 feet) ^a	Single-Family Homes to S (125 feet) ^a
Vibratory Roller	0.074	0.019	0.019
Large Bulldozer	0.031	0.008	0.008
Caisson Drilling	0.031	0.008	0.008
Loaded Trucks	0.027	0.007	0.007
Jackhammer	0.012	0.003	0.003
Small Bulldozer	0.001	<0.001	<0.001

a. Distance between the receptor and the nearest boundary of the construction site.
Source: Calculations by PlaceWorks, 2016.

The FTA limit for vibration annoyance is 78 VdB at residential uses (during the daytime, which would coincide with typical, allowable construction hours) and 84 VdB at office uses. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods. The potential for vibration levels to reach the annoyance threshold would only occur for a very limited duration when equipment would be working in close proximity. Additionally, construction activities are typically distributed throughout the Project site. Therefore, to represent the average vibration annoyance level, distances to the nearest receptor buildings are measured from the center of the construction site. Table 4-15, *Construction Vibration Levels (VdB) at the Nearest Buildings*, shows the vibration levels from typical earthmoving construction equipment at the nearest buildings.

TABLE 4-15 CONSTRUCTION VIBRATION LEVELS (AVERAGE VDB) AT THE NEAREST BUILDINGS

Equipment	Vibration Decibel (VdB) re: 1 Micro-Inch/Second		
	Single-Family Homes to SE (175 Feet) ^a	Residences to the NE (290 feet) ^a	Single-Family Homes to S (400 Feet) ^a
Vibratory Roller	68.6	62.1	57.9
Large Bulldozer	61.6	55.1	50.9
Caisson Drilling	61.6	55.1	50.9
Loaded Trucks	60.6	54.1	49.9
Jackhammer	53.6	47.1	42.9
Small Bulldozer	32.6	26.1	21.9

a. Distance between receptor and the center of the construction site.
Source: Calculations by PlaceWorks, 2016.

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As shown in Table 4-15, vibration levels would be well below the applicable thresholds for annoyance at both sensitive and commercial receptors. Therefore, the impact would be *less than significant*, and no mitigation measures are required.

- c) *Would the project create a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

As described above in the impact assessment for XI-a, increases in noise levels related to stationary noise sources for the proposed Project would not substantially elevate the existing ambient noise environment. Similarly, noise from Project-related traffic along local roadways would not significantly increase noise levels in the Project area and would not result in a significant impact. Therefore, with no substantial permanent increases in ambient noise levels due to Project equipment or operations-related traffic, all such noise level increments would be *less than significant*, and no mitigation measures are required.

- d) *Would the project create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Construction Impacts

Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, the time of day, and the duration of the noise-generating activities. Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from the transport of workers, material deliveries, and hauling and (2) on-site noise from use of construction equipment. Construction activities for the proposed Project are anticipated to last approximately 17 months, from the start of demolition to the completion of final paving and painting.

Construction Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways, and the primary access route for construction vehicles to the Project site would be Halcyon Drive. The worst-case flow of construction-related trips would occur over approximately two weeks when the Building Construction phase, the Paving/Subgrade phase, and the Interior/Exterior Finishing phase overlap. There will be approximately 496 total daily trips during these overlapping phases, due to both worker trips and vendor trips.

This number of construction-related vehicle trips would be much less than a 5 percent increase in total daily vehicle flows along Halcyon Drive, which has average daily traffic (ADT) flow rate of approximately 19,045 (Kittleson 2017). This would result in a noise level increase of much less than 0.5 dB (in the traffic-focused CNEL noise level metric). The overall impact would be negligible.

Though individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, these occurrences—although potentially audible for a few seconds—would generally be infrequent. Due to the infrequency of events, their relatively short-lived durations, and their similarity with existing truck pass-bys, the effects of construction vehicle movement noise would be minimal.

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Construction Equipment

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each stage of construction involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be notable. Table 4-16, *Average Construction Noise Levels at Nearest Sensitive Receptors*, presents the average construction noise levels at the pertinent nearby receptors.

TABLE 4-16 AVERAGE CONSTRUCTION NOISE LEVELS AT NEAREST SENSITIVE RECEPTORS

Equipment	Noise Level, dBA L_{eq}		
	Single-Family Homes to SE (175 Feet) ^a	Residences to the NE (290 Feet) ^a	Single-Family Homes to S (400 Feet) ^a
Demolition	75	71	68
Site Preparation	75	71	68
Building Construction	69	65	62
Paving/Subgrade	72	68	65
Interior/Exterior Finishing	77	73	70
Site Concrete/Landscape	71	67	64

a. Distance between receptor and the center of the construction site.

Source: Calculations by PlaceWorks, 2016, using FHWA Roadway Construction Noise Model (RCNM) calculation methodology.

The nearest off-site receptors would be the single-family homes 175 feet southeast of the proposed Project site. At this distance, composite construction noise would be reduced to a conservatively estimated level of approximately 77 dBA L_{eq} (due to distance attenuation alone), as shown in Table 4-16. Construction noise levels would be lower at more-distant receptors because attenuation increases with distance.

Construction activities would be limited to relatively small- to medium-sized equipment. These include, but are not limited to, excavators, one concrete crusher, bulldozers, forklifts, excavators, back hoes, pavers, and a crane. All demolition and construction would take place during the daytime hours when many people would be out of their houses. In addition, all demolition and construction would conform to the time restrictions of the City’s municipal code. As such, construction noise impacts would be minimal.

In sum, the proposed Project would not create a substantial permanent increase in ambient noise levels in the Project vicinity, and the resulting impact would be *less than significant*, and no mitigation measures are necessary.

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- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

There are no public-use airports within two miles of the Project site.³⁷ The closest public airport is Hayward Executive Airport, 3.3 miles to the south-southeast. The next closest public airport is Metropolitan Oakland International Airport, 4.6 miles to the west-northwest. The Project development would not expose people on-site to excessive airport-related noise levels and would not change the current flight operations at any nearby public airport. Therefore, *no impact* would occur, and no mitigation measures are necessary.

- f) *For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels?*

The Project is not within two miles of a private airstrip or heliport.³⁸ The nearest heliport is Sutter Medical Center Castro Valley Heliport, approximately 2.8 miles to the east. Children's Hospital Oakland Heliport is over 11 miles to the northwest of the site. Therefore, the proposed Project would not expose residents or workers to excessive noise levels from private air facility noise and would not change the current flight operations at any nearby private aircraft facilities. Therefore, there would be *no impact* associated with private airstrip-related noise and no mitigation measures are required.

CUMULATIVE IMPACT ANALYSIS

Most of the potential for noise impacts is site and area specific, not cumulative, except for traffic noise. As such, because there are no vacant, developable lots in the immediate vicinity of the Project site nor are there any reasonably foreseeable projects proposed, overall cumulative impacts regarding noise would be considered less than significant.

As discussed above, traffic related noise is the only potential source of cumulative noise impacts. The analysis to evaluate potential traffic noise impacts in NOISE-C above addresses both project-level and cumulative impacts because it is based on traffic modeling that accounts for traffic related to the Project and cumulative projects. Construction and vibration impacts are localized and would result if construction would occur simultaneously at two nearby sites. There are no nearby off-site construction projects planned that would occur concurrent with the project in close proximity that, combined with project construction, would result in substantial impacts greater than discussed in Section XI. The Project would therefore not contribute to cumulatively considerable noise and vibration, and the impact would be less than significant.

³⁷ AirNav, Airport Information, California, <https://www.airnav.com/airports/us/CA>, accessed on May 26, 2017.

³⁸ AirNav, Airport Information, California, <https://www.airnav.com/airports/us/CA>, accessed on May 26, 2017.

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XII. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project induce substantial unexpected population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) *Would the project induce substantial unexpected population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

There is no residential population on-site, as the site is currently developed with a non-operable Kraft Foods manufacturing facility. At approximately 353,597 square feet of manufacturing space, that facility supported approximately 130 jobs until 2016.³⁹ As noted in Section X, Land Use, the proposed warehouse Project would be consistent with the existing land use designation of the site.

As noted in the Project Description, the amount of office space in the proposed Project will depend on the ultimate types of uses in each building. Applying a generation rate of 1 job to 250 square feet for office land uses⁴⁰ to the proposed Project’s conservative-estimation of about 55,300 square feet of office, the development could generate approximately 221 office jobs.⁴¹ In addition, assuming a rate of one 1 job for every 1030 square feet for industrial land use to the proposed Project’s approximately 497,880 square feet of industrial space, the development could generate approximately 483 industrial jobs,⁴² for a conservative total of 684 jobs. Less the 130 jobs supported by the site until recently, this equates to about new 535 jobs. The proposed Project is not a regionally significant employer and it is anticipated that future employees of the proposed Project would come from San Leandro and the surrounding Bay Area communities.

³⁹ City of San Leandro website. <https://www.sanleandro.org/civicax/filebank/blobdload.aspx?BlobID=25038>, accessed May 26, 2017.

⁴⁰ City of San Leandro, San Leandro Shoreline Development EIR, December 2014, Section 4.11.3 Impact Discussion, page 4.11-5.

⁴¹ 55,266 square feet/250=221.

⁴² 501,837 square feet/1030=487.

