



311 MacArthur Boulevard Residential Project

General Plan Consistency Checklist

prepared by

City of San Leandro

Community Development Department

835 East 14th Street

San Leandro, California 94577

Contact: Andrew J. Mogensen, AICP, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303

Oakland, California 94612

August 2019



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Acronyms and Abbreviations

AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	best management practices
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CC	Community Commercial
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO ₂ e	carbon dioxide equivalent
dBA	A-weighted sound pressure level
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
du	dwelling unit
EIR	Environmental Impact Report
EO	Executive Order
FEMA	Federal Emergency Management Agency
ft	feet
FTA	Federal Transit Administration
GHG	greenhouse gas
HRA	health risk assessment
IPaC	Information for Planning and Consultation
Leq	single steady A-weighted (noise) level
MT	metric tons
NASP	North Area Specific Plan
NPDES	National Pollutant Discharge Elimination System

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PM _{2.5}	particulate matter up to 2.5 microns in size
PM ₁₀	particulate matter up to 10 microns in size
RD	Residential Duplex District
RS	Residential Single-Family
SB	Senate Bill
sf	square feet
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
U.S.	United States
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VdB	vibration decibels

General Plan Consistency Checklist

1. Project Title

311 MacArthur Boulevard Residential Project

2. Lead Agency Name and Address

City of San Leandro
835 East 14th Street
San Leandro, California 94577

3. Contact Person and Phone Number

Andrew J. Mogensen, AICP, Planning Manager
City of San Leandro, Community Development Department
(510) 577-3325

4. Project Location

The project site is located at 311 MacArthur Boulevard in the City of San Leandro. Comprising an irregularly shaped combination of five parcels, the site is approximately 1.0 acre. It is bounded by MacArthur Boulevard to the east, Broadmoor Boulevard to the north, Herma Court to the west, and adjacent development to the south. The site comprises Assessor's Parcel Numbers 76-311-30-1, 76-311-1-3, 76-311-3, 76-311-4, and 76-311-5, and is approximately 0.2 mile west of Interstate 580. Figure 1 shows the site's location in the region and Figure 2 depicts the project site in its neighborhood context.

5. Project Sponsor's Name and Address

Redwood Property Investors II, LLC
360 Grand Avenue #340
Oakland, California 94610

6. General Plan Designation

The project site is designated primarily as "Corridor Mixed Use" in the City of San Leandro 2035 General Plan, except for a portion of one parcel that is designated as "Low Density Residential." The designation Corridor Mixed Use allows a mix of commercial and residential uses, oriented linearly along major transit-served roadways. It allows a maximum floor area ratio of 1.5 for housing projects. Low Density Residential allows for single-family residences with a net density of 8.7 units per acre (City of San Leandro 2016a).

Figure 2 Project Location



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The project is within the boundaries of the North Area Specific Plan (NASP), which identifies the MacArthur Boulevard corridor (including the project site) as an area to enhance the streetscape, encourage a cluster of retail uses, and transition adjacent areas to “higher and better” uses. The site itself is in what the Specific Plan calls the Transition District (TD), areas adjacent to retail and service clusters that may include commercial retail, service, or residential development (City of San Leandro 1991).

7. Zoning

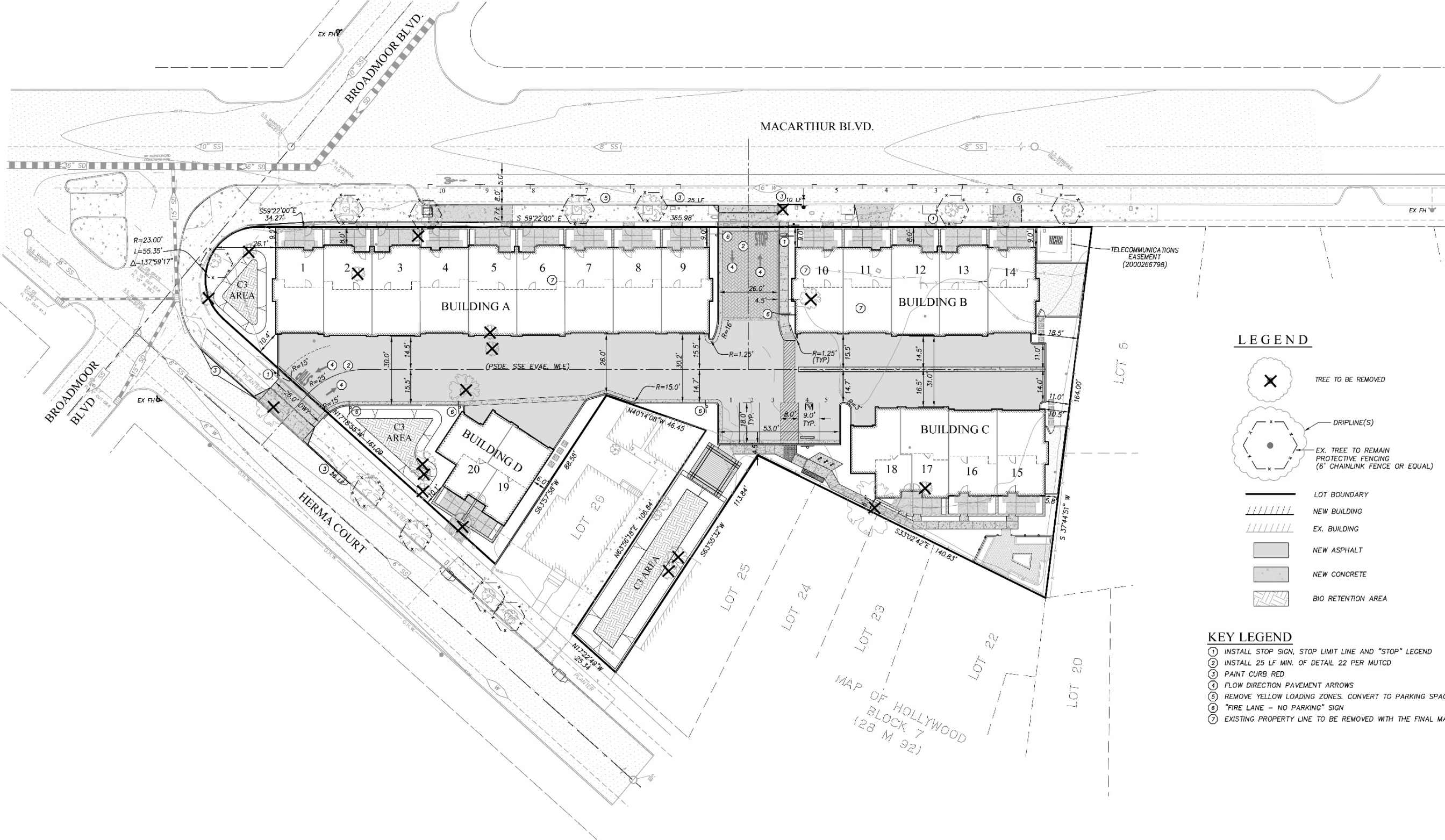
The project site is zoned primarily as Community Commercial (CC) on the City of San Leandro Zoning Map, with a portion of two parcels zoned as Residential Single-Family (RS) (City of San Leandro 2017). The CC district allows business services, restaurants and cafes, retail services, and other related facilities (San Leandro Zoning Code Section 2-606). Multi-family residences are a conditionally permitted use within the CC zoning district, with a maximum density of 24 dwelling units per acre (San Leandro City Council Ordinance 2018-021). The RS district allows for single-family residential uses and related facilities (San Leandro Zoning Code Section 2-506).

8. Project Description

The project would involve the construction of four townhome condominium buildings with 20 dwelling units (including two-bedroom and three-bedroom units), 40 garage parking stalls, and 5 surface parking spaces. Two units would be moderate-income affordable (gross income may not exceed 120 percent of the Area Median Income) and one unit would be low-income affordable (gross income may not exceed 80 percent of the Area Median Income). Each building would be three stories and approximately 37.5 feet in height. The project’s residential density would be 20 dwelling units per acre. The total building footprint would be 15,148 square feet, with approximately 35 percent lot coverage. The total square footage of the proposed buildings would be 46,361 square feet, with a floor area ratio of approximately 0.88. The existing five assessor’s parcels would be merged to form one parcel.

The project would also include the demolition of one existing structure (circa 1935 with a 1948 addition). The building is used by Stepping Stones Growth Center, a non-profit social services agency. Sidewalk replacement at both existing and new driveways is proposed, and a telecommunications easement at the eastern corner of the project site would remain. Figure 3 shows the proposed site plan and tree preservation plan and Table 1 details each of the four proposed buildings.

Figure 3 Site Plan and Tree Preservation Plan



Source: Apex Civil Engineering & Land Solutions, 2018.

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Table 1 Project Summary

Building Summary	Building A	Building B	Building C	Building D
Total Square Footage	21,646 sf	12,025 sf	8,638 sf	4,052 sf
Building Square Footage	17,539 sf	9,730 sf	6,811 sf	3,115 sf
Garage Square Footage	4,107 sf	2,295 sf	1,827 sf	937 sf
Building Footprint	6,949 sf	3,871 sf	2,919 sf	1,409 sf
Building Height (Maximum)	37 ft 5 in	37 ft 5 in	37 ft 0 in	37 ft 6 in
Total Number of Units	9 units	5 units	4 units	2 units
Two-Bedrooms	0 units	0 units	2 units	2 units
Three-Bedrooms	9 units	5 units	2 units	0 units
Number of Parking Spaces	18 spaces	10 spaces	8 spaces	4 spaces

Additional Project Components	
Surface parking	5 spaces
Street parking	10 spaces (on MacArthur Boulevard)
Bio-retention areas	1,485 sf
Landscaped areas	8,869 sf

sf = square feet

Site Access, Circulation, and Parking

Vehicles would access the project site from one new driveway off MacArthur Boulevard and one reconfigured driveway off Herma Court. Existing driveways that would no longer be utilized under the project would be removed (MacArthur Boulevard and Herma Court each have two existing driveways to the project site). As shown in Table 1, the project would provide 45 total parking spaces: 40 garage parking spaces and 5 surface parking spaces. Along the project frontage, 10 street parking spaces would be available on MacArthur Boulevard. Additional street parking is also available along Herma Court, although some sections of Herma Court would be restricted by red curbs around the proposed driveway. Bicycle parking would be provided, located roughly central to the project site in a common open space area. The parking garages would be designed with a ventilation system to minimize exposure of residents to vehicle exhaust emissions.

Grading and Drainage

The entire project site would be modified by grading, which would be balanced on site. The project site currently has approximately 33,675 square feet of impervious surface area. This would be reduced to approximately 33,191 square feet of impervious surface area with the project (484 square feet less).

City storm drainage infrastructure is on MacArthur Boulevard, Broadmoor Boulevard, and Herma Court, and on-site drainage would be directed toward the existing infrastructure through new stormwater conveyance facilities (Appendix A). On-site drainage would be designed consistent with Alameda County Clean Water Program Publication C.3 Stormwater Technical Guidance (Alameda County 2017). Three self-treating bio-retention areas are incorporated into the project design, and

would provide a 5-inch per hour minimum percolation rate. The bio-retention areas are designed with a greater treatment and storage capacity than that required of the proposed total impervious surface areas on site.