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In addition, as noted in Section X Land use, considerable planning has occurred for such growth. The proposed Project site has been identified by the City of San Leandro as a development Opportunity site with the potential to support 500 + light industrial, technology and/or commercial jobs. According to the City's General Plan, future use of the site "should aim for more economically productive activities. This is one of San Leandro's largest industrial properties and its current employment density (less than 5 employees per acre) is far less than it could be. Future options could include reuse of the existing facility, replacement of the facility with new industrial, office, or tech uses, or replacement with an entirely new use that would require a General Plan Amendment."⁴³

The San Leandro 2035 General Plan Update EIR found no significant population-related impacts associated with future projects consistent with General Plan land use policy and opportunity site utilization and intensification. The proposed Project has been deemed an appropriate, improved future use of the 100 Halcyon site. In addition, as discussed In Section X Land Use, it is consistent with applicable land use policies.

According to the *ABAG Projections 2013* estimates, San Leandro is estimated to support 51,120 jobs in 2035.⁴⁴ The estimated 535 jobs generated by Project operation would be well within forecast employment increases in San Leandro. The proposed Project's potential impact on growth from new employment would be *less than significant*, and no mitigation measures are required.

b) *Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?*

The proposed Project would not include housing and would be developed on a site containing interconnected manufacturing-based buildings. There would be *no impact* associated with the displacement of existing housing units.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

As noted in Section XII-b, there would be no direct impact from housing displacement. Potential indirect displacement, associated with new, relocated employees into the City would be minimal, and again, such potential impacts were deemed insignificant by the City's General Plan EIR, with which this Project is consistent. As such, impacts associated with the displacement of substantial numbers of people would *less than significant*, and no mitigation measures are required.

CUMULATIVE IMPACT DISCUSSION

This section analyzes potential impacts to population, housing, and employment that could occur from a combination of the Project with other reasonably foreseeable projects in the surrounding area. The geographic scope of this analysis is taken as the City's Mid-Washington Corridor. A cumulative impact would be considered significant if the Project, taken together with past, present, and reasonably foreseeable projects in the Corridor, would result in substantial unplanned growth or the displacement of

⁴³ City of San Leandro, San Leandro General Plan 2035, page 3-139.

⁴⁴ Association of Bay Area Governments, *Plan Bay Area Projections 2013*, City Table, Alameda County.

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people or housing units. While commercial, manufacturing and industrial intensification is planned throughout the area, per the 2035 General Plan, all projects would be subject to the same applicable regulations, processes, and policies related to population and housing as the proposed Project. As such, cumulative impacts related to population and housing would be less than significant.

XIII. PUBLIC SERVICES

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

DISCUSSION

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

As noted in Section XII. Population and Housing, the proposed Project site has been formally identified by the City of San Leandro as a Development Opportunity Site with the potential to support 500 + light industrial, technology and/or commercial jobs, a level of growth deemed to have less than significant impacts to public services in the associated 2035 General Plan EIR. As has been stressed, the proposed Project is consistent with both land use and policy and levels of opportunity site growth establish in the General Plan.

In addition to Project consistency with adopted growth policy, the Community Services and Facilities Element of the 2035 General Plan includes multiple policies to ensure high-quality public services commensurate with planned growth. These include:

- **Policy CSF-1.1 Levels of Service.** Maintain high-quality police and fire protection services through the most efficient and effective possible means. The following minimum level of service standards for police and fire response time (exclusive of dispatch time) shall be maintained: (a) Police Services: 5 minute response time for 90 percent of all Priority One calls; (b) Fire Services: 5 minute response time

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for first due company for 90 percent of all emergency incidents, excluding freeway responses (3 firefighters including at least one paramedic); 10 minute response time for 90 percent for a full first alarm assignment response (17 firefighters).

- Action CSF-1.1 Pursue the comprehensive renovation or upgrading of Fire Stations 9, 12, and 13 to respond to modern technology, energy efficiency, new equipment, administrative space, and gender-neutral facility needs, and to ensure the functionality of the facility following a natural disaster.
- Policy CSF-1.2 **Community Policing**. Support a community-based approach to police and fire services. This approach should emphasize a high level of communication and interaction between officers, local residents, neighborhood groups, schools, and businesses.
- Policy CSF-1.5 **Review of Development Plans**. Require Police and Fire Department review of proposed development plans to ensure that sufficient provisions for emergency access and response are made, fire code requirements are satisfied, and adequate levels of service can be provided.
- Policy CSF-1.7 **Mutual Aid**. Maintain mutual aid agreements for police and fire service with other jurisdictions to ensure that the capacity exists to adequately respond to local emergencies.

Fire Protection

The Alameda County Fire Department (ACFD), through a contract for services, provides fire protection services to the City of San Leandro. These services include fire suppression, hazardous materials mitigation, paramedic response, urban search and rescue (including in the waters of the San Francisco Bay), fire prevention, and public education services. ACFD maintains 29 fire stations throughout Alameda County, five of which serve the City of San Leandro.

The fire station nearest the proposed Project site is ACFD Station 12, located at 1065 143rd Avenue, about 0.7 miles from the Project site. This station houses an engine and a truck company. It is also the home of Hazardous Material Response Vehicles, and the Battalion Chief for Battalion 4. Station 12 services an area of approximately 2.5 square miles, which consists of predominantly residential with some light commercial and industrial uses. As noted above, the facility has been earmarked for renovation by General Plan Policy.

Construction of the Project would result in a more intensive use of the site, supporting up to 535 additional employees. More intense uses may result in increased potential for fire and emergency incidents. However, the proposed Project would replace an aging manufacturing facility with a contemporary warehouse and office facility with updated alarm and suppression features. As noted in the 2035 General Plan Update EIR, the Project would be required to comply with basic building designs and standards for commercial and industrial buildings as mandated by Title 24 of the California Code of Regulations CR and the San Leandro Fire Code under Section 3-3-100 of the San Leandro Municipal Code. Existing structures, built primarily in 1949 (see Chapter 3, Project Description) predate those regulations. The proposed Project would also be required to comply with abatement of fire-related hazards and pre-fire management prescriptions as outlined under the California Health and Safety Code and the California Fire Plan. These structural and facility upgrades, combined with recent 2035 General Plan policies outlined above, ensure that the Project is not expected to result in the need for expansion or construction of new or physically altered fire protection facilities not already identified in the General Plan. .

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As such, while use of the Project site will be intensified as a result of the proposed Project, the impact would be *less than significant*, and no mitigation measures are required

Police Protection

The San Leandro Police Department (SLPD) provides police services within the San Leandro limits and the Sphere of Influence. The Alameda County Sheriff's Department provides mutual aid on an as-needed basis. The SLPD is located at 901 East 14th Street. The SLPD indicates that they have outgrown their current location and are in the process of redesigning the existing building and acquiring offices within city hall to expand police operations within San Leandro. The Project is anticipated to begin in 2017.⁴⁵

The SLPD is composed of 137 employees, including 1 chief, 2 captains, 6 lieutenants, 13 sergeants, and 71 officers. SLPD does not have a service ratio standard, however, SLD uses the formula of 10.4 officers per 10,000 resident to assess the need for additional officers and staff. Using San Leandro's existing 2015 population of 86,460, the existing service ratio is 8.2 officers per 10,000⁴⁶ residents which is below the preferred service ratio formula. The City Council has approved a capital expenditure to renovate the existing police building and City offices within the Civic Center to expand police operations services, based on existing policing levels independent of the proposed Project. San Leandro is divided into seven "beats" for patrol functions.⁴⁷ The SLPD computer system does not track average response times.

As mentioned above, construction of the Project would result in a more intensive use of the site, supporting up to 535 additional employees than previous uses. More intense uses may result in an increased potential for crime and safety violations, and calls for police protection. However, given the similarity between the proposed and historic land uses; the contemporary, safety, lighting and communications features to be incorporated into the proposed Project; and implementation of the policing and community safety policies outline above, the increase is not expected to result in the need for expansion or construction of new or physically altered police protection facilities (not including the already proposed expansion of police operations described above). The impact would be less than significant, and no mitigation measures are required.

Schools

The Project site is served by the San Leandro Unified School District (SLUSD). The two closest elementary schools are James Monroe Elementary School, located approximately 0.5 miles to the west of the Project site, and Jefferson Elementary school, located approximately 0.8 miles to the northeast. The Project site is served by one middle school, Bancroft Middle School, located approximately 1.8 miles to the north, and one high school, San Leandro High School, located approximately 1.1 miles to the northeast.

⁴⁵ Spagnoli, Sandra R., Chief of Police, San Leandro Police Department. Personal communication with Claudia Garcia, PlaceWorks. December 11, 2015.

⁴⁶ 71 officers divided by 86,460 existing 2015 population = .00082 officers per resident multiplied by 10,000 residents = 8.2 officers per 10,000 residents.

⁴⁷ Spagnoli, Sandra R., Chief of Police, San Leandro Police Department. Personal communication with Claudia Garcia, PlaceWorks. December 11, 2015.

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Table 4-17 shows the current capacity and enrollment for the schools within the Project site. All SLUSD schools serving the Project site were under capacity. Enrollment projects for SLUSD schools indicate a steady decline in enrollment over the next six years, mostly in middle and high school grades.⁴⁸

TABLE 4-17 CURRENT CAPACITY AND ENROLLMENT FOR THE SAN LEANDRO UNIFIED SCHOOL DISTRICT

Schools	Capacity	2014/15 Enrollment	Remaining Capacity
Jefferson Elementary School	656	611	45
James Madison Elementary School	511	429	82
Bancroft Middle School	1,184	890	294
San Leandro High School	3,108	2,535	573

Source: San Leandro Unified School District Demographic Study, 2015.

The statutory mitigation fee is the source of school capital improvement funding provided by new development. The SLUSD is eligible to levy Level 1 statutory mitigation fees on new residential and commercial development. Statutory mitigation fees for SLUSD are \$3.36 per square foot of residential development and \$0.54 per square foot of commercial development.⁴⁹

Implementation of the proposed Project could generate 535 additional employees than previous uses. Because the proposed Project does not include residential units, no permanent residents with children would be assumed to increase the addition of the Project site. Due to the nature of the Project site, as non-residential, and due to the remaining capacity of the schools closest to the Project site, there would a *less-than-significant* impact, and no mitigation measures are required.

Libraries

The City of San Leandro Public Library (SLPL) currently operates five facilities in the City. The closest library to the Project site is the South Branch library located approximately 0.6 miles to the northeast. The South Branch library is open three days per week. Currently, equipment levels are not deemed adequate at the South Branch.⁵⁰

Implementation of the proposed Project could generate 535 additional employees than previous use. While the proposed Project would not introduce any new residents to the site, the increase in employees to the Project site could potentially lead to an increased demand for library services.

The City's updated 2035 General Plan contains a series of goals, policies and actions in the Community Services and Facilities and Land Use Elements related to maintaining high quality library services, including expansion of facilities.

⁴⁸ SchoolWorks, Inc, San Leandro Unified School District Demographic Study 2015, page 46.

⁴⁹ Disario, Paul C. , School Works, Inc., consultant to San Leandro School District. Personal communication with Claudia Garcia, PlaceWorks. December 14, 2015.

⁵⁰ Mallon, Theresa. Library Director, San Leandro Public Library. Personal communication with Claudia Garcia, PlaceWorks. December 14, 2015.

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As such, while the intensified use of the Project site may increase the demand for library services, the increase is not expected to result in the need for expansion or construction of new or physically altered library services facilities. The impact would *be less than significant*, and no mitigation measures are required

CUMULATIVE IMPACT DISCUSSION

The area of cumulative effect for this analysis is the city limits of the City of San Leandro. The Project, in combination with other planned projects in the Mid-Washington Corridor, would increase the demand for public services in San Leandro. However, the Project would not directly result in new residents, and would result in a maximum of 535-employees. This increase, when considered with the fact that all new growth would be coupled with the General Plan service performance policies outlined, would result in less-than-significant cumulative impacts.

XIV. PARKS AND RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?*

Parks and recreational facilities in the city of San Leandro are under the jurisdiction of the San Leandro Recreation and Human Services Department (SLRHS). SLRHS manages a total of 104 acres of parkland, including three community parks, 12 neighborhood parks, seven mini-parks, and four special recreational areas. In addition to the facilities managed by SLRHS, a total of 81 acres of open space and recreational facilities are available for use by the public after school hours.⁵¹ The City has adopted a goal of maintaining a ratio of five acres of developed parkland per 1,000 residents.⁵² In 2015, there were 88,400

⁵¹ City of San Leandro, San Leandro General Plan 2035, September 2016, Chapter 6 (Open Space, Parks and Conservation), page 6-4.

⁵² City of San Leandro, San Leandro General Plan 2035, September 2016, Chapter 6 (Open Space, Parks and Conservation), page 6-9.

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residents in San Leandro and 383 acres of active parkland equating a ratio of 4.33 acres per 1,000 residents.⁵³ Currently the City is not meeting its adopted goal of parkland.

The proposed Project would increase the number of persons and level of activity on the Project site. However, because the proposed Project is an industrial warehouse space and office space, the potential increase in new City residents associated with the Project would be minimal. Accordingly, the Project is not expected to increase the use of any existing neighborhood and regional parks or other recreational facilities. Employees of the warehouse space and office space would not likely visit or use any of the recreational facilities, therefore impacts on the City’s recreational facilities would be *less than significant*, and no mitigation measures are required.

b) *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The proposed Project includes no recreational or recreation-related facilities. Therefore, *no impact* would occur and no mitigation measures are required.

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The area of cumulative effect for this analysis is the city limits of the City of San Leandro. As explained above, the proposed Project would increase the number of persons and level of activity on the Project site. Yet as an industrial and office space it is unlikely to increase the use of any existing neighborhood and regional parks or other recreational facilities. Given that planned growth in the Mid-Washington Corridor is also limited to commercial and industrial growth, a less-than-significant impact would result with respect to cumulative impacts to parks and recreation facilities.

XV. TRANSPORTATION AND CIRCULATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵³ City of San Leandro, San Leandro General Plan 2035, September 2016, Chapter 6 (Open Space, Parks and Conservation), page 6-9.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the Project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is primarily based on the *Transportation Impact Analysis (TIA)*, prepared by Kittelson and Associates, on April 28, 2017, which has been reviewed by PlaceWorks. The TIA is included for reference in Appendix F of this Initial Study.

Operating Conditions and Criteria for Intersections

Analysis of significant transportation-related environmental impacts is largely based on the degree to which a project affects changes to surrounding intersections. These changes are measured using the standard industry concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions for vehicles, and ranges from LOS A (best, minimal delay), to LOS F (worst, heavy delays) at the point at which the intersection is operating at or near its functional capacity. Levels of Service for this study were determined using the Highway Capacity Manual, 2000 (HCM) methodologies which are implemented by the SynchroPro (Version 9) traffic analysis software. Table 4-18 relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Existing Conditions

Road Network

As shown in Figures 3-1 and 3-2 in Chapter 3, Project Description, of this Initial Study, the Project site is situated at the intersection of Halcyon Drive and Washington Avenue within a predominately industrial area of San Leandro that is surrounded by residential land. The Project is proposing to maintain the existing driveway on Halcyon Drive as the primary driveway and will include a secondary driveway on

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TABLE 4-18 INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Delay per Vehicle, Sec/Veh	
		Signalized	Unsignalized
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing	> 80	> 50

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C, 2000), p10-16, 17.2,

Washington Avenue. In order to utilize the driveway on Washington Avenue as a full access driveway, the Project is proposing a two-way left-turn lane on Washington Avenue from 143rd Avenue to Chapman Road. The following is a more detailed description of the roadways that could be affected by the Project:

- **Washington Avenue** is a north-south road that has four lanes in the Project vicinity. The posted speed limit is 35 miles per hour. It extends from the Grant Avenue to West Juana Avenue in Downtown San Leandro. Sidewalks are located primarily along the east and west sides of Washington Boulevard in the study area, with the exception of the overpass between Springlake Drive to Beatrice Street, where there is a sidewalk only on the west side of the roadway.
- **Halcyon Drive** is a four-lane, east-west residential arterial with a posted speed limit of 40 miles per hour in the Project vicinity. It spans from Hesperian Drive to Washington Avenue. To the east, Halcyon Drive transitions to Fairmont Drive, and to the west, it transitions to Floresta Boulevard. Sidewalks are provided on both sides of the street in the study area.
- **Fairmont Drive** is a four- to six-lane, east-west arterial with a posted speed limit of 35 miles per hour. It becomes Halcyon Drive west of Hesperian Boulevard and it becomes Lake Chabot Road, near Lake Chabot Regional Park. The road is separated by a median with sidewalks provided on both sides of the street.
- **San Leandro Boulevard** is a north-south arterial connecting the City of San Leandro to Fruitvale near Alameda. In the Project vicinity, it is a four-lane road with a landscaped median separating the northbound and southbound lanes. The posted speed is 40 miles per hour. Sidewalks are provided on both sides of the street.
- **East 14th Street** is a four-lane, north-south road with a posted speed limit of 35 miles per hour. It connects downtown San Leandro with I-238, where it becomes Mission Boulevard. North of downtown San Leandro, 14th Street becomes International Boulevard. Sidewalks are provided on both sides of the street in the study area.

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- **Beatrice Street** is a two-lane, east-west residential collector with a posted speed limit of 25 miles per hour. Beatrice Street provides access to Washington Avenue from the I-880 off-ramp. There are sidewalks on both sides of the roadway.

Existing Intersection Levels of Service

The proposed Project will generate new vehicular trips that will increase traffic volumes on the surrounding street network. To assess changes in traffic conditions associated with the Project, thirteen intersections were selected for morning commute (AM) and evening commute (PM) peak hour analysis, based on their proximity to the Project and the time of day that travel to and from the Project site would have the greatest effect on the transportation system. Traffic counts were conducted in December 2016. All peak hour vehicle turning movement counts were collected from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. The existing lane configurations and peak-hour traffic volumes at the thirteen Project study intersections are presented in Figure 4-1.

Table 4-19 summarizes the Level of Service (LOS) results for the existing weekday AM and PM peak hour conditions. As shown in Table 4-19, all of the signalized study intersections currently operate at acceptable conditions (LOS D or better) during the weekday AM and PM peak hours.

Existing Non-Auto Facilities

Pedestrian, bicycling, and transit-related transportation facilities may also be impacted by the proposed Project. The following facilities are located near, or service the area surrounding, the proposed Project site.