Landscaping and Trees

The project site has 19 trees on site and 12 street trees around the site. As shown on Figure 3, the project would involve the removal of 20 existing trees and protection in place of 11 trees (10 of which are street trees). Where possible, existing street trees along MacArthur Boulevard and Herma Court would be avoided or replaced per City standards, if removal were to be necessary (San Leandro Zoning Code Section 4-1906). The project would involve new landscaping elements, including the planting of various shrubs, grasses, and new trees throughout the project site, particularly in and around the three bio-retention areas. Additional trees would be located along MacArthur Boulevard, surrounding the three-bio-retention areas, along project site boundaries not adjacent to streets, and adjacent to proposed buildings within the site. Appendix A provides the proposed planting plan (refer to Sheet L-6.1).

Off-site Improvements

The project includes sidewalk improvements and pavement replacement along road frontages that border the project site. The project also includes reconfiguration of street parking on MacArthur Boulevard along the project frontage, as shown in Figure 3.

9. Surrounding Land Uses and Setting

The project site is urbanized and generally flat, with one existing commercial structure in the central portion, a parking lot in the northern portion, and paved areas in the southern portion. On adjacent roadways, 12 street trees are owned by the City, and the site itself contains 19 landscape trees.

Parcels along MacArthur Boulevard near the project site are zoned as CC and have a Corridor Mixed Use land use designation, similar to the project site. Parcels south of the project site are zoned RS and designated as Low Density Residential land use. Parcels west of the site are zoned Residential Duplex District (RD) and have a Low Density Residential land use designation.

Surrounding buildings range in height from one to three stories. Areas to the south and west are developed with single-family residences. A vacant lot is adjacent to the southwestern corner of the project site, and commercial buildings are located to the northwest, north, and east. A bus stop served by AC Transit routes 34 and 35 is located along MacArthur Boulevard, adjacent to the site.

10. Other Public Agencies Whose Approval is Required

The City of San Leandro is the lead agency with responsibility for approving the project. Approval from other public agencies is not required. The project would require the following discretionary approvals from the City of San Leandro:

- Planned development for multi-family residential use of project site and rezone to CC (PD) and RS (PD)
- Approval of the Tentative Parcel Map (parcel merger)
- Site plan review

In addition to the discretionary approvals and permits listed above, the project would require several ministerial permits from the City of San Leandro. For example, ministerial demolition and building permits would be needed from the City's Building Division, following review and approval of the detailed demolition and building construction plans. A ministerial sewer connection permit would be required for the project to connect with the City's existing sanitary sewer system. Ministerial encroachment permits for work in the City's right-of-way would need to be issued by the City of San Leandro, and would be applicable to the driveway and sidewalk improvements along MacArthur Boulevard and Herma Court.

Other permitting agencies and required permits are as follows:

- San Francisco Regional Water Quality Control Board: National Pollutant Discharge Elimination System Construction General Permit and Municipal Regional Stormwater Permit

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

- I find that the Proposed Project qualifies as a Residential Project pursuant to a Specific Plan I find that the Proposed Project qualifies as a Residential Project pursuant to a Specific Plan and is EXEMPT from CEQA in accordance with CEQA Guidelines Section 15182.
- I find that pursuant with CEQA Guidelines Section 15183, the Proposed Project is a Project consistent with a Community Plan or Zoning, that there are no project-specific significant effects which are peculiar to the project or its site, and **NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED.**
- I find that the Proposed Project qualifies as an Infill Project that would result in new specific effects. However these effects would be substantially mitigated under uniformly applicable development policies. **NO FURTHER REVIEW** required.
- I find that the Proposed Project qualifies as an Infill Project but would result in new specific effects that would not be substantially mitigated under uniformly applicable development policies. A **STREAMLINED MITIGATED NEGATIVE DECLARATION** is recommended.

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- I find that the Proposed Project qualifies as an Infill Project but would result in new specific effects that would not be substantially mitigated under uniformly applicable development policies, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

Date

Printed Name

Title

This report follows a checklist format that outlines performance standards for projects eligible for streamlined review under the California Environmental Quality Act (CEQA). A consistency checklist is prepared by a lead agency to streamline the environmental review process for eligible projects by limiting the topics subject to review at the project level where the effects of development have been addressed in a previous community plan. In accordance with CEQA Guidelines Section 15183, if the project would result in new specific effects or more significant effects, and uniformly applicable development policies or standards would not substantially mitigate such effects, those effects are subject to CEQA. With respect to the effects that are subject to CEQA, the lead agency is to prepare an Environmental Impact Report (EIR) if the written checklist shows that the effects of the project would be potentially significant.

The checklist concludes that the project would not have significant effects on the environment that either have not already been analyzed in a prior EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, such effects are exempt from further CEQA review.

California Public Resources Code Section 21083.3 also limits the application of CEQA to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the General Plan EIR, or which substantial new information shows will be more significant than described in the General Plan EIR when projects are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified (CEQA Guidelines, Section 15183[a], also Public Resources Code, Section 21083.3[b]: Exemption applies to “a development project [that] is consistent with the general plan of a local agency [if] an environmental impact report was certified with respect to that general plan).

This CEQA Guidelines Section 15183 Consistency Checklist has been prepared in accordance with Public Resources Code Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

Environmental Checklist

Pursuant to CEQA Guidelines Section 15183, CEQA mandates that projects consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be project-specific effects that are peculiar to the project or site, which were not adequately addressed in the EIR for the 2035 General Plan. In approving a project meeting the requirements of CEQA Guidelines Section 15183, a public agency must limit its examination of environmental effects to those the agency determines in an Initial Study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

The purpose of this checklist is to assess consistency between the proposed project and 2035 General Plan, and to compare the proposed project with the effects above to determine if additional environmental review is required under CEQA in accordance with CEQA Guidelines Section 15183.

Relationship of the Proposed Project to Previous EIR Analysis

The project site is included in the NASP area, last updated in 1991, which provides a long-range vision to revitalize commercial areas along major roadways, including MacArthur Boulevard.

The City of San Leandro adopted the current 2035 General Plan on September 19, 2016 to update the 2015 General Plan. It includes goals and polices that convey the City's long-term vision and guide local decision-making to reach that vision. The General Plan EIR was certified in 2016 and assessed impacts from the implementation of the 2035 General Plan.

Project Consistency with Adopted City Plans and Ordinances

City of San Leandro 2035 General Plan

The project would be located in San Leandro. The 2035 General Plan is the fundamental document governing land use development and includes goals and policies relating to land use, transportation, economic development, open space, conservation, parks, hazards, historic preservation, community design, community services, and housing. The project would be required to abide by all applicable goals and policies in the adopted General Plan. The General Plan land use designation for most of the project site is Corridor Mixed Use, with a portion of one parcel designated as Low Density

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Residential. These designations are intended for commercial and residential developments oriented along major transit-served roadways in the city. Consistent with General Plan Land Use Policies 1.1, 2.1, 2.7, 2.12, and 3.2, the project would support augmenting the city's housing inventory, provide housing choices with access to commercial areas, concentrate multi-family development along existing transit corridors, minimize parking overflow with more off-street parking, and provide a mix of price ranges for proposed housing.

While the project would not meet the density restrictions of the Low Density Residential land use designation (8.7 units per acre), there are no housing units proposed on the portion of the parcel in the Low Density Residential designated area. As shown on Figure 3, this part of the site would contain a bioretention area and a covered patio for community uses, which would not introduce a land use conflict with the adjacent single-family residences along Herma Court.

North Area Specific Plan

The NASP, adopted in 1991, establishes a long-range vision to revitalize the north area of the city, specifically along East 14th Street, Bancroft Avenue, MacArthur Boulevard, and San Leandro Boulevard. The NASP establishes goals and policies to guide development in the community, and provides a vision for how revitalization will extend the north area, enhance the quality of the district, encourage change, and focus physical improvements to the area.

The project would be developed in compliance with the NASP, which calls for a mixed residential and commercial service corridor along MacArthur Boulevard. The project would involve the construction of 20 multi-family for-sale townhomes, including two- and three-bedroom townhomes, along MacArthur Boulevard near transit services, as well as commercial development. The NASP also identifies the section of MacArthur Boulevard adjacent to the project site as land with the opportunity for high-quality housing development. Therefore, the project would be consistent with the NASP because it proposes residential development along MacArthur Boulevard.

City of San Leandro Zoning Code

The project would comply with provisions of the City of San Leandro Zoning Code, and is subject to the approval of applicable permits, described under *Project Approvals*. The project would meet standards for lot area, floor area ratio, setbacks, and building height consistent with CC zoning; satisfies applicable requirements under Municipal Code, Part III, Article 10, Planned Development Overlay District and Planned Development Project Approval; and complies with other applicable sections of the San Leandro Municipal Code. Table 2 shows the project's consistency with CC and RS development standards listed in Section 2-6 of the San Leandro Zoning Code as revised by Ordinance 2018-021. The portion of the site that is within the RS District would be developed with two units (Building D) but would not meet the RS District height limitations per Section 2-537 of the City of San Leandro Zoning Code. The project would be consistent with the City of San Leandro Zoning Code upon approval by the City of rezoning the site to CC (PD) and RS (PD).

Table 2 Consistency with Development Standards

Standards	Allowed/Required (CC Zone)	Allowed/Required (RS Zone)	Proposed
Minimum Lot Area (sf)	10,000 sf	5,000 sf	42,444 sf
Density (du/acre)	24 du/ac	n/a	20 du/ac
Floor Area Ratio maximum	1.0 ¹	50 % for first 5,000 sf, 30 % for >5,000-10,000 sf, 10 % for >10,000 sf +500 sf for 2-car garage	0.88
Building Height (ft) maximum	50 ft	30 ft	37 ft
Lot coverage maximum	50 %	50 %	35 %
Landscaping minimum	10 % 10-ft minimum planter strip	5-ft minimum, 50 % of interior side yard and rear yard with 5-ft minimum width adjoining property line or 3-ft adjoining driveway or patio	20 % 8,869 sf
Open Space (sf/du) minimum	200 sf/du	n/a	518 sf/du

sf = square feet, du = dwelling unit; ft = feet; n/a = not applicable

¹The 2035 General Plan allows a Floor Area Ratio up to 1.5; however, a Floor Area Ratio of 1.0 is listed in Ordinance 1018-021, Section 2-686.

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1 Aesthetics

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced a from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

Impacts to aesthetics were analyzed in Section 4.1 of the General Plan EIR. Impacts to aesthetics were determined to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following gives the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

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

The General Plan EIR describes the visual character in the context of the project site as suburban neighborhoods with tree-lined streets, and identifies scenic vistas of the hills east of the city generally visible in the project vicinity. The General Plan EIR determined less than significant impacts to scenic vistas would occur, because policies and existing regulations are in place to protect views of scenic vistas in the city.

The project site is in an urban area and is not part of a scenic vista as identified in the 2035 General Plan, nor does it contain visually dominant features unique to the project site. Although the project includes the construction of three-story townhomes, this development would not substantially obstruct views of the hills east of the city, which are identified as a scenic vista within the city. Existing structures and vegetation generally obscure views of these hills, unless the viewer travels along an east-west-oriented roadway. Hillside views are available from Broadmoor Boulevard at its intersection with MacArthur Boulevard adjacent to the site, but these views would remain available, as proposed buildings would only be visible in the far right-hand corner of this view.