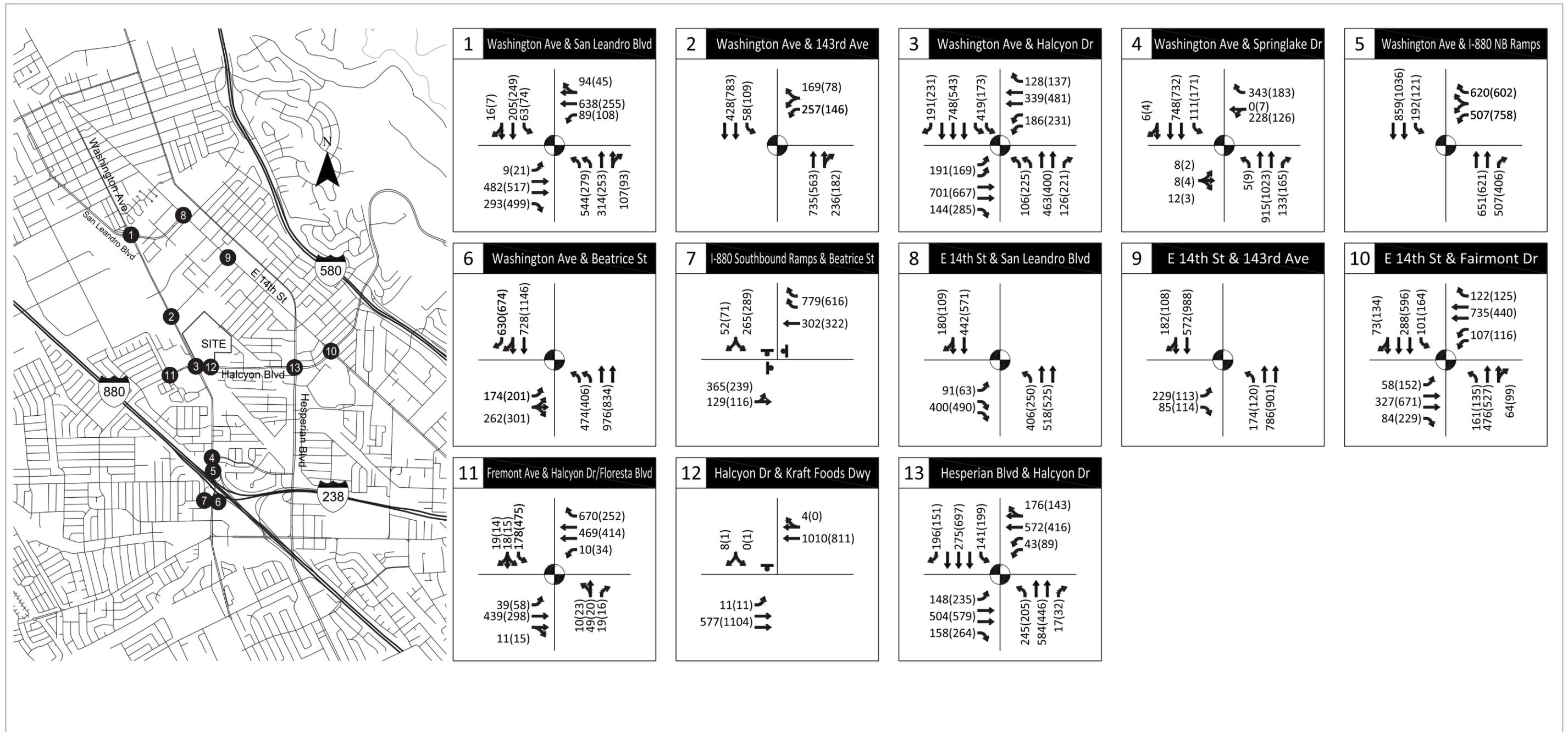
Existing Pedestrian Facilities

As highlighted in the *Road Network* subsection above, there are sidewalks on nearly all roadways in the Project study area, except for a portion of Washington Avenue, where the road passes beneath the Oakland Subdivision railroad tracks operated by Union Pacific Railroad. At the Project site, the main pedestrian facilities are an eight-foot wide sidewalk along the south side of the site on Halcyon Drive and a nine-foot sidewalk along the west side of the site on Washington Avenue. There are two active, at-grade railroad crossings located south and west of the Project site. The Washington Avenue at Halcyon/Floresta signalized intersections includes marked crosswalks at all four legs.

Existing Bicycling Facilities

There are numerous sections of marked bike lanes in the Project vicinity. Each of these is considered a Class II bike lane, defined by the California Department of Transportation's Highway Design Manual as a lane that provides a restricted, right-of-way designated lane for the exclusive or semi-exclusive use of bicycles, with through-travel by motor vehicles or pedestrians prohibited. These facilities are located on:

- Washington Avenue between Caliente Drive and Anza Way
- Floresta Boulevard between Washington Avenue and Fremont Avenue
- Fremont Avenue between Floresta Boulevard and Alvarado Street



Source: Kittelson & Associates, April 2017.

AM(PM) - Traffic Volume

⬇️ - Stop Sign

⦿ - Traffic Signal

Figure 4-1
Existing Lane Configurations and Peak Hour Traffic Volumes

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TABLE 4-19 EXISTING INTERSECTION OPERATIONS

#	North-South Street	East-West Street	Peak Hour	Existing		
				V/C	Delay	LOS
1	Washington Ave	San Leandro Blvd	AM	0.70	35.2	D
			PM	0.5	25.4	C
2	Washington Ave	143 rd Avenue	AM	0.64	14.0	B
			PM	0.47	9.6	A
3	Washington Ave	Halcyon Dr/Floresta Blvd	AM	0.69	48.0	D
			PM	0.56	52.3	D
4	Washington Ave	Springlake Dr	AM	1.03	45.0	D
			PM	0.87	39.4	D
5	Washington Ave	I-880 Northbound ramps	AM	0.61	21.4	C
			PM	0.69	21.5	C
6	Washington Ave	Beatrice St	AM	0.59	22.1	C
			PM	0.67	23.1	C
7 ^a	I-880 Southbound ramps	Beatrice St	AM	N/A	17.0	C
			PM	N/A	14.5	B
8	East 14 th St	San Leandro Blvd	AM	0.74	22.3	C
			PM	0.48	18.0	B
9	East 14th St	143 rd Avenue	AM	0.61	17.6	B
			PM	0.56	13.3	B
10	East 14th St	Fairmont Dr	AM	0.67	40.2	D
			PM	0.76	41.2	D
11	Fremont Ave	Floresta Blvd	AM	0.54	23.4	C
			PM	0.42	29.6	C
12 ^b	Project Driveway	Halcyon Dr	AM	N/A	17.4	C
			PM	N/A	19.3	C
13	Hesperian Blvd	Halcyon Dr/ Fairmont Dr	AM	0.71	40.7	D
			PM	0.65	41.0	C

Notes: V/C-Volume-to-Capacity Ratio

a. All-way stop controlled intersection

b. Two-way stop controlled intersection. Movement with worst delay (southbound) is presented.

Source: Kittelson & Associates, 2017.

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- Halcyon Drive between Hesperian Boulevard and the railroad crossing immediately west of Adason Drive
- San Leandro between Washington Avenue and Creekside Plaza
- Hesperian Boulevard/Bancroft Avenue between East 14th Street and Springlake Drive

The 2011 San Leandro Bicycle and Pedestrian Master Plan (currently being updated) proposed a number of improvements to better connect the existing bicycle network in the city, including several segments in the study area. The Plan proposes Class II bike lanes that would close gaps on Halcyon Drive between Washington Avenue and the railroad tracks, and on Washington Avenue between Halcyon Drive and 139th Avenue. The Plan also proposes Class I bike paths, defined as those which provide a completely separated facility designed for bicyclists and pedestrians, the Oakland Subdivision railroad tracks that would not only connect the San Leandro and Bay Fair BART stations, but would also provide access to Halcyon Drive and Washington Avenue in the Project area. This future facility is known as the East Bay Greenway.

Existing Transit Service

The transit system in the study area includes regional rail service provided by Bay Area Rapid Transit (BART) and local bus service provided by Alameda-Contra Costa Transit District (AC Transit).

- BART provides regional transportation connections to much of the Bay Area. It runs from the North in Richmond to the South Bay Area in Fremont/Warm Springs, and extends from Millbrae eastward to Dublin and Pleasanton. Both the San Leandro and Bayfair BART stations are less than two miles from the Project site. BART trains run from about 4:00 AM to 12:30 AM daily with a weekday frequency of 15 minutes.
- AC Transit provides two routes in the study area, Route 85 and Route 89, which operate on weekdays and weekends. Route 85 runs along on Washington Avenue on the west side of the Project site and connects to the San Leandro BART station. Route 89 runs along Halcyon Drive on the south side of the Project site and connects to the Bayfair BART station. There are AC Transit stops in close proximity to the Project site; one is served by Route 89 and is located on the south side of Halcyon Drive, directly across from the Project. This stop is about 300 feet from the closest signalized intersection, and there is no presence of a midblock crosswalk to access the Project site. The other stop is served by Route 85 and is located on the east side of Washington Avenue adjacent to the Project site.

DISCUSSION

- a) *Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The following assessment of the proposed Project is based on transportation impact criteria established in the San Leandro General Plan. The General Plan establishes the standard for intersection operations at LOS D. An impact is considered significant for intersections when a project causes the operations to change from LOS D or better to LOS E or worse. For facilities that are, or will be (cumulative condition),

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operating at an unacceptable level of service without a given project, an impact is considered significant if that project increases the volume-to-capacity (v/c) ratio by 0.05 or more at a signalized intersection.

Trip generation of the Project was calculated, as is typical, based on rates contained in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 9th Edition. Trip Generation is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments.