The proposed project would be consistent with 2035 General Plan policies regarding scenic vistas, including Policy LU-8.2. Furthermore, the project would improve the commercial corridor along MacArthur Boulevard with varied features on the three-story structure, such as balconies, recessed walls, and landscaping. These features would be consistent with Section 2-690 of the San Leandro Zoning Code, as revised by Ordinance 2018-021.

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

The General Plan EIR found no impacts to scenic resources because no views from state scenic highways would be degraded. Northeast of San Leandro, Interstate 580 is a California Department of Transportation (Caltrans)-designated state scenic highway (Caltrans 2019). However, mature trees and other vegetation along the highway prevent clear views of the city to the west, including views of the project site. Although trees would be removed from the project site, no impacts would occur because the site is not visible from a scenic highway. As analyzed in Section 5, *Cultural Resources*, the buildings on-site are not historic resources. Therefore, similar to the conclusion in the General Plan EIR, there would be no impact to scenic resources within a state Scenic Highway.

NO IMPACT

c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is located in an urbanized area, and the 2035 General Plan contains regulations governing scenic quality and scenic resources. The project would be consistent with applicable zoning and land use regulations (see *Project Consistency with Adopted City Plans and Ordinances*, Table 2, as well as Section 11, *Land Use and Planning*). Therefore, the project would have a less than significant impact to scenic quality.

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

The project site is in an urbanized area with moderate lighting conditions from streetlights and exterior lighting on existing buildings. As stated in the General Plan EIR, new residential developments would be subject to the California Green Building Standards Code (CALGreen) building requirements, which include limitations on light fixtures (refer to Section 5.106.8 regarding light pollution reduction and Table 5.106.8 regarding the maximum allowable backlight). These requirements would apply to the proposed project, as would policies included in the 2035 General Plan regarding parking lot and building lighting which encourage energy-efficient lighting that maintains dark skies and buffering techniques to promote compatibility (Policy CD-6.8, CD-7.7, LU-9.6, and LU-10.3, City of San Leandro 2018). The project would be consistent with the 2035 General Plan and would be required to comply with all outdoor light standards as applicable. Project implementation would result in no new or more severe impacts concerning lighting beyond those previously identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would be consistent with the General Plan EIR. Compliance with applicable 2035 General Plan policies and City design guidelines would ensure the project would result in less than significant aesthetic impacts. The project would have no new or substantially more severe impacts to aesthetics and visual resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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2 Agriculture and Forestry Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Would the project:

a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR state no impacts to agriculture and forestry resources would occur on pages 4-1 and 7-1.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to

City of San Leandro

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have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The project site is in the urbanized area of the city of San Leandro and is classified as Urban and Built-Up Land, along with most of the city (California Department of Conservation [DOC] 2018). The project site and surrounding area are not under a Williamson Act contract (DOC 2015) and does not contain forest land or timberland. The project would not convert farmland, forest land, or timberland, nor would it change agriculture resources to a non-agricultural use. There would be no impact to agricultural resources beyond those identified in the General Plan EIR.

NO IMPACT

Conclusion

The project is in an area defined as Urban and Built-Up Land and Other Land, and would have no effect on agricultural lands. The project would have no new or substantially more severe impacts to agricultural resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects are determined to have a more severe adverse impact than those discussed in the General Plan EIR.

3 Air Quality

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR discusses air quality impacts in Section 4.2 and finds that, with the exception of cumulative impacts, impacts would be less than significant with the following mitigation measures:

Mitigation Measure AQ-2A: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District’s (BAAQMD) CEQA Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential air quality impacts related to the project’s operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD’s CEQA Guidelines, the City of San Leandro Community Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.

Mitigation Measure AQ-2B-1: As part of the City’s development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District’s basic control measures for reducing construction emissions of PM10 (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Mitigation Measure AQ-2B-2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD’s CEQA

Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of San Leandro shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g. construction management plans) submitted to the City and shall be verified by the City's Engineering/Transportation Department, Building and/or Planning Division, and/or Community Development Department.

Mitigation Measure AQ-3: Applicants for future non-residential land uses within the city that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of San Leandro prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM_{2.5} concentrations exceed 0.3 µg/m³, or the appropriate non-cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible
- Electrifying warehousing docks
- Requiring use of newer equipment and/or vehicles
- Restricting off-site truck travel through the creation of truck routes

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.

Cumulative impacts from air pollutant emissions were determined to be significant and unavoidable with no additional mitigation measures available (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to

have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

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

As addressed in the General Plan EIR, buildout of the 2035 General Plan would be consistent with the BAAQMD clean air plan, Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area (2017 Clean Air Plan) (BAAQMD 2017a). The General Plan EIR found that projected vehicle miles traveled per service population would decrease under the 2035 General Plan; therefore, resulting in reduced emissions from future development. The General Plan EIR found this impact to be less than significant as implementation would not impair the BAAQMD's ability to meet national and state air quality attainment standards. The proposed project would result in a population increase consistent with the 2035 General Plan; therefore, the project would be consistent with the General Plan EIR. Accordingly, project impacts would be similar to those identified in the General Plan EIR and no additional analysis would be required.

BAAQMD adopted the 2017 Clean Air Plan in April 2017 in compliance with the legal mandate that the 2010 Clean Air Plan be updated to comply with state air quality planning requirements as codified in the California Health and Safety Code. Although the General Plan EIR was prepared before BAAQMD adopted the 2017 Clean Air Plan and does not evaluate potential conflicts with the updated version, the 2017 Clean Air Plan utilizes the growth and population forecasts of the City's 2035 General Plan. Growth under the project would be consistent with that anticipated by the 2035 General Plan (also refer to Section 4.11 of the General Plan EIR and Section 14, *Population and Housing*, of this document). Therefore, the project would be consistent with growth and population forecasts used in the 2017 Clean Air Plan and would not conflict with or obstruct the implementation of an applicable air quality plan.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The General Plan EIR assessed air quality impacts on a programmatic level and recognized that site-specific impacts would be assessed during project review. To determine if further review under CEQA is necessary, the project was compared to the BAAQMD air pollutant screening criteria. Because the project includes demolition of existing structures, an air quality analysis is required.

Table 3 presents the BAAQMD significance thresholds for construction/demolition and operational-related criteria air pollutant and precursor emissions used for the purposes of this analysis. These represent the levels at which a projects individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the San Francisco Bay Area Air Basin's existing air quality conditions.

Table 3 Air Quality Thresholds of Significance

Pollutant/ Precursor	Average Daily Construction Emissions (lbs/day)	Average Daily Operation Emissions (lbs/day)	Operation Annual Emission (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10

Notes: tpy = tons per year; lbs/day = pounds per day; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases.

Source: Table 2-1, BAAQMD 2017c

Project construction would result in temporary construction emissions and long-term operational emissions. Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM₁₀) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy-duty construction equipment would potentially degrade regional air quality. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 based on model defaults for the construction duration and equipment types, excluding architectural coating, which was extended to last half of the building construction phase to reflect a more accurate construction schedule. Additionally, it was assumed that there would be no import or export of soil from the site. Daily construction emissions are shown in Table 4.

Table 4 Construction Emissions (pounds/day)

Pollutant	Maximum Daily Emissions (Unmitigated) ¹	Significance Threshold	Significant Impact?
ROG	8.0	54	No
NO _x	22.7	54	No
CO	15.5	N/A	N/A
PM ₁₀ (exhaust)	6.7	82	No
PM _{2.5} (exhaust)	3.7	54	No

1 – The BAAQMD threshold is for the average daily emissions, but the maximum daily emissions are provided here for a conservative analysis.

Source: Appendix B, CalEEMod worksheet Table 2.1 “Overall construction-unmitigated” emissions.

As shown in Table 4, the proposed project would not exceed the BAAQMD short-term construction thresholds shown in Table 3. Impacts from construction emissions would therefore be less than significant and consistent with the General Plan EIR.

Long-term emissions associated with operational impacts, as shown in Table 5 and Table 6, would include emissions from vehicle trips (mobile sources), natural gas and electricity use (energy sources), and landscape maintenance equipment, consumer products, and architectural coating associated with on-site development (area sources). Current emissions from site’s existing development were not subtracted from project emissions to provide a conservative analysis. Table 5 and Table 6 show that emissions would not exceed BAAQMD daily or annual thresholds for any criteria pollutant. Consequently, operational impacts would be less than significant and consistent with the General Plan EIR.

Table 5 Project Operation Average Daily Emissions

Sources	Average Daily Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Area	0.6	<0.1	1.7	<0.1	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.2	1.2	2.1	0.6	0.2	<0.1
Total Project Emissions	0.8	1.4	3.8	0.6	0.2	<0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Appendix B, CalEEMod worksheet Table 2.2 “Overall operational-unmitigated”. Numbers may not add up due to rounding.
N/A = not applicable; no BAAQMD threshold for CO or SO_x

Table 6 Project Operational Maximum Annual Emissions

Sources	Maximum Annual Emissions (tons/year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Area	0.1	<0.1	0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	<0.1	0.2	0.4	0.1	<0.1	<0.1
Total Project Emissions	0.1	0.2	0.5	0.1	<0.1	<0.1
BAAQMD Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Appendix B, CalEEMod worksheet Table 2.2 “Overall operational-unmitigated” emissions. Numbers may not add up due to rounding.
N/A = not applicable; no BAAQMD threshold for CO or SO_x

The General Plan EIR indicates that 2035 General Plan implementation would not expose sensitive receptors to substantial pollutant concentrations (City of San Leandro 2016b). The project would not include sources of stationary equipment that would require an air permit from the BAAQMD. Additionally, the project would be a residential townhouse development, a land use that is not a generator of toxic air contaminants. Furthermore, as shown in Table 4, Table 5, and Table 6, the project would not exceed BAAQMD thresholds; therefore, it would not expose sensitive receptors to

substantial pollutant concentrations. Impacts would not be more significant than what was analyzed previously.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As addressed in the General Plan EIR, 2035 General Plan implementation would not create objectionable odors affecting a significant number of people. According to the BAAQMD, odor-generating projects include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants, none of which are proposed (BAAQMD 2017b). Therefore, no project components would emit odors beyond those previously assessed; no impacts beyond those analyzed previously would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

Based on the air quality analysis provided in the General Plan EIR and consideration of the project relative to BAAQMD thresholds described above, no specific impacts or peculiar circumstances associated with the project would occur that would require additional review. The project would comply with all applicable City and BAAQMD requirements. The project would not have a substantially more severe impact to air quality, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. There are no previously identified significant effects that are determined to have a more severe adverse impact than discussed in the General Plan EIR.

4 Biological Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR discusses biological resources impacts in Section 4.3 and finds impacts to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

As shown on Figure 4.3-1 of the General Plan EIR, the project site is in an urban area, and is not adjacent to sensitive habitats (City of San Leandro 2016b). The project site contains 19 trees and minimal landscaping, and may contain suitable habitat for woodland woolly threads (*Monolopia gracilens*) and Alameda song sparrow (*Melospiza melodia pusillula*). However, based on review of the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report for the project site, neither of these species have the potential to occur (USFWS 2019a).

The USFWS IPaC report identified the following species in the area: salt marsh harvest mouse (*Reithrodontomys raviventris*), California clapper rail (*Rallus longirostris obsoletus*), California least tern (*Sterna antillarum browni*), western snowy plover (*Charadrius nivosus nivosus*), yellow-billed cuckoo (*Coccyzus americanus*), Alameda whipsnake (*Masticophis lateralis euryxanthus*), California red-legged frog (*Rana draytonii*), California tiger salamander (*Ambystoma californiense*), delta smelt (*Hypomesus transpacificus*), tidewater goby (*Eucyclogobius newberryi*), San Bruno elfin butterfly (*Callophrys mossii bayensis*) vernal pool fairy shrimp (*Branchinecta lynchi*), California seablite (*Suaeda californica*), and Contra Costa goldfields (*Lasthenia conjugens*). These species occur in a variety of habitats such as salt and brackish marsh, coastal scrub, vernal pools, riparian woodlands and uplands, and aquatic features. The project site is developed and is mainly paved, which excludes these suitable habitat types from occurring. Therefore, species listed above identified as candidate, sensitive, or special status are not expected to occur on the project site.

Compliance with 2035 General Plan goals, policies, and action items, and with the San Leandro Municipal Code would ensure adequate protection of sensitive biological resources. Applicable policies include the provision of open spaces in new development and the protection of sensitive habitats. Impacts would not be greater than those identified in the General Plan EIR.

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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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site does not contain riparian habitat (USFWS 2019b), nor does it contain critical habitat for any species (USFWS 2019a). Project construction would alter the project site, and adjacent sidewalks and roadways. However, these areas do not contain riparian habitat, wetlands, or other sensitive habitats. The nearest water feature is located 0.4 mile east of the site in Chabot Park (USFWS 2019b). No impacts would occur.

NO IMPACT

- 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?*

As stated in the General Plan EIR, most wildlife is acclimated to human activity in the urbanized portions of San Leandro. Nevertheless, the project site is urbanized, surrounded by vehicle roadways and other urban developments, and does not provide a corridor for wildlife movement. Impacts would not be greater than those identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project would comply with the City's 2035 General Plan; San Leandro Municipal Code, including Section 4-1-1000 regarding monarch butterflies; and San Leandro Zoning Code, including Section 4-1906 regarding preservation and replacement of existing trees. The site plan (Figure 3 and Appendix A) identifies trees to be removed and protection measures for trees to remain in place. Tree protection measures are identified per Section 4-1906 of the Zoning Code, and include protective fencing, no grading or construction in tree protection zones, no dumping of chemicals or debris in protection zones, and consultation with an arborist prior to root pruning. Impacts would not be greater than those identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Habitat Conservation Plan or Natural Community Conservation Plan has been adopted that is applicable to the project site. As with the General Plan EIR, no impacts would occur, and impacts would not be greater than those identified in the General Plan EIR.

NO IMPACT

Conclusion

The project would comply with applicable 2035 General Plan, Municipal Code, and Zoning Code regulations, and would have no new or substantially more severe impacts to biological resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified

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significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

5 Cultural Resources

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

Analysis in the General Plan EIR

The General Plan EIR analyzes cultural resources in Section 4.4 and finds that impacts to cultural resources are less than significant with no mitigation required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Rincon Consultants prepared a cultural resources memorandum for the project in June 2019; it is included as Appendix C to this checklist. As part of the report, a historic resources survey was conducted that included background research of the California Historical Resources Information System (which includes a review of the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list); review of historic aerial photographs, historic topographic maps, historic newspaper articles, historic Sanborn Fire Insurance Company maps, and review of the San Leandro 2035 General Plan; and an intensive-level field survey. The report determined buildings on the project site to be ineligible for listing in the National Register of Historic Places and California

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Register of Historical Resources or for local designation as a San Leandro City Landmark or Merit Structure. The on-site properties are not historical resources; therefore, their demolition would not result in a significant impact to historical resources. No impact would occur.

NO IMPACT

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

The cultural resources records search, Sacred Lands File search, aerial imagery review, and informal Native American scoping process identified no archaeological resources on the project site. For context, one previously recorded cultural resource, a historic-age structure, P-01-000645, was identified in a 1994 Oakland Cultural Heritage Survey. The structure is a service garage that was converted into a store and is approximately 0.5 miles northwest of the project site. Although no extant cultural resources were identified on the project site during the study, there always remains a possibility of identifying unanticipated cultural resources during ground-disturbing activities and impacts to unanticipated discoveries is potentially significant. Compliance with 2035 General Plan Policy CD-1.12 and Action CD-1.12A (provided below) would ensure archaeological resources are protected in the event an unanticipated discovery during project 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.

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- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The project site is not known to contain human remains, but the discovery of human remains is always a possibility during ground-disturbing activities. As stated in the General Plan EIR, compliance with existing federal, state, and local laws would reduce potential impacts to less than significant levels. No development is proposed outside of the areas studied in the 2035 General Plan. Consistent with California Health and Safety Code Section 7050.5, if human remains are found, no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the Contra Costa County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner is required to notify the Native American Heritage Commission, a representative of which would determine and notify a most likely descendant. The most likely descendant must complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. No impacts would occur beyond those analyzed previously.

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Conclusion

No cultural resources (archaeological resources and historical resources) were identified on the project site or in its immediate vicinity. Compliance with laws and regulations and with 2035 General Plan policies and actions ensures impacts to archaeological resources and human remains are less than significant. Accordingly, the project would have no new or substantially more severe impacts to cultural resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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6 Energy

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

Analysis in the General Plan EIR

Impacts to energy were analyzed on pages 4.14-73 through 4.14-81 of the General Plan EIR. Impacts were determined to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction

Project construction would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. Project demolition and construction would require approximately 999 gallons of gasoline and 13,940 gallons of diesel fuel (Appendix D). Energy use during demolition and construction would be temporary, and construction equipment used would that typical for similarly

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sized construction projects in the region. Construction contractors would be required to comply with applicable California Air Resources Board (CARB) regulations, as well as the provisions of 13 California Code of Regulations Sections 2449 and 2485, which restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction equipment would also be subject to the United States Environmental Protection Agency (USEPA) Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption. Electrical power consumed during demolition and construction activities would be supplied from existing electrical infrastructure in the area.

Overall, demolition and construction activities would not be expected to have any adverse impact on available electricity supplies or infrastructure. Demolition and construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, per applicable regulatory requirements such as 2019 CALGreen, construction contractors would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct development facilitated by the proposed project. Furthermore, in the interest of cost efficiency, construction contractors would not be anticipated to utilize fuel in a manner that is wasteful or unnecessary. Therefore, demolition and construction activities associated with the proposed project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Operation

Energy demand from operation of the proposed project would include fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential and non-residential buildings; and electricity consumed by residential and non-residential buildings including, but not limited to lighting, water conveyance, and air conditioning. Project operation would require approximately 11,217 gallons of gasoline and 3,357 gallons of diesel fuel annually (Appendix D), as well as approximately 100 megawatt-hours per year of electricity and 454 million British thermal units of natural gas (Appendix B). Project energy and fuel consumed would represent an incremental increase in usage compared to existing conditions, and the proposed project would implement energy and fuel-efficient components to reduce demand. For example, the project would include bicycle parking spaces, energy-efficient LED lighting, and recycling and composting bins to each townhome. Additionally, the trees located on the project site would reduce some of the electricity and natural gas requirements, as they provide shade in the summer (reducing air conditioning needs) and insulation in the winter (reducing heating needs).

Construction of the proposed buildings would comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen¹ (California Code of Regulations Title 24, Parts 6 and 11), as applicable. These standards require the provision of electric vehicle supply equipment, water-efficient plumbing fixtures and fittings, recycling services, solar panels on low-rise residential development, solar-readiness on commercial development, and other energy-efficient measures that would reduce the potential for the inefficient use of energy. Therefore, operation of the proposed project would not result in potentially significant

¹ The San Leandro Municipal Code incorporates CALGreen.

environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

The proposed project would be required to comply with state and local energy efficiency standards and guidelines, consistent with the General Plan EIR. Along with compliance with 2035 General Plan policies regarding energy use, potential impacts would be less than significant. No impacts beyond those analyzed in the General Plan EIR would occur because of the project.

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b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Table 7 summarizes the project’s consistency with the goals and policies of the San Leandro General Plan related to energy consumption. As discussed therein, the project would be consistent with the applicable goals and policies related to renewable energy and energy efficiency and would not conflict with or obstruct state or local plans for renewable energy and energy efficiency. Therefore, no impact would occur.

Table 7 Consistency with San Leandro General Plan Energy-Related Goals and Policies

San Leandro General Plan Goal/Policy	Discussion
<p>Policy OSC-8.1: Conservation and Energy Efficiency. Strongly advocate for increased energy conservation by San Leandro residents and businesses, and ensure that the City itself is a conservation role model.</p>	<p>Consistent. The project would include bicycle parking spaces, installation of energy-efficient LED lighting, and space for recycling and composting bins to each townhome.</p>
<p>Policy CD-7.7: Lighting. Encourage street and parking lot lighting that creates a sense of security, complements building and landscape design, is energy-efficient, considers night sky visibility impacts (e.g., “dark skies”), and avoids conflicts with nearby residential uses.</p>	<p>Consistent. The project would include the installation of energy-efficient LED outdoor security lighting.</p>

Source: City of San Leandro 2016a

NO IMPACT

Conclusion

The project would be consistent with the General Plan EIR for the project site. Compliance with applicable 2035 General Plan policies and the CALGreen would ensure the project would result in less than significant energy impacts. The project would have no new or substantially more severe impacts from energy use, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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7 Geology and Soils

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR discusses geology and soils impacts in Section 4.5 and on pages 4.4-15 to 4.4-16, and found impacts to be less than significant with no mitigation measures required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a.1. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*
- a.2. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The General Plan EIR determined this impact to be less than significant because the 2035 General Plan would not cause or worsen seismic activity in the region or otherwise exacerbate the seismic hazard (City of San Leandro 2017a). The site is in a moderate liquefaction susceptibility zone (Figure 7-2 of the 2035 General Plan). Landslides are not common in parts of the city not in the San Leandro Hills area, which includes the project site. The project would be consistent with the density of development anticipated for the project site in the 2035 General Plan; therefore, the project would not cause or worsen seismic activity in the region. Further, the project would incorporate required geologic protections (including from potential seismic and liquefaction events) for the proposed residential structures per 2035 General Plan Policy EH-1 and the California Building Code.

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b. Would the project result in substantial soil erosion or the loss of topsoil?

The General Plan EIR determined less than significant impacts from soil erosion or loss of topsoil would occur, as compliance with regulatory requirements, including Chapter 7-12 of the San Leandro Municipal Code and 2035 General Plan Policy EH-1.3, during construction and requirements prior to approval of grading permits would ensure appropriate erosion control measures are implemented to reduce this impact. The project applicant is also required to submit a grading permit for proposed grading, which must include standard erosion control measures designed to reduce potential impacts from soil erosion and loss of topsoil per the San Leandro Municipal Code Section 7-12-250. Therefore, no impacts beyond those identified in the General Plan EIR would occur.

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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?