Trip Generation

The ITE land use types most closely matching the proposed Project are Industrial Park (Land Use Code 130) and General Office (Land Use Code 710). Average trip generation rates were used to develop Project trip generation for both the recently-closed manufacturing facility and the proposed Project. Since the proposed Project will be replacing the existing manufacturing facility, the trips associated with the existing facility were subtracted from the trips associated with the proposed Project. As summarized in Table 4-20, the Project would generate a net new 2,660 daily trips, including 236 AM peak hour trips and 247 PM peak hour trips.

TABLE 4-20 PROJECT TRIP GENERATION

Land Use	GLA	Units	Daily	AM			PM		
				Total	In	Out	Total	In	Out
Industrial Park	497,880	SF	3,401	408	335	73	423	89	334
Office	55,320	SF	610	86	76	10	82	14	68
<i>Proposed Project Subtotal</i>			<i>4,011</i>	<i>494</i>	<i>411</i>	<i>83</i>	<i>505</i>	<i>103</i>	<i>402</i>
Less Existing facility			(1,351)	(258)	(201)	(57)	(258)	(93)	(165)
Total Net New Trips			2,660	236	210	26	247	10	237

Source: Kittelson & Associates, Inc. 2017; Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9th Edition, 2012.

Study Intersections

The manner in which the 2,660 new net trips presented above affect traffic flow at surrounding intersections will determine whether the proposed Project would result in impacts related to City of San Leandro transportation performance polices.

Impacts to the 13 study intersections presented in *Existing Conditions* were evaluated under the following three scenarios:

- **Existing Plus Project Conditions.** Includes existing traffic volumes plus trips from the proposed Project.
- **Cumulative (2035) Conditions.** Includes existing volumes plus trips associated with future background growth resulting from future development and land use.

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- **Cumulative (2035) Plus Project Conditions.** Includes Project trips added to the Cumulative volumes.

Existing Plus Project Conditions

The potential effects of the proposed Project on existing operations at the study intersections are discussed in this section. Existing plus Project volumes are shown in Figure 4-2. As shown in Table 4-21, with the addition of Project traffic, all study intersections would continue to operate within the standard of LOS D or better except for # 12, the intersection of the Project Driveway and Halcyon Drive, which worsens to LOS F.

This would result in a significant impact without the implementation of effective mitigation. However, with implementation of Mitigation Measure TRANS-1, the impact of the proposed Project on the intersection of the Project Driveway on Halcyon Drive would be *less than significant*.

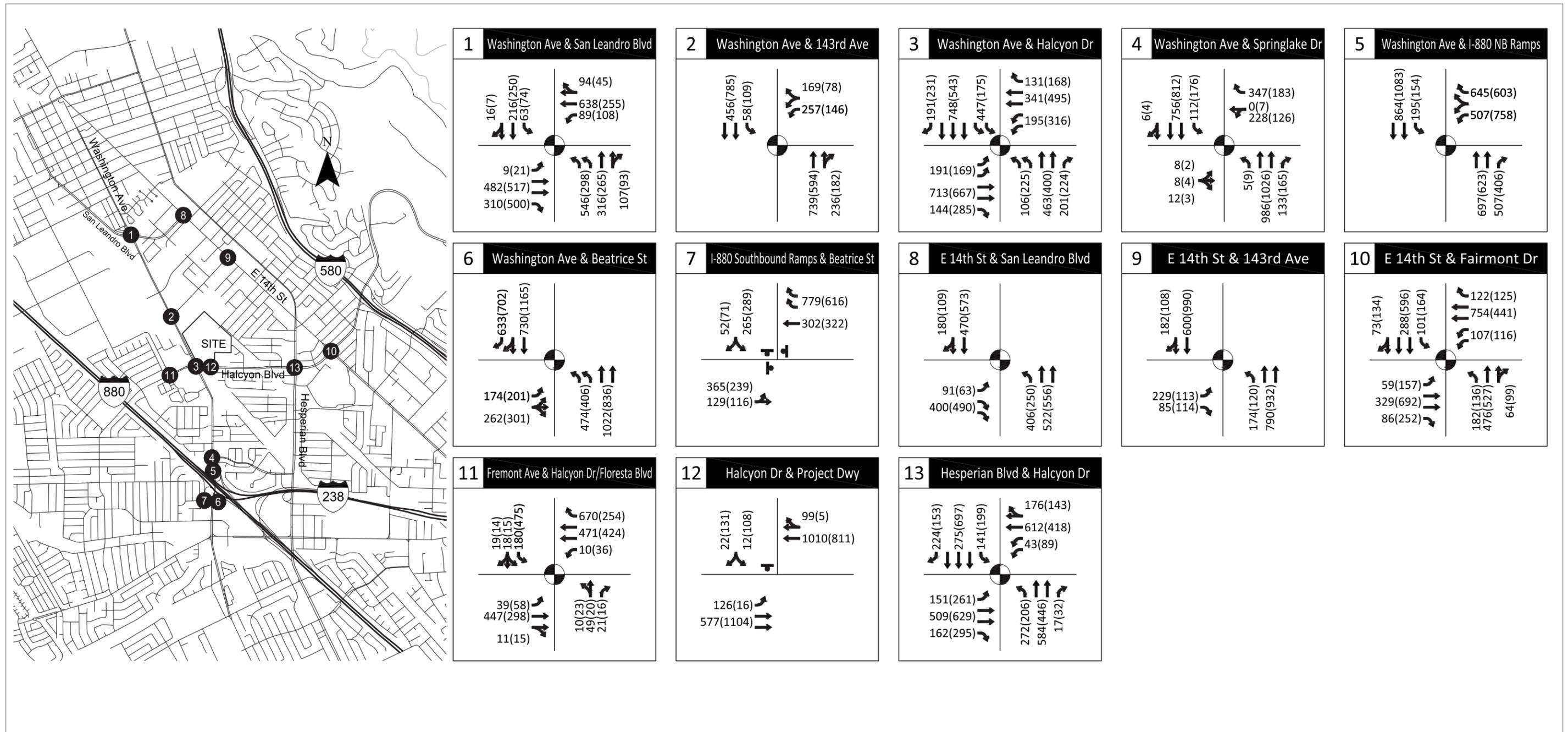
Mitigation Measure TRANS-1: Implement the change in use of the project site driveway on Washington Avenue, as described and illustrated in the “Specific Intersection Improvements” section of the April 28, 2017 *Transportation Impact Analysis* prepared by Kittelson and Associates. This includes using the driveway on Washington Avenue as a full-access driveway rather than a right-turn in/right-turn out driveway, necessitated by striping a two-way left-turn lane on Washington Ave between 143rd Ave and the railroad crossing north of Chapman Road. The two-way left turn lane could be accommodated by removing parking on one side of Washington Avenue. These changes would distribute vehicular access to Project site among two driveways, and delays at the Halcyon Drive/Project driveway intersection would be significantly reduced.

Cumulative (2035) Conditions

Trips associated with future background growth, resulting from future development and land use changes, were added to Existing volumes to develop the cumulative conditions. These volumes were developed by determining the full background growth increment in the Countywide Model, interpolating for the difference between the 2010 base year model to 2016 counts, and from the 2040 cumulative year model to 2035 to maintain consistency with the San Leandro General Plan horizon year. There are no programmed improvements for the study area; therefore, it was assumed that the roadway network would continue to be unchanged from its current configuration.

The Transportation Impact Assessment found that under these cumulative future conditions without development of the proposed Project, the following five of the 13 study intersections would operate at LOS E or F during either AM or PM peak hours:

- Washington Avenue and San Leandro Boulevard (#1)
- Washington Avenue and Springlake Drive (#4)
- East 14th Street & 143rd Avenue (#9)
- East 14th Street & Fairmont Drive (#10)
- Hesperian Boulevard and Halcyon Drive/Fairmont Drive (#13)



Source: Kittelson & Associates, April 2017.

AM(PM) - Traffic Volume

⬇️ - Stop Sign

⦿ - Traffic Signal

Figure 4-2
Existing Plus Project Lane Configurations and Peak Hour Traffic Volumes

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TABLE 4-21 EXISTING AND PLUS PROJECT INTERSECTION OPERATIONS

#	North-South Street	East-West Street	Peak Hour	Existing			Existing Plus Project			Impact?
				V/C	Delay	LOS	V/C	Delay	LOS	
1	Washington Ave	San Leandro Blvd	AM	0.70	35.2	D	0.70	35.3	D	No
			PM	0.5	25.4	C	0.51	25.7	C	No
2	Washington Ave	143 rd Ave	AM	0.64	14.0	B	0.64	14.0	B	No
			PM	0.47	9.6	A	0.48	9.6	A	No
3	Washington Ave	Halcyon Dr/ Floresta Blvd	AM	0.69	48.0	D	0.71	50.3	D	No
			PM	0.56	52.3	D	0.58	50.6	D	No
4	Washington Ave	Springlake Dr	AM	1.03	45.0	D	1.06	48.9	D	No
			PM	0.87	39.4	D	0.88	40.9	D	No
5	Washington Ave	I-880 Northbound Ramps	AM	0.61	21.4	C	0.63	21.7	C	No
			PM	0.69	35.2	D	0.71	22.2	C	No
6	Washington Ave	Beatrice St	AM	0.59	22.1	C	0.59	21.9	C	No
			PM	0.67	23.1	C	0.68	23.3	C	No
7 ^a	I-880 Southbound ramps	Beatrice St	AM	N/A	17.0	C	N/A	17.0	C	No
			PM	N/A	14.5	B	N/A	14.5	B	No
8	East 14 th St	San Leandro Blvd	AM	0.74	22.3	C	0.75	22.4	C	No
			PM	0.48	18.0	B	0.48	17.9	B	No
9	East 14 th St	143 rd Ave	AM	0.61	17.6	B	0.63	17.8	B	No
			PM	0.56	13.3	B	0.56	13.2	B	No
10	East 14 th St	Fairmont Dr	AM	0.67	40.2	D	0.70	45.4	D	No
			PM	0.76	41.2	D	0.77	42.7	D	No
11	Fremont Ave	Floresta Blvd	AM	0.54	23.4	C	0.54	23.6	C	No
			PM	0.42	29.6	C	0.43	30.6	C	No
12 ^b	Project Driveway	Halcyon Dr	AM	N/A	17.4	C	N/A	22.8	C	No
			PM	N/A	19.3	C	N/A	89.2	F	Yes
13	Hesperian Blvd	Halcyon Dr/ Fairmont Dr	AM	0.71	40.7	D	0.73	41.3	D	No
			PM	0.65	41.0	D	0.67	41.2	D	No

Notes: HCM 2000 Methodology

Bold Denotes City Standard

a. All-way stop controlled intersection

b. Two-way stop controlled intersection. Movement with worst delay (southbound) is presented

Source: Kittelson & Associates, 2017

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Cumulative (2035) Plus Project Conditions

Cumulative plus Project volumes are developed by adding the Project trips to cumulative volumes. Cumulative plus Project volumes are shown in Figure 4-3.

With the addition of Project traffic to cumulative volumes, the following seven of the 13 study intersections would operate at LOS E or F during either AM or PM peak hours:

- Washington Avenue & San Leandro Boulevard (#1)
- Washington Avenue and Halcyon Drive/Floresta Boulevard (#3)
- Washington Avenue and Springlake Drive (#4)
- East 14th Street and 143rd Avenue (#9)
- East14th Street and Fairmont Drive (#10)
- Project Driveway and Halcyon Drive (#12)
- Hesperian Boulevard and Halcyon Drive/Fairmont Drive (#13)

However, based on the City of San Leandro significance criteria of an increase in the volume-to-capacity (v/c) ratio of 0.05 or more at a signalized intersection, only two intersections would result in significant impacts under Cumulative plus Project Conditions:

- Washington Avenue and Halcyon Drive/Floresta Boulevard (#3)
- Project Driveway and Halcyon Drive (#12)

These impacts are detailed in Table 4-22.

TABLE 4-22 CUMULATIVE PLUS PROJECT SIGNIFICANT IMPACTS

#	North-South Street	East-West Street	Peak Hour	Cumulative			Cumulative Plus Project			
				V/C	Delay	LOS	V/C	Delay	LOS	Impact
3	Washington Ave	Halcyon Dr/ Floresta Blvd	AM	0.85	53.6	D	0.86	58.0	E	Yes
			PM	0.69	49.8	D	0.72	48.5	D	No
12 ^a	Project Driveway	Halcyon Dr	AM	N/A	21.3	C	N/A	31.5	D	No
			PM	N/A	22.0	C	N/A	152.5	F	Yes

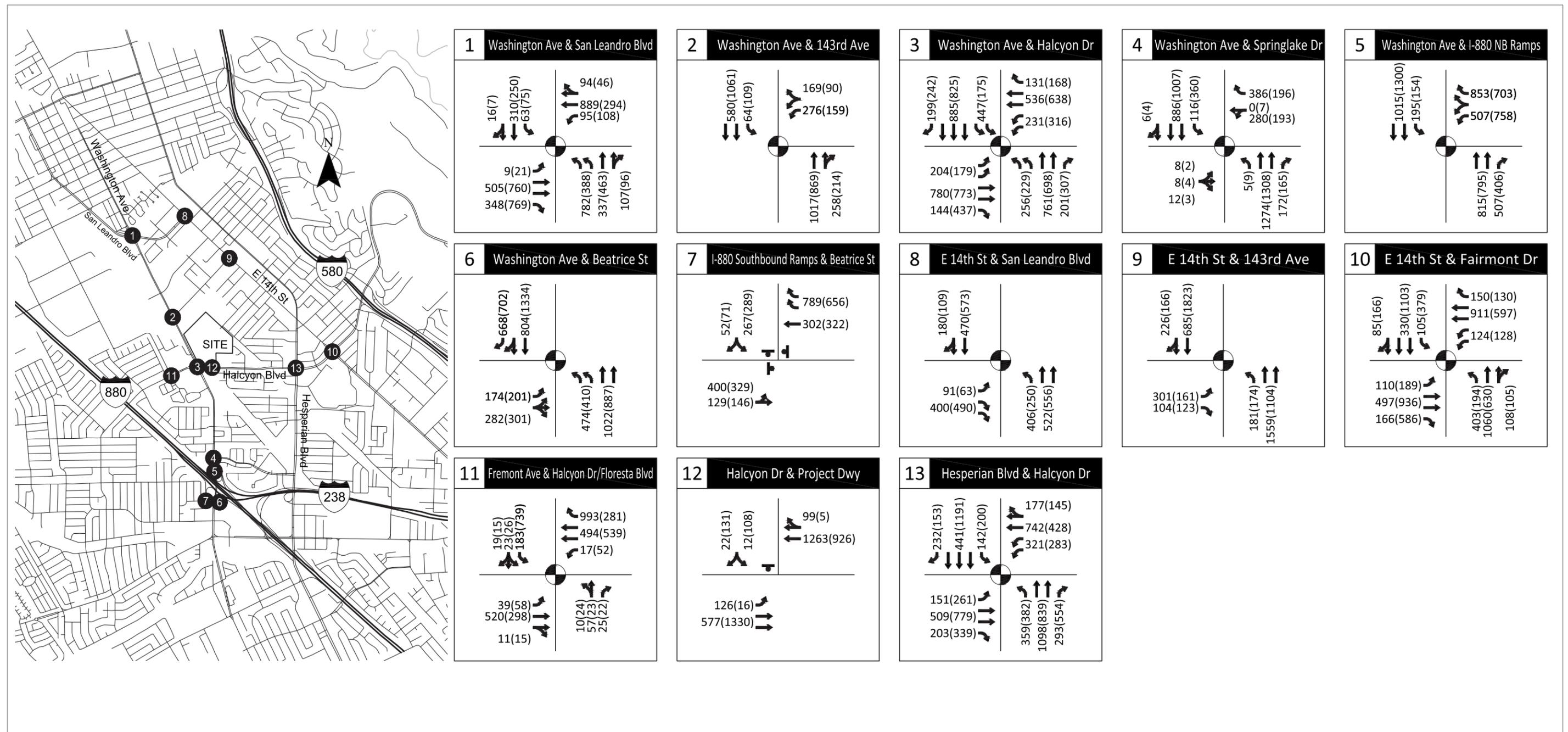
Notes: HCM 2000 Methodology

a. Two-way stop controlled intersection. Movement with worst delay (southbound) is presented

Source: Kittelson & Associates, 2017.

These increases in volume-to-capacity statistics and associated degradation of LOS would result in a significant impact without mitigation actions. However with the implementation of Mitigation Measure TRANS-2, the impacts would be *less than significant*.

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Source: Kittelson & Associates, April 2017.

AM(PM) - Traffic Volume

⬇️ - Stop Sign

⦿ - Traffic Signal

Figure 4-3
Cumulative (2035) Plus Project Lane Configurations and Peak Hour Traffic Volumes

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Mitigation Measure TRANS-2: Modifications to the existing signal timing scheme at study intersection #3, Washington Avenue and Halcyon Drive, described in the “Specific Intersection Improvements” section of the April 28, 2017 *Transportation Impact Analysis* prepared by Kittelson and Associates, shall be implemented. Specifically, optimize the existing signal timing scheme at this intersection appropriately for the traffic volumes expected during the Existing Plus Project and future Cumulative Plus Project conditions. Additionally, as a part of the Project, extend the westbound right-turn lane at this intersection by approximately 230 feet in length. Optimized signal timing would reduce queuing at all approaches to the intersection, while the extended turn lane would facilitate increased movement of vehicles out of signal-restricted lanes.

- b) *Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The Alameda County Transportation Commission (ACTC) is responsible for managing the County’s transportation sales tax program and providing countywide transportation planning. ACTC is also the County’s designated Congestion Management Agency and is responsible for implementing the Congestion Management Program (CMP), which is updated every two years. Each CMP must contain several components, including traffic level-of-service standards for freeway segments and standards for CMP Monitoring Intersections on principal arterials. Consistent with the CMP legislation, the Commission establishes the LOS standards for the CMP network and Routes of Regional Significance. The most recent CMP was adopted in 2013. The ACTC CMP allows for LOS E for the CMP network.

The development of the proposed Project could generate a minor increase the total traffic on I-880 and SR-238 during both AM and PM peak hours but the increase to any one segment is forecast to be well under 50 trips per hour. The project would not affect traffic on principal arterials and routes of regional significance. As discussed under Section XV-a, potential significant impacts of the operational project to three study intersections would be reduced to less-than-significant with implementation of two mitigation measures. Therefore, the proposed Project would not conflict with the CMP, and impacts would be *less than significant* and no mitigation measures are required.

- c) *Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

There are no public-use airports within two miles of the project site. The closest public airport is Hayward Executive Airport, 3.3 miles to the south-southeast, while Oakland International Airport approximately 4.6 miles to the west-northwest. The Alameda County Airport Land Use Commission (ALUC) adopted an Airport Land Use Compatibility Plan (ALUCP) for Oakland International Airport’s (OAK) Airport Influence Area (AIA) in December 2010. As mentioned in Section VIII, Hazards and Hazardous, the Project site is within the AIA for OAK.