The General Plan EIR found less than significant impacts from unstable soils or geologic units, as development standards and compliance with the San Leandro Municipal Code and California Building Code (CBC) would ensure structures are constructed to accommodate unstable soil units. Unstable soils were identified in the General Plan EIR along the shoreline of the city, and potential landslide areas were identified in the eastern hills. The project site is located within the relatively flat urban area between these two potentially unstable locations. Furthermore, the project would be constructed in accordance with CBC and San Leandro Municipal Code requirements. Therefore, no impacts beyond those previously identified in the General Plan EIR would occur.

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

The General Plan EIR analyzed the potential for expansive soils to create risks to life and property and found this impact to be less than significant as compliance with existing state and local laws and regulations (including the CBC and 2035 General Plan action items) would reduce impacts (City of San Leandro 2016a). The city has areas with expansive soils, and 2035 General Plan Action EH-1.1-A requires submittal and review of detailed soils and/or geologic reports prior to construction to identify expansive soils on a site and recommend appropriate measures. The project would be required to comply with the CBC and applicable 2035 General Plan Policies, including Policy LU-2.17, which encourages developing new housing on flatter lands, and thus would have no impacts beyond those identified in the General Plan EIR.

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

The General Plan EIR found less than significant impacts from soils incapable of supporting the use of septic tanks because municipal services provides wastewater collection and treatment. Municipal wastewater systems would also serve the proposed project, and no septic tanks or alternative

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wastewater disposal systems would be installed. Therefore, the project would have no impacts beyond those identified in the General Plan EIR.

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f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The General Plan EIR found less than significant impacts to paleontological resources, as the 2035 General Plan requires archaeological site inventories and consultation in the event of discovery of paleontological resources during construction and preconstruction activities on development sites. 2035 General Plan Policy CD-1.12 and Action CD-1.12A would apply to the project. If paleontological resources are encountered, implementation of 2035 General Plan Policy CD-1.12, including action items, would ensure impacts would be less than significant. Therefore, the project would not have an impact beyond those previously identified in the General Plan EIR.

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Conclusion

As discussed in the General Plan EIR, implementation of 2035 General Plan policies would reduce potential impacts to less than significant levels. The project would have no new or substantially more severe impacts to geology and soil resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

8 Greenhouse Gas Emissions

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

Analysis in the General Plan EIR

Impacts to greenhouse gas emissions were analyzed in Section 4.6 of the General Plan EIR. Impacts from the generation of greenhouse gas emissions were determined to be less than significant with no mitigation measures required. Impacts regarding the consistency with applicable plans were determined to be significant and unavoidable with no feasible mitigation measures available (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Threshold

The majority of individual projects do not generate sufficient GHG emissions to influence climate change directly, by themselves. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant, when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

In late 2015, the California Supreme Court’s Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife

(2015) 62 Cal. 4th 204). Given the legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' Climate Change Committee published a white paper in October 2016 to provide guidance on defensible GHG thresholds for use in CEQA analyses and GHG reduction targets in climate action plans in light of the change in focus on the 2030 reduction target and questions raised in the Newhall Ranch case.

The white paper identified seven thresholds for operational emissions. The following four methods described are the most widely used evaluation criteria.²

- (1) **Consistency with a Qualified GHG Reduction Plan.** For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. However, projects with a horizon year beyond 2020 should not tier from a plan that is qualified up to 2020.
- (2) **Bright line Thresholds.** There are two types of bright line thresholds:
 - a. **Standalone Threshold.** Emissions exceeding standalone thresholds would be considered significant.
 - b. **Screening Threshold.** Emissions exceeding screening thresholds would require evaluation using a second tier threshold, such as an efficiency threshold or other threshold concept to determine whether project emissions would be considered significant.

However, projects with a horizon year beyond 2020 should take into account the type and amount of land use projects and their expected emissions out to the year 2030.

- (3) **Efficiency Thresholds.** Land use sector efficiency thresholds are currently based on Assembly Bill (AB) 32 targets and should not be used for projects with a horizon year beyond 2020. Efficiency metrics should be adjusted for 2030 and include applicable land uses.
- (4) **Percent Below "Business as Usual" (BAU).** GHG emissions would be less than significant if the project reduces BAU emissions by the same amount as the statewide 2020 reductions. However, this method is no longer recommended following the Newhall Ranch ruling.

Operational emissions methods (1), (2), and (4) were not applicable. The City of San Leandro maintains a Climate Action Plan (CAP) with a horizon year of 2020 and does not appear to be qualified per the requirements of CEQA Section 15183(5). Because the project has a horizon year beyond 2020 and the CAP does not appear to be qualified, the CAP cannot be used for project tiering. This applies to bright line thresholds provided in the CAP. Furthermore, BAU emissions are no longer recommended following the Newhall Ranch ruling.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using

² The three other thresholds are best management practices/best available mitigation, compliance with regulations, and a hybrid threshold concept: separate transportation and non-transportation threshold. These are not commonly used and do not specifically apply to this project.

per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents.

Therefore, the most appropriate threshold for the project is the efficiency threshold provided in the City of San Leandro General Plan. Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. Per the General Plan EIR, a 2020 efficiency target of 6.6 MT CO₂e per service population, and 2035 efficiency target of 3.2 MT CO₂e per service population would be applicable to the proposed project.

Project-Specific Impacts

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

Project construction would generate temporary, short-term GHG emissions through travel to and from the worksite and from the operation of construction equipment such as graders, backhoes, and generators. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Construction activity would generate approximately 124 MT CO₂e. As there is no applicable construction GHG threshold, this calculation is included for informational purposes. Nonetheless, the project applicant would be required to comply with all BAAQMD rules and regulations regarding emission control measures. Therefore, impacts related to GHG emissions generated during construction would be less than significant and consistent with the General Plan EIR.

Table 8 provides the project's estimated operational GHG emissions, which would be approximately 188 MT CO₂e per year with the primary source of emissions from mobile sources and energy use, or 3.3 MT CO₂e per service population per year (Appendix B). This is below the General Plan EIR significance threshold of 6.6 MT CO₂e per service population year; therefore, GHG impacts would be less than significant and consistent with the General Plan EIR.

Table 8 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT CO ₂ e)
Operational	
Area	0.2
Energy	53.6
Solid Waste	4.6
Water	4.7
Mobile	
CO ₂ and CH ₄	119.4
N ₂ O	5.3
Total	187.8
Threshold	6.6 (per service population; 2020)
Exceeds Threshold?	No (3.3 MT CO ₂ e per service population)

Sources: Appendix B, Appendix E for calculation worksheet.
MT CO₂e = metric tons of carbon dioxide equivalent

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b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Numerous state plans, policies, and regulations exist to reduce GHG emissions. The principal overall state plan and policy is AB 32, the California Global Warming Solutions Act of 2006, with its the follow up, Senate Bill (SB) 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity be generated from renewable sources are being implemented at the statewide level. The nature of the effects and regulatory environment does not allow for compliance at a project level to be addressed. Nevertheless, the project does not conflict with statewide plans and regulations.

Applicable local plans include the San Leandro Climate Action Plan (CAP) and the City’s 2035 General Plan. The City adopted the San Leandro CAP in 2009 to guide the city toward GHG emission reductions in compliance with statewide GHG reduction goals. Although the CAP does not appear to be qualified, project compliance with goals and policies in the CAP is discussed herein to provide a conservative analysis. The proposed project would result in a population increase consistent with the 2035 General Plan; therefore, the project would be consistent with the General Plan EIR and City CAP. The General Plan EIR states that the City would achieve BAAQMD’s 2020 efficiency metric consistent with AB 32, and would result in a reduction in emissions in horizon year 2035. Additionally, the project would include bicycle parking and energy-efficient LED lighting. Table 9 illustrates the project’s consistency with relevant goals and strategies included in Chapter 6, *Open Space, Parks, and Conservation*, and Chapter 7, *Hazards*, of the 2035 General Plan (City of San Leandro 2016a) as well as the CAP (City of San Leandro 2009). As shown in Table 9, the project is consistent with all applicable strategies. Therefore, the project would have a less than significant impact. No impacts beyond those analyzed in the previous environmental documents would occur.

Table 9 Consistency with Applicable General Plan and CAP GHG Emission Reduction Strategies

Strategy/Action	Project Consistency
City of San Leandro Climate Action Plan	
Goal 3.3: Increase residential, commercial and industrial renewable energy use	Consistent. The project is required to comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen, which require solar readiness on new residential buildings.
Goal 3.4: Promote green building practices in both the new construction and remodel market	
Goal 4.1: Encourage development which promotes walkable communities	Consistent. The project site is adjacent to a bus stop on MacArthur Boulevard served by AC Transit Routes 34 and 35. These routes provide access to Bay Area Rapid Transit (BART) trains and other regional transit options. Additionally, the project includes the provision of bicycle parking spaces on site.
Goal 4.3: Promote and accommodate alternative, environmentally friendly methods of transportation, such as walking and bicycling	
Goal 4.5: Encourage the use of fuel efficient vehicles, low carbon fuels and more efficient traffic operations	Consistent. While the project does not include electric vehicle charging stations, it does include the provision of bicycle parking spaces, and is in a location in close proximity to transit, including buses and trains, which encourages the use of alternative transportation options.
Goal 4.6: Increase and enhance urban green space	Consistent. The project includes landscaping on site, including near the proposed bio-retention areas and the maintenance/replanting of street trees.
Goal 5.1: Increase recycling and composting in the residential sector	Consistent. The project includes the provision of recycling and composting services to each proposed townhome.
Goal 5.3: Promote waste reduction and material re-use in the community	
City of San Leandro General Plan	
Goal OSC-7: Promote recycling, water conservation, green building, and other programs which reduce greenhouse gas emissions and create a more sustainable environment.	Consistent. The project includes the provision of bicycle parking spaces, installation of energy-efficient plumbing fixtures (per compliance with CALGreen), and provision of recycling and composting bins to each townhome.
Goal OSC-8: Promote the efficient use of energy and the increased use of renewable energy by San Leandro residents and businesses.	Consistent. Refer to Section 6, <i>Energy</i> , regarding the efficient use of energy under the proposed project. Additionally, the project is required to comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen, which require solar readiness on new residential buildings
Policy EH-3.2: Transportation Control Measures. Promote strategies that help improve air quality and reduce greenhouse gas emissions by reducing the necessity of driving. These strategies include more reliable public transportation, carpooling and vanpooling programs, employer transportation demand management (TDM) programs, better provisions for bicyclists and pedestrians, and encouraging mixed use and higher density development around transit stations.	Consistent. The project site is adjacent to a bus stop on MacArthur Boulevard served by AC Transit Routes 34 and 35. These routes provide access to BART trains and other regional transit options. Additionally, the project includes the provision of bicycle parking spaces on site.
Policy EH-3.4: Design, Construction, and Operation. Require new development to be designed and constructed in a way that reduces the potential for future air quality problems, such as odors and the emission of any and all air pollutants. This should be done by:	Consistent. As described above, the project would comply with applicable CAP goals and policies.