While the Project site is within the AIA for OAK, the proposed Project would have a maximum building height of 44.5 feet, in addition to a 65-foot communication tower. These heights would not interfere with air travel or air safety. In addition, the project would not increase demand for air travel or increase air traffic levels. Accordingly, *no impact* would occur and no mitigation measures are required.

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d) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The types of land uses proposed as a part of the Project are generally similar to existing uses and thereby are compatible with the existing uses on the Project site and in the surrounding area. Therefore no impact would result from hazards as a result of incompatible uses. Additionally, the proposed Project design includes no perimeter roadway improvements that would result in dangerous curves or incompatible uses. However, Project development could result in hazardous conditions associated with a vehicle queue that overflows the available storage for the left turn pocket, and causes blockage of adjacent travel lanes, thus blocking through traffic.

A detailed review of traffic operations, queuing, and safety was conducted as part of the Traffic Impact Assessment referenced in previous sections of this report. The study concluded that the addition of Project traffic is not expected to increase the queue by more than one vehicle at any City street except for the intersection of Hesperian Boulevard and Halcyon Drive. Here, Project traffic is expected to increase the queue length for the northbound left-turn movement by 52 feet (approximately two vehicles) during the AM peak hour. This deficiency was previously identified in the traffic impact analysis associated with the City's 2035 General Plan update and will be mitigated as part of the City's Development Fee for Street Improvements (DFSI) impact fee program. For the eastbound left-turn lane, the addition of the Project traffic is expected to increase the queue length by 50 feet (approximately two vehicles) during the PM peak hour. As concluded in the traffic report, these changes do not have the potential to increase hazards, as they are minimal and would occur only during brief periods at peak hour.

Given these conclusions, Project impacts related to transportation hazards would be *less than significant*, and no mitigation measures are required.

e) *Would the Project result in inadequate emergency access?*

Factors such as number of driveway access points, roadway widths, and proximity to fire stations determine whether a project provides sufficient emergency access. The proposed Project would not alter any of these factors, other than the inclusion of a secondary driveway on Washington Avenue. This improvement, with associated mitigation measures described in TRANS-1, calling for the transformation of the driveway into a full access driveway, would result in improved emergency site access.

In addition, as noted in Section XIII, the fire station nearest the proposed Project site is ACFD Station 12, located at 1065 143rd Avenue, about 0.7 miles from the Project site. Emergency vehicles would travel directly down Halcyon Drive to access the site and would not have to complete any U-turns to gain entry. An emergency vehicle access plan would be subject to approval from the Fire Department, and the City itself.

Considering the above conditions, impacts related to emergency access would be *less than significant*, and no mitigation measures are required.

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- f) *Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Bicycle Facilities

The City of San Leandro is currently updating its 2017 Bicycle & Pedestrian Master Plan. Per the adopted 2011 Bicycle & Pedestrian Master Plan, the existing bicycle facility nearest the Project site is the east-west running Class II (on-street, striped) bike lane along Floresta Boulevard, that begins just west of Washington Avenue.

The 2011 Plan proposes a series of Class II bike lanes that would close gaps on Halcyon Drive, between Washington Avenue and the railroad tracks; and on Washington Avenue, between Halcyon Drive and 139th Avenue. The Plan also proposes Class I (separated right of way for the exclusive use of bicycles and pedestrians) bike paths along Washington Avenue, to connect the proposed Class II facility to the existing Class II facility on San Leandro, as well as along the railroad tracks that would not only connect the San Leandro and Bay Fair BART stations, but would also provide access to Halcyon Drive and Washington Avenue in the Project area.

The proposed Project does not include right-of-way changes that would conflict with the above bicycle facility proposals. It is limited to the footprint of the existing property boundary.

However, Mitigation Measure TRANS-1 includes an all-access Project driveway on Washington Avenue facilitated by the striping of two left turn lanes on Washington Avenue, between 143rd and the railroad crossing. Implementation of this measure would demand amending the San Leandro Bicycle and Pedestrian Master Plan, due to conflicts with the Class II bike lane proposed on this segment of Washington Ave. As concluded in the Traffic Impact Assessment completed for this study, a Class I shared bike lane could be accommodated within the segment.

Pedestrian Facilities

As noted above, the City of San Leandro is currently updating its Bicycle & Pedestrian Master Plan. The 2011 Plan includes a number of pedestrian policies relevant to the Project area, including the implementation of numerous streetscape improvements along Washington Avenue. These include sidewalk widenings, pedestrian buffers, and new crosswalks—specifically at the intersection of Washington Avenue and Halcyon Drive along Washington Avenue. The Plan also calls for analyzing the potential to remove the channelized right turns with pork-chop islands to improve safety for pedestrians and bicyclists.

The proposed Project does not include right-of-way changes that would conflict with the pedestrian policies described above. It is limited to the footprint of the existing property boundary.

Transit Facilities

Due to the Project's industrial nature, the relatively minimal increase in employment associated with its development, its proposed location within the footprint of an existing property of similar historic use, and

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its lack of public right-of-way improvements, the Project is expected to generate negligible transit trips, and result in minimal impact to transit facilities or plans.

Given the above conclusions, the proposed Project would result in a *less-than-significant* impact on adopted plans or programs regarding public transit, bicycle, or pedestrian facilities. No mitigation would be required.

XVI. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project have sufficient water supplies available to serve the project from existing and identified entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Would the project not be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Would the project comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Would the project result in a substantial increase in natural gas and electric service demands requiring new energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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DISCUSSION

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The Oro Loma Sanitary District (OSD) is responsible for wastewater collection, treatment and disposal for the portion of San Leandro in which the Project site is located. As detailed in Section IX, Hydrology and Water Quality, wastewater generated by the proposed Project would be conveyed to the OSD's existing Oro Loma Sanitary District/Castro Valley Sanitary District Water Pollution Control Plant, which has a permitted capacity of 20 million gallons per day⁵⁴ and facilitates primary and secondary treatment.

The Oro Loma plant directs treated wastewater to a common outfall controlled by East Bay Dischargers Authority (EBDA), a joint powers authority, which discharges treated effluent to the San Francisco Bay. The San Francisco RWQCB established wastewater treatment requirements for the Oro Loma plant and the EBDA outfall in an NPDES Permit (Order No. R2-2012-0004), adopted in 2012. The NPDES Order sets out a framework for compliance and enforcement applicable to operation of the Oro Loma Plant and its effluent, as well as other sewer agencies contributing flow to the EBDA's common outfall.

Pursuant to the RWQCB Order, the EBDA routinely (daily, weekly, monthly, etc.) monitor influent and effluent for numerous chemical and biological parameters in multiple process sample stream locations, including at influent and effluent points for the Oro Loma Plant. Test results are submitted periodically to the RWQCB to verify compliance with effluent discharge limits. This monitoring allows for consistent assessment of the performance of treatment processes. Regardless, the demolition of an existing manufacturing site and construction of a warehousing/ industrial center with numerous permitted uses has the potential to increase pollutant loading levels in the sanitary sewer system.

However, the EBDA and its member agencies (including Oro Loma) implement an approved pretreatment program specified in the NPDES permit. The permit requires the Discharger (EDBA) to evaluate its local limits, such as those established for industrial users contributing to the treatment plants, to ensure compliance with updated effluent limits. These local limits are approved as part of the pretreatment program required by the NPDES Permit.

As explained Section IX, Hydrology and Water Quality, the size of the Project makes it subject to compliance with the NPDES General Construction Permit (GCP) and requires the preparation of an SWPPP that includes erosion and sediment control Best Management Practices (BMPs). As also noted, the Project must also comply with the C.3 provisions set by the San Francisco Bay Regional Water Quality Control Board (RWQCB). As detailed in Section IX, the Preliminary Stormwater Quality Control Plan (SQCP) submitted to the City as part of the January 12, 2017 site plans, which include unique bioretention filters and increased landscaped areas, has been demonstrated to meet or exceed minimum C.3 provisions, as established in the NPDES permit. As such, the Project would not exceed wastewater treatment requirements, and the impact would be *less than significant*. No mitigation measures are required.

⁵⁴ Oro Loma Sanitary District website. <http://oroloma.org/about-oro-loma-general-information/>, accessed on May 17, 2017.

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- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

As has been explained in both Sections VI and IX, the Oro Loma Sanitary District's treatment plant has a permitted capacity of 20 mgd. In 2010, the actual average dry weather flow (ADWF) from the Oro Loma Plant was 12.6 mgd.⁵⁵ Thus, the Oro Loma plant had 7.3 mgd of unused, permitted capacity. As has been shown, the proposed Project would also comply with existing wastewater treatment requirements of the San Francisco Bay RWQCB, and wastewater policies adopted by the City, including the City of San Leandro Municipal Code, Section 7-9-505, Floodplain Management-Standards for Utilities. Moreover, the Project is consistent with land use and growth assumptions in the City's General Plan, none of which would have significant impacts associated with the construction of new water or wastewater treatment facilities. Thus, the proposed Project would have a less-than-significant impact, and no mitigation measures would be required.

- c) *Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed Project would create and/or replace 10,000 square feet or more of impervious surfaces, and as such must comply with the C.3 requirements for stormwater control. Through demonstrated C.3 compliance, the proposed Project would include actions to minimize runoff from the Project site. Consequently, the proposed Project would not require the expansion of existing stormwater facilities or the construction of new facilities, the construction of which could otherwise have significant impacts. Therefore, impacts would be *less than significant*, and no mitigation measures are required.

- d) *Would there be sufficient water supplies available to serve the project from existing and identified entitlements and resources, or are new or expanded entitlements needed?*

EBMUD's 2010 UWMP identifies a 2035 water demand forecast of 229 MGD, assuming the implementation of water recycling and implementation programs.⁵⁶ The UWMP establishes an initial 2020 average annual per capita employment demand of 53 gpcd. Applying this per capita employment demand to the 535 new jobs associated with the proposed Project, the Project would create the demand for 28,355 GPD, or 0.0038 MGD. This supply is therefore sufficient to meet additional demand from the proposed project. Accordingly, impacts from the proposed project would be *less than significant*.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The EBDA has already accounted for future development in San Leandro and improvements to accommodate it. The proposed project would not require any off-site expansions or new construction of wastewater treatment facilities because the anticipated wastewater generation would be within the capacity of the existing EBDA wastewater treatment plant. As a result, there would be a *less-than-significant* impact on wastewater treatment facilities and no mitigation measures are required.

⁵⁵ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.14.1.3 Impact Discussion, page 4.14-28.

⁵⁶ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.14.1.3 Impact Discussion, page 4.14-13.

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- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?*

Solid waste from the proposed project would be transferred to one of four landfills that serve the City. The largest of those landfills is the Altamont Landfill in Livermore, which is permitted to receive up to 11,500 tons of waste per day and is set to close in 2025. The smallest of those landfills, Vasco Sanitary Landfill in Livermore, is permitted to receive up to 2,250 tons of waste per day and is set to close in 2019. Potrero Hills Landfill has longest future operation, as it is set to close in 2048.

The City of San Leandro disposal rate per business employee in 2015 was 10.3 ppd, which was below the CalRecycle target rate of 18.2 ppd per employee.⁵⁷ CalRecycle also reports the City's per capita disposal rates in 2011 were 9.1 ppd for employees; the most recent year for which disposal rates have been reviewed by the agency. The City of San Leandro's disposal rates for employees have been below target rates since 2007.⁵⁸

As established in Section XII, Population and Housing, it is estimated that the Project will generate a net increase of 535 jobs. For analysis purposes, if solid waste generation is assumed to be the actual 2015 San Leandro per capita generation rates of 10.3 ppd for employees, the total solid waste generated by the Project's workers is estimated to be at 5,510 pounds per day⁵⁹, or 2.5 tons per day.

This represents approximately 0.1 percent of the permitted daily capacity of the smallest landfill that would serve of the Project, and 0.02 percent of the largest landfill. Together, these facilities have sufficient capacity to accommodate the proposed Project's solid waste disposal needs. The impact would therefore be *less than significant*.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

The proposed Project would have a significant environmental impact if it would lead to a breach of public standards relating to solid waste or litter control. The City of San Leandro fully complies with State requirements to reduce the volume of solid waste through recycling and reuse. The City's per capita disposal rate is below the target rate established by CalRecycle.⁶⁰ The City has established a mandatory Green Building Checklist, which must be submitted with and incorporated into development plan sets, and any items that are marked on the checklist must then be referenced and detailed in the plans.

In addition, the General Plan includes goals, policies, actions and strategies that promote recycling and conservation and will help ensure adequate waste collection and disposal facilities are available for the

⁵⁷ CalRecycle, Jurisdiction Diversion Post 2006, <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=JurisdictionID%3d447%26ReportName%3dDPGraphPopEmpNumbers%26ShowParameters%3dfalse%26AllowNullParameters%3dFalse>, accessed on May 23, 2017.

⁵⁸ The per capita disposal rate target is also known as "the 50 percent equivalent per capita disposal target." It is the amount of disposal San Leandro would have had during the 2003 – 2006 base period (designated by CalRecycle) if it had been exactly at a 50 percent diversion rate. It is calculated by CalRecycle using the average base period per capita generation for San Leandro (in pounds), then dividing this generation average in half to determine the 50 percent equivalent per capita disposal target. The target is an indicator for comparison with that jurisdiction's annual per capita per day disposal rate beginning with the 2007 program year.

⁵⁹ 10.3 ppd x 535 (number of employees) = 5,510 pounds per day.

⁶⁰ City of San Leandro, San Leandro General Plan Update EIR, June 2016, Section 4.14.3.3 Impact Discussion, page 4.14-45.

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residents and workers of San Leandro. Together these policies and actions will help to ensure that the proposed Project is consistent with statutes and regulations related to solid waste.

Compliance with the above would ensure that the proposed Project would comply with applicable solid waste regulations, resulting in a *less-than-significant* impact.

h) *Result in a substantial increase in natural gas and electric service demands requiring new energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities?*

The proposed Project would involve demolishing 13 existing industrial structures and redeveloping the Project site with three new buildings totaling 497,800 square feet of industrial (warehouse) space and 53,000 square feet of office space, for a total of 553,200 square feet. The project site is currently served by existing PG&E distribution systems that would provide natural gas and electricity services to the project site. As described in Section X, Land Use, above, the proposed Project complies with the General Plan land use designation and growth opportunity requirements as well as the Zoning district requirements. It would not result in new growth potential from what was considered in the City's General Plan. The project would include appropriate on-site infrastructure to connect to the existing PG&E systems and would not require new off-site energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities. Accordingly, impacts would be *less than significant*.

CUMULATIVE IMPACT DISCUSSION

Water

This section analyzes potential impacts to water supply that could occur from the Project in combination with other reasonably foreseeable projects in the surrounding area. The geographic scope of this cumulative analysis is the EBMUD service area. While the Project would contribute to an increased cumulative demand for water supply, the increased demand would not exceed the long-term supply under normal circumstances, as discussed above. Additionally, EBMUD's UWMP determined that the water supply will be sufficient to accommodate future demand in the EBMUD service areas. In addition, the 2035 General Plan includes policies and strategies that would ensure adequate water supplies are available for the residents of San Leandro. Together, these considerations would ensure that cumulative impacts with respect to water supply would be less than significant.

Sanitary Sewer

This section analyzes potential impacts related to wastewater treatment that could occur from the Project in combination with reasonably foreseeable growth within the OSD and EBDA service areas.

Buildout of the Project would generate a minor increase in the volume of wastewater delivered for treatment at OSD and eventual discharge through EBDA's common outfall. As noted in Section IX Hydrology and Water Quality, the Oro Loma plant has 7.3 mgd of unused, permitted capacity. As has been shown, the proposed Project would comply with existing wastewater treatment requirements of the San Francisco Bay RWQCB, and wastewater policies adopted by the City, including the City of San Leandro Municipal Code, Section 7-9-505, Floodplain Management-Standards for Utilities. Moreover, the Project is

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consistent with land use and growth assumptions in the City's General Plan, none of which would have significant impacts associated with the construction of new water or wastewater treatment facilities. Because the cumulative demand would not substantially impact the existing or planned capacity of the wastewater treatment systems, which have sufficient capacity for wastewater that would be produced by the Project, the construction of new wastewater treatment facilities would not be necessary.

Additionally, all future development would be required to comply with all applicable regulations and ordinances protecting wastewater treatment services

Therefore, with continued compliance with applicable regulations listed below, cumulative development combined with the Project would not exceed wastewater treatment requirements, and cumulative impacts to sanitary wastewater service would be less than significant.

Solid Waste

The buildout of the Project will increase the quantity of solid waste for disposal. Although AB 939 established a goal for all California cities to provide at least 15 years of ongoing landfill capacity, growth from other projects within the City, and from other cities in the region, may exceed that which was taken into account when calculating landfill capacity.

However, as noted, Potrero Hills Landfill is not set to close until 2048. In addition, there are approximately 20 landfills that received waste from the City. If one or more of the main four landfills that serve the City were unavailable in the future, it is likely the City's solid waste volume could be increased at one or more of the other landfills that already serve the City.

As shown in the Section XII, Population and Housing, employee growth associated with the Project is far less than that anticipated by regional ABAG projections. In addition, the City's General Plan anticipated the growth in employment proposed as part of the Mid-Washington Corridor. Therefore, the Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred – including planning with respect to solid waste -- and a less-than-significant impact would result in this respect.

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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As described above, the Project site is in an urbanized, extensively developed area of San Leandro. Almost entirely built out with development and associated surface parking. There are no sensitive natural communities, no areas of sensitive habitat, and no areas of critical habitat occurring on the Project site. Additionally, there are no buildings currently listed or eligible for listing on the California Register of Historical Resources, no recorded archaeological sites, and no known paleontological resources located on the Project site. Therefore, implementation of the proposed Project would result in a less-than-significant impact to the environment and wildlife on the Project site.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As discussed throughout the environmental checklist, the potential significant impacts of the proposed Project would be mitigated to less than significant levels. As shown in each section, the proposed Project, when considered in addition to other past, present and reasonably foreseeable projects, would not result

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in significant impacts, nor would it contribute to cumulative environmental impacts such that those impacts would be potentially significant. Therefore, the proposed Project would not be expected to contribute to significant cumulative impacts when considered along with others under the City's General Plan.

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

As discussed above, the proposed Project would not result in a significant impact that could not be mitigated to a less-than-significant level, thus the proposed Project's environmental effects would be less than significant.

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5. Organizations and Persons Consulted

This Initial Study was prepared by the following consultants and individuals:

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