Strategy/Action	Project Consistency
<p>(a) Requiring construction and grading practices that minimize airborne dust and particulate matter;</p> <p>(b) Ensuring that best available control technology is used for operations that could generate air pollutants;</p> <p>(c) Encouraging energy conservation and low-polluting energy sources;</p> <p>(d) Promoting landscaping and tree planting to absorb carbon monoxide and other pollutants; and</p> <p>(e) Implementing the complementary strategies to reduce greenhouse gases identified in the Climate Action Plan.</p>	
<hr/> <p>Source: City of San Leandro 2009, 2016</p> <hr/>	

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Conclusion

Based on the GHG emissions analysis provided in the General Plan EIR and consideration of the project relative to local GHG emissions thresholds described above, no specific impacts or peculiar circumstances associated with the project would occur that would require additional review. The project would comply with applicable GHG standards. The project would have no new or substantially more severe impacts to GHGs, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were which are determined to have a more severe adverse impact than discussed in the General Plan EIR.

9 Hazards and Hazardous Materials

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR discusses hazardous materials impacts in Section 4.7 and finds that impacts would be less than significant with no mitigation measures required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 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 General Plan EIR found this impact to be less than significant because new development in the city would be regulated by federal, state, and local hazardous waste transport laws and regulations. Residential uses, such as those proposed by the project, typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used by heavy machinery during construction of the project.

The project would be required to comply with all applicable 2035 General Plan policies and federal, state, and local regulations to eliminate potential significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. During construction, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, would be brought onto the site. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Additionally, the construction Stormwater Pollution Prevention Plan (SWPPP) includes best management practices (BMP) to control accidental spills of equipment fluids and measures for cleanup. Adherence to these regulatory requirements and the SWPPP would ensure that this impact would be less than significant. Additionally, the existing buildings on the site have the potential to contain asbestos or lead-based paints (AEI Consultants

2004). The demolition of these buildings would require compliance with BAAQMD Regulation 11, Rule 2 to ensure proper handling of asbestos-containing materials. Therefore, through the compliance with applicable policies and regulations, the project would have a less than significant impact.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The General Plan EIR found less than significant impacts to hazardous emissions near schools, as compliance with laws and regulations regarding hazardous materials storage and use would ensure future developments do not emit hazardous emissions within 0.25 mile of school sites. One school is within 0.25 mile of the project site: Roosevelt Elementary School is located approximately 0.2 mile south of the project site. As a residential project, the proposed project would not emit substantial quantities of hazardous materials or hazardous waste. The impact would be less than significant and no impacts beyond those identified in the General Plan EIR would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The General Plan EIR found this impact to be less than significant, as new development in the city would be regulated by federal, state, and local hazardous materials laws, including those requiring cleanup and reuse of listed hazardous materials sites.

The following databases compiled were checked, pursuant to Government Code Section 65962.5, on March 8, 2019, for known hazardous materials contamination in the project site.

- USEPA
 - Comprehensive Environmental Response, Compensation, and Liability Information System/ Superfund Enterprise Management System / Envirofacts database search (USEPA 2019)
- State Water Resources Control Board (SWRCB)
 - GeoTracker search for leaking underground storage tanks and other cleanup sites (SWRCB 2019)
- California Department of Toxic Substances Control (DTSC)
 - EnviroStor search for hazardous facilities or known contamination sites (DTSC 2019a)
 - Cortese List of Hazardous Waste and Substances Sites (DTSC 2019b)
 - Permitted Hazardous Waste Facilities Database (DTSC 2019c)

The project site is not included on a list compiled pursuant to Section 65962.5 of the Government Code. A search of the GeoTracker database identified no open leaking underground storage tank cleanup sites within 0.4 mile of the project site (SWRCB 2019). The project would not create a significant hazard to the public environment, and therefore this impact would be less than significant, consistent with the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The General Plan EIR determined less than significant impacts to local airports based on the land use designations within the 2035 General Plan, as well as compliance with 2035 General Plan policies regarding airport operations and development of surrounding areas. There are no private airstrips near the project site. The nearest airport, Oakland International Airport is approximately 3.1 miles west of the project site, outside of the airport influence area, as defined in the Oakland International Airport Airport Land Use Compatibility Plan (Alameda County 2010). Additionally, the total height of the proposed buildings would be similar to the height of nearby structures, including a four-story building at the corner of MacArthur Boulevard and Durant Avenue within 300 feet of the project site. Therefore, there would be no safety hazard impacts related to airports and airstrips, consistent with the General Plan EIR.

NO IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The General Plan EIR determined less than significant impacts regarding interference with adopted emergency response and evacuation plans, as future developments are required to comply with federal, state, and local regulations and existing plans and policies (City of San Leandro 2016a). The City of San Leandro Police Department and Alameda County Fire Department review individual development proposals to ensure emergency access needs are met. The project would not block access nor permanently constrain evacuation routes adopted in an emergency response plan or emergency evaluation plan. With the required review by police and fire departments, impacts would be less than significant, consistent with the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The General Plan EIR determined impacts from wildland fires to be less than significant because new development would occur in areas of low wildland fire risk, and projects would be required to comply with federal, state, and local laws. The project site is in an urbanized area of the city, surrounded primarily by paved surfaces and structures. The project site is not intermixed with or adjacent to wildlands. Figure 7-3 of the 2035 General Plan indicates that the project site is approximately 200 feet west of a very high fire hazard severity zone that comprises the hills east of the city (City of San Leandro 2016a). The project would comply with 2035 General Plan policies and the applicable fire and building codes requiring appropriate vegetation management, emergency access including firefighting access, and development strategies to reduce fire risk. Impacts would be less than significant, consistent with the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would not generate or expose sensitive receptors to hazards and hazardous materials. The project would have no new or substantially more severe impacts regarding hazards and hazardous materials, nor would there be any potentially significant off-site impacts, cumulative

impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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10 Hydrology and Water Quality

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

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis in the General Plan EIR

Impacts to hydrology and water quality were analyzed in Section 4.8 of the General Plan EIR. Impacts were determined to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The General Plan EIR found this impact to be less than significant with implementation of policies and actions included in the 2035 General Plan as well as state and local regulatory requirements. The project would involve grading over the entire site, which would disturb 1.0 acre of land. Therefore, the project would be required to comply with regulations established under the National Pollutant Discharge Elimination System (NPDES) program as part of Section 402 of the Clean Water Act to control both construction and operational stormwater discharges. In the Bay Area, the San Francisco Regional Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements. Under the conditions of the permitting program, the applicant would be required to develop and implement a SWPPP for construction activities and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. The SWPPP must include BMPs specific to project construction and is subject to inspections by a Qualified Stormwater Professional. BMPs aim to control degradation of surface water by preventing soil erosion or pollution discharge from the project site.

The project would be required to adhere to Provision C.3 (New Development and Redevelopment) of the Municipal Regional Stormwater NPDES Permit, which applies to redevelopment projects that create and/or replace at least 5,000 square feet of impervious surfaces. The C.3 requirements are separate from, and in addition to, requirements for erosion and sediment control and for pollution

prevention measures during construction. Adherence to the C.3 requirements minimizes water quality impacts from new development to maintain regional compliance with the Municipal Regional Permit. Provision C.3 includes a Low Impact Development provision (C.3.c) requires that low impact development techniques be utilized to employ appropriate source control, site design, and stormwater treatment measures to prevent increases in runoff flows from new development projects. These low-impact development practices and other provisions and BMPs specified in the Municipal Regional Stormwater NPDES Permit, may require long-term operational inspections and maintenance activities to ensure the effective avoidance of significant adverse impacts associated with water quality degradation. As the project would be required to comply with regulations under the NPDES permit and with Provision C.3, impacts would be less than significant, consistent with the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The General Plan EIR concluded that implementation of 2035 General Plan policies and regulatory provisions would ensure that future development would not deplete groundwater supplies substantially. The project involves residential growth of a density consistent with that allowed in the 2035 General Plan and would not use water or prevent recharge at a rate beyond that anticipated in the General Plan EIR. Therefore, the project would have no impacts beyond those previously identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c.(i) *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 through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*

The General Plan EIR determined this impact to be less than significant, as the City requires detention and stormwater treatment facilities to adhere to City standards (City of San Leandro 2016a). The project would be constructed in compliance with City standards, including those regarding stormwater conveyance and treatment. While the implementation of the project would alter the drainage pattern of the site, it would not alter the course of a stream or river, and with construction of on-site bioretention basins and implementation erosion control measures, as described above, the project would not result in substantial erosion or siltation off site. Therefore, the project would have no impacts beyond those previously identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c.(ii) *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 through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

The General Plan EIR determined this impact to be less than significant, as implementation of 2035 General Plan policies and action items would limit runoff from new development sites. The project would comply with applicable 2035 General Plan policies, including those regarding runoff water

quality and low impact development features. The project includes three bio-retention areas constructed consistent with Alameda County Clean Water Program Publication C.3 Stormwater Technical Guidance (City of San Leandro 2017). Therefore, the project would have no impacts beyond those previously identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c.(iii) 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 through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The General Plan EIR found less than significant impacts to the quality of stormwater runoff, as policies and actions in the 2035 General Plan and regulatory provisions limit the amount of pollutants in runoff from new development sites (City of San Leandro 2016a). While project implementation would alter the existing drainage pattern of the site by increasing impervious surfaces, it would not alter the course of a stream or river; it would be required to comply with all applicable 2035 General Plan policies, and to implement stormwater quality improvement measures per Provision C.3 and the required NPDES Permit. Features such as permeable pavements, bioretention, and integrated management practices would be used to control stormwater. As described under criteria a and f and in the Project Description, runoff detention would be provided via three bio-retention basins located within the project site (refer to Figure 3). The General Plan EIR states that new development in the city would be required to ensure provision of adequate stormwater service, in accordance with the General Plan EIR requirements, to ensure a less than significant impact to water quality. There would be no impact beyond that identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c.(iv) 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 through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The General Plan EIR found less than significant impacts regarding flood flows, as new developments would be required to comply with Federal Emergency Management Agency (FEMA) and City regulatory requirements regarding construction of structures (City of San Leandro 2016a). The project site is located within Zone X, defined as an area of minimal flood hazard (FEMA 2009). The project would result in 484 square feet less of impervious surface area than under current conditions. The project would provide three on-site bio-retention basins and would not otherwise redirect flood flows. There would be no impact beyond that identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is not located in a tsunami inundation area (California Emergency Management Agency 2009), nor is there a water body near enough to the project site capable of a seiche that would affect the site. Based on the topography of the project site and surrounding area, there is no risk of mudflow in the project vicinity. There would be no impact.

NO IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Water Quality Control Plan for the San Francisco Basin includes the designation of beneficial uses for water within the basin, provides objectives for the protection of water resources, sets effluent limitations, and provides programs for implementing goals of the plan (San Francisco Bay Regional Water Quality Control Board 2017). The project includes three bio-retention basins, which would improve the water quality of surface runoff from impervious surfaces on the project site. This would maintain the beneficial uses of waters in the project vicinity by preventing the introduction of new pollutants to the area. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would not lead to flooding, increased runoff, or the significant degradation of water quality. The project would have no new or substantially more severe impacts to hydrological resources and water quality, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than discussed in the General Plan EIR.

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11 Land Use and Planning

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

Impacts to land use were analyzed in Section 4.9 of the General Plan EIR (City of San Leandro 2016b). Impacts were determined to be less than significant with no mitigation measures required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

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

The General Plan EIR determined this impact to be less than significant, as the plan did not propose any development features that would physically divide an established community. The 2035 General Plan contains policies that promote cohesive and compatible neighborhoods and prevent divisions between existing uses. The project would replace the on-site commercial structures with housing in an area adjacent to existing housing developments and nearby commercial areas along MacArthur Boulevard. The project would not result in new obstructions or divisions between established communities. The project would be limited to the project site parcels, and no linear or other features that could impede access between or within neighborhoods are proposed. The project would have no impact, and there would be no impact beyond that identified in the General Plan EIR.

NO IMPACT

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- b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The General Plan EIR determined this impact to be less than significant as policies included in the 2035 General Plan were designed to comply with existing land use plans, policies, and regulations. Please refer to the *Project Consistency with Adopted City Plans and Ordinances* discussion in the introductory sections to this document. As stated therein and shown in Table 2, the project would be generally consistent with the City of San Leandro 2035 General Plan, NASP, and City of San Leandro Municipal Code. There would be no impact beyond that identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would be consistent with the land use policies of the 2035 General Plan. The project would have no new or substantially more severe impacts to land use and planning, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

12 Mineral Resources

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

Analysis in the General Plan EIR

The General Plan EIR states no impacts to mineral resources would occur on pages 4-1 and 7-1.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The project site is not zoned or designated for mining uses and no active mining operations are in the project site or vicinity. The project would not result in the loss of availability of a known mineral resource that would be of value to the residents of the state and the region, nor would it result in loss of a locally important mineral resource recovery site. Because the project site is currently developed, the project would not alter undeveloped land with the potential to contain valuable mineral resources. There would be no impact.

NO IMPACT

Conclusion

The project would not involve construction or physical changes to existing mineral resource extraction facilities, nor does it propose to have peculiar or substantial impacts not covered in the General Plan EIR. The project would have no new or substantially more severe impacts to mineral resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

13 Noise

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR analyzed noise in Section 4.10 and found impacts from transportation noise to be significant and unavoidable with no feasible mitigation available. The General Plan EIR found construction noise impacts to be less than significant with implementation of the following mitigation measure:

Mitigation Measure NOI-4: The City of San Leandro shall adopt the following measures as Standard Conditions of Approval or Construction Development Standards for new construction in the city. The Standard Conditions of Approval/Construction Development Standards shall include an exception that states that the Engineering & Transportation Director or his/her designee may waive individual measures upon individual written request from an Applicant after City review.

- Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Sunday and Saturday.
- Prior to the start of construction activities, the construction contractor shall:
 - Maintain and tune all proposed equipment in accordance with the manufacturer’s recommendations to minimize noise emission.

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- Inspect all proposed equipment and fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.
- Post a sign, clearly visible at the site, with a contact name and telephone number of the City of San Leandro’s authorized representative to respond in the event of a noise complaint.
- Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.
- Limit unnecessary engine idling to the extent feasible.
- Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters.
- Use low-noise emission equipment.
- Limit use of public address systems.
- Minimize grade surface irregularities on construction sites.

All other noise impacts were determined to be less than significant with no mitigation measures were required in the General Plan EIR. Table 10 provides the noise compatibility guidelines for the City of San Leandro.

Table 10 City of San Leandro Noise and Land Use Compatibility Guidelines

Land Use Category	Noise Exposure Levels (CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	75+
Residential- Multiple Family	50-65	60-70	70-75	75+
Transient Lodging, Motels, Hotels	50-65	60-70	70-80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80+
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65+
Sports Arena, Outdoor Spectator Sports	NA	50-75	NA	70+
Playgrounds, Neighborhood Parks	50-70	67.5-75	NA	72.5+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	70-80	NA	80+
Office Buildings, Businesses, Commercial and Professional	50-70	67.5-77.5	75+	NA
Industrial, Manufacturing, Utilities, Agricultural	50-75	70-80	75+	NA

dBA = A-weighted sound pressure level; CNEL = Community Noise Equivalent Level

NA = not applicable

Source: San Leandro 2016a

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project result generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Based on the noise analysis within the General Plan EIR, the primary sources of noise in the project vicinity are vehicles traveling on Interstate 580 and MacArthur Boulevard. The majority of the project site is within the 60 A-weighted sound pressure level (dBA) Community Noise Equivalent Level (CNEL) contour from traffic noise along Interstate 580, while the portion of the site nearest MacArthur Boulevard is in the 65 dBA CNEL contour the western boundary of the site in the 70 dBA CNEL contour from traffic noise along MacArthur Boulevard, as shown on Figure 4.10-1 of the General Plan EIR (City of San Leandro 2016b). A secondary source of noise in the area according to the General Plan EIR are stationary noise sources from commercial development along MacArthur Boulevard, such as heating, ventilation, and air conditioning equipment. Noise measurement ST-2 from the General Plan EIR recorded an ambient noise level of 69.8 dBA single steady A-weighted (noise) equivalent continuous noise level (L_{eq}) in the project vicinity along MacArthur Boulevard. This is equivalent to approximately 76.5 dBA CNEL (Noisemeters 2019).³ This is above the 70 dBA CNEL threshold for multiple family residential development. However, standard construction of residential buildings provides a noise reduction of 20 to 25 dBA, which would ensure ambient noise within the proposed buildings is substantially lower than the 70 dBA CNEL threshold.

Project operation would generate noise typical of residential developments and would be consistent with nearby residential, commercial, and office land uses. Project noise would primarily result from new motor vehicle trips to and from the project site and from on-site activities associated with the new residences, such as conversations, car door slams, and children playing. However, as analyzed in Section 16, *Transportation*, the proposed project would generate less overall traffic than is currently associated with the project site, and therefore, traffic noise would be lower than current levels assumed in the General Plan EIR. On-site activities would generate similar noise levels to those currently on site and in the surrounding neighborhood. Therefore, the project would not have an impact beyond that analyzed previously.

Article 4-1-11 of the San Leandro Municipal Code includes limitations on the hours and days of operation for construction noise. Table 11 estimates construction noise at of 50 feet from the source. Although residences are adjacent to the project site, reference noise levels for construction equipment cannot be adapted with precision to much closer distances. As shown in Table 11, construction noise could reach as high as approximately 88 dBA L_{eq} at the nearest noise-sensitive receptors during construction.

³ This was calculated assuming that the noise at this location is 69.8 dBA L_{eq} for all hours of the day. This is a conservative calculation because noise is generally lower in night time hours than during daytime hours.

Table 11 Construction Equipment Noise Levels

Equipment	Approximate dBA (50 feet)
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Bulldozer	85
Generator	82
Grader	85
Jackhammer	88
Loader	80
Paver	85
Roller	85
Scraper	85
Truck	84

Source: Federal Transit Administration 2018

Section 4-1-1115(b) of the San Leandro Municipal Code restricts construction hours to between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 7:00 p.m. on Saturday and Sunday with no construction allowed on federal holidays. Further, compliance with noise policies from the 2035 General Plan would ensure project noise is reduced to the extent feasible. Measures include requiring conditions of approval for construction noise hours, maintenance and inspection of construction equipment, notification of a representative responsible for responding to noise complaints, limiting idling, utilizing smart back-up alarms, and using low-noise equipment. This impact would be less than significant and not greater than analyzed in the General Plan EIR.

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b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Operation of the project would not include any substantial vibration sources (i.e. no pile driving or blasting). Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, drills to install foundation, and vibratory rollers for paving. The vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 in./sec. ppv. This is roughly equivalent to 94 vibration velocity (VdB) VdB.

The greatest anticipated source of vibration during general project construction activities would be from a vibratory roller, which may be used during paving activities and may be used within 25 feet

of the nearest off-site residential structure. A vibratory roller would create approximately 0.210 peak particle velocity (ppv) in inches per second (in./sec.) at a distance of 25 feet (Caltrans 2013). This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec. ppv. In addition, per the San Leandro Municipal Code construction would only occur during daytime hours.

The 2035 General Plan contains policies regarding vibration impacts at sensitive receptors. Compliance with the San Leandro Municipal Code and 2035 General Plan would ensure the project would have a less than significant impact from groundborne vibration.

Operation of the project would not include any substantial vibration sources; therefore, project operation would not create a new source of vibration that could cause impacts at adjacent receptors.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

There are no private airstrips near the project site. The nearest airport is Oakland International Airport, located approximately 3.1 miles west of the project site. According to Figure 4.10-2 in the General Plan EIR, the project site is outside the noise level contours of the Oakland International Airport. The impact would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

With the implementation of and compliance with applicable 2035 General Plan policies and General Plan EIR mitigation measures, the project would not substantially increase permanent noise or vibration in the project vicinity above existing levels. The project would have no new or substantially more severe impacts to noise, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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14 Population and Housing

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR discusses population and housing in Section 4.11 and determined impacts to be less than significant with no mitigation measures required. The General Plan EIR accounts for a population of 101,250 at full buildout of the 2035 General Plan.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The General Plan EIR estimated a population increase of 14,790 and a housing unit increase of 5,370 in 2035 from buildout of the 2035 General Plan. The proposed project would result in approximately 57 new residents⁴ (California Department of Finance 2018). This is within buildout analyzed in the General Plan EIR. Furthermore, the project would be consistent with the City’s density projections in the 2035 General Plan. In addition, the project does not include new roads or other infrastructure that would indirectly induce substantial unplanned population growth. Therefore, the project would

⁴ Calculation: 20 housing units x 2.85 equals approximately 57 new residents.

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not induce substantial population growth directly or indirectly, because the project is part of planned growth in the region. The project's resultant population growth would not be more than that analyzed in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There are currently no residences on the project site. Therefore, project implementation would not displace people or residences. The project would have no impact related to displacement of housing or people.

NO IMPACT

Conclusion

The project would not induce population growth or result in impacts to population and housing not analyzed in the General Plan EIR. The project would have no new or substantially more severe impacts concerning population and housing, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

15 Public Services

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR analyzes public services in Section 4.12 and concludes that impacts to public services would be less than significant with no mitigation measures required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

- a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The General Plan EIR found less than significant impacts to fire and police protection facilities, as future developments would comply with the San Leandro Municipal Code, the California Health and Safety Code, California Fire Plan, and 2035 General Plan goals and policies regarding fire and police protection services. Similarly, the proposed project would be required to comply with these laws, regulations, goals, and policies. The project site is located within one mile of two fire stations and one mile from the San Leandro Police Department, in an area already developed with commercial and residential uses. The proposed project is generally similar to the surrounding uses, and would not substantially increase demand on local fire stations such that new or physically altered police or fire protection facilities would be required. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

Impacts to local schools were determined to be less than significant in the General Plan EIR, as development impact fees required by the school districts, as well as compliance with 2035 General Plan goals and policies would adequately reduce impacts from additional students generated by future development. Based on the 0.35 per housing unit student generation rate provided in the General Plan EIR, the proposed project would result in seven new students in the San Leandro Unified School District. This seven-student increase is within the General Plan EIR's estimated 1,985 student increase at 2035 General Plan buildout. Additionally, the project applicant would be required to pay development impact fees that would be used by the local school district to mitigate impact associated with long-term operation and maintenance of school facilities. Pursuant to Section 65996(3)(h) of the California Government Code, payment of these fees "is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in government organization or reorganization." The project would therefore have a less than significant impact that would not be greater than that analyzed in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

Please refer to Section 16, *Recreation*.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The General Plan EIR determined less than significant impacts to libraries and other public facilities, based on conformance of future development with goals and policies within the 2035 General Plan. Similarly, the proposed project would comply with 2035 General Plan goals and policies regarding public facilities.

The proposed project does not include and would not require new or physically altered governmental facilities. The project's new residents would generate additional demand for library services, but the project's growth is within the population forecasts in the 2035 General Plan. Project impacts would not be greater than those analyzed previously.

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Conclusion

Project impacts would not require new or altered public service facilities, consistent with the General Plan EIR. The project would have no new or substantially more severe impacts to public services, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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16 Recreation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR analyzes public services in Section 4.12 and concludes that impacts to recreation would be less than significant with no mitigation measures required.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- 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?*
- b. *Does 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 General Plan EIR determined less than significant impacts from increasing use of recreational facilities, as implementation of goals and policies within the 2035 General Plan and buildout of future proposed parks and recreational facilities would ensure adequate provision of parks and other recreational facilities for the estimated buildout population. In 2035, the City is projected to achieve a ratio of 5.1 acres of parks per 1,000 population. The project's 57 new residents would not substantially decrease this ratio. Further, the project would be consistent with 2035 General Plan goals and policies, and the project applicant would be required to pay park impact fees for the

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development of additional park facilities. Therefore, impacts to parks and recreational facilities would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**Conclusion**

Impacts of the project would not require new or altered recreational facilities and would be consistent with the General Plan EIR. The project would have no new or substantially more severe impacts concerning recreational resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

17 Transportation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

The General Plan EIR evaluates transportation impacts in Section 4.13. Impacts from increased vehicle traffic, to the volume-to-capacity ratio on Doolittle Drive, and to mixed transit operations were found to be significant and unavoidable despite several mitigation measures. However, none of the mitigation measures are applicable to the project.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Applicable plans addressing transit, roadway, bicycle, and pedestrian facilities within the City of San Leandro include the City's 2035 General Plan, the NASP, and Bicycle and Pedestrian Master Plan (2018).

As shown in Table 12, the project would generate an estimated 116 daily trips, 10 of which would occur during the PM peak hour. These trips would replace the existing trips associated with the project site; Table 12 also provides the net trip generation (proposed uses minus existing uses). This calculation was based on the Institute of Transportation Engineers (ITE) trip generation rates provided in the 10th Edition of the ITE Trip Generation Manual for residential townhouses. Thus, based on a comparison of trip generation rates, the proposed project would generate approximately 143 fewer daily vehicle trips than existing uses. Therefore, the project’s transportation impacts would be less than significant and less than those evaluated in the General Plan EIR. Additionally, the project is within the density projections in the General Plan EIR; therefore, the project would not result in unanticipated vehicle trips within the City.

Table 12 Estimated Project Vehicle Trip Generation

ITE Land Use	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
Existing: 495 – Recreational Community Center ¹	259	6	10	16
Proposed: 230 – Residential Condominium/Townhouse	116	7	3	10
Net project trips	-143	1	-7	-6

¹ Although the existing use on the project site is not a recreational community center, this is the closest land use provided by ITE trip generation rates. This rate is conservative based on the functions of the Stepping Stones Growth Center, which is a non-profit social services agency providing programs and services for children and adults with developmental disabilities.

Source: ITE Trip Generation 10th Edition

As stated in the General Plan EIR, future development would be consistent with adopted policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities. Furthermore, the project includes sections of sidewalk replacement and the provision of bike racks for project residents. As the project is of the same type analyzed in the General Plan EIR for the project site, and there are no site-specific issues with the performance and safety of transit, bicycle, or pedestrian infrastructure, the project would introduce no new or more severe impacts related to conflicts with public transit and active transportation modes or their safety than were analyzed previously.

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b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The project site is adjacent to a bus stop on MacArthur Boulevard served by AC Transit Routes 34 and 35. Route 34 provides service to Foothill Square in Oakland, where passengers may transfer to Routes 45, 57, 90, NX3, or NXC; the San Leandro Bay Area Rapid Transit (BART) Station, where passengers may transfer onto BART or Routes 1, 10, 28, or 801; and the Hayward BART Station, where passengers may transfer onto BART or Routes 10, 28, 41, 56, 60, 83, 86, 93, 94, 95, 99, 801, or M. Route 35 also provides service to Foothill Square in Oakland and to the San Leandro BART Station, as well as to the Bay Fair BART Station, where passengers may transfer onto BART or Routes 10, 28, 40, 93, or 97. (AC Transit 2019)

Per Section 15064.3(b)(1) of the CEQA Guidelines, land use projects located “within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should

be presumed to cause a less than significant transportation impact.” The project site is located adjacent to a transit stop that provides access throughout the city and to adjacent cities. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

No new roadways are proposed and the project would not generate use of incompatible vehicles such as farm equipment. Two driveways of adequate width would provide access to the project site, one of which is located along MacArthur Boulevard and the other along Herma Court. The City’s Engineering & Transportation Department reviews project driveways and internal circulation to ensure design for safe operation. As stated in the General Plan EIR, compliance with this review process would ensure future development does not introduce new hazards to local roadways. This design review process would also ensure adequate emergency access is provided to the project. Additionally, the project would comply with applicable policies within the City’s emergency plan. Therefore, the project would have no impacts beyond those previously analyzed and identified in the General Plan EIR.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

Adherence to and implementation of 2035 General Plan policies and actions, as well as the reduction in vehicle trips to the project site, would ensure that the project would not result in significant transportation impacts. The project would have no new or substantially more severe impacts concerning transportation and traffic, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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18 Tribal Cultural Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>a. 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</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Analysis in the General Plan EIR

The General Plan EIR does not include a discussion of tribal cultural resources.

As of July 1, 2015, California AB 52 of 2014 was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (Public Resource Code Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (Public Resource Code Section 21084.3).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

Project-Specific Impacts

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Assembly Bill (AB) 52 consultation is triggered by publication of a notice, which is not required for this Consistency Analysis. Therefore, AB 52 consultation is not required for this project; however, the City may decide to complete AB 52 consultation regardless. The City of San Leandro has determined to forgo AB 52 consultation consistent with Section 11(c) of the act. There is the possibility of encountering undisturbed subsurface tribal cultural resources. Grading the project site could potentially result in significant impacts on unanticipated tribal cultural resources. Compliance with 2035 General Plan Policy CD-1.12 and Action CD-1.12A (provided below) would ensure tribal cultural resources are protected in the event an unanticipated discovery during project 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.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would not result in a substantial adverse change to any tribal cultural resources. Compliance with 2035 General Plan policies and actions would ensure that if any resources of Native American origin are discovered they would be properly evaluated and protected. The project would not have a significant impact on tribal cultural resources and there would be no significant off-site or cumulative tribal cultural resource impacts.

19 Utilities and Service Systems

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in the General Plan EIR

Impacts to utilities and service systems were analyzed in Section 4.14 of the General Plan EIR. Impacts were determined to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative

impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *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?*

Water

As described in Section 14, *Population and Housing*, the proposed project would result in approximately 57 new residents (California Department of Finance 2018) at the project site. Using water use rates from the General Plan EIR, project residents would use approximately 5,200 gallons per day (City of San Leandro 2016b). Because the project is within the density projections in the General Plan EIR, the project would not result in unanticipated demand on the water supply; therefore, impacts resulting from increased water demand would be consistent with the conclusions provided in the General Plan EIR. The project would have no impacts beyond those analyzed previously.

Regarding stormwater runoff, the proposed project would include three bio-retention basins that would reduce off-site runoff and increase infiltration on the site. This would result in an improvement over current conditions, where no detention basins hold runoff from the project site and a slightly greater amount of impervious surfaces exist. No impacts beyond those analyzed in the General Plan EIR would occur because of the project.

Wastewater

Using wastewater generation estimation methodology from the General Plan EIR, project residents would generate approximately 4,700 gallons of wastewater per day. Because the project is within the density projections in the General Plan EIR, the project would not result in unanticipated demand on wastewater conveyance and treatment facilities; therefore, impacts resulting from increased wastewater generation on conveyance and treatment facilities would be consistent with the conclusions provided in the General Plan EIR. The project would have no impacts beyond those analyzed previously.

Electricity, Natural Gas, Telecommunications

The proposed project would comply with state and local energy efficiency standards and guidelines, consistent with the General Plan EIR. Along with compliance with 2035 General Plan policies regarding energy use, potential impacts would be less than significant. No impacts beyond those analyzed in the General Plan EIR would occur because of the project.

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- d. *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Using solid waste generation rates from the General Plan EIR, the project would generate approximately 262 pounds of solid waste per day. This is within the anticipated solid waste generation in the General Plan EIR (approximately 180,000 pounds per day). Therefore, impacts resulting from increased solid waste generation would be consistent with the conclusions provided in the General Plan EIR. The project would have no impacts beyond those analyzed previously.

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Conclusion

Project impacts would not require new or altered utility facilities, consistent with the General Plan EIR. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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20 Wildfire

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

Analysis in the General Plan EIR

Impacts to wildfires were analyzed on pages 4.7-29 through 4.7-30 of the General Plan EIR. Impacts were determined to be less than significant with no mitigation measures required (City of San Leandro 2016b).

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in the General Plan EIR as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the General Plan EIR; or 4) are now determined to have a more severe impact than discussed in the General Plan EIR due to substantial new information.

Project-Specific Impacts

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

While the project site is not in a state responsibility area or very high fire hazard severity zone, it is located approximately 200 feet west of a very high fire hazard severity zone (California Department of Forestry and Fire Protection 2008). The General Plan EIR determined that compliance with federal, state, and local regulations and existing plans and policies would ensure that development would not interfere with the implementation of emergency response or emergency evacuation plans. Similarly, the project would comply with applicable regulations and policies, as identified within the General Plan EIR. Therefore, the project would not impair the implementation of emergency response or emergency evacuation plans.

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- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

The project site is relatively flat, with hills located near the site to the east of Interstate 580. In the project vicinity, wind blows northeast (National Oceanic and Atmospheric Administration 2019). The presence of nearby gentle slopes and wind direction could carry fires toward the site from very high fire hazard severity zones to the west of the site. However, the project site is in an urbanized area of the city, surrounded primarily by paved surfaces and structures. The project site is not intermixed with or adjacent to wildlands. The project would comply with 2035 General Plan policies and the applicable fire and building codes requiring appropriate vegetation management, emergency access including firefighting access, and development strategies to reduce fire risk. As such impacts would be less than significant, consistent with the General Plan EIR.

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- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project is located within an urbanized area and would involve development of most of the project site with structures or paving. No new roads would be constructed and fuel breaks would not be required. The project would comply with building code and fire safety requirements and with 2035 General Plan policies. Construction BMPs, such as ensuring equipment has spark arresters installed, would ensure temporary construction does not exacerbate fire risks in the area. This impact would be less than significant.

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- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project would introduce new residents to the project site, which is located approximately 200 feet west of a very high fire hazard severity zone. The project would result in less impervious surface area. Further, project design includes three bio-retention basins, which would prevent surface runoff from flowing directly onto adjacent properties. Compared with existing conditions, the proposed project would decrease the volume of stormwater runoff from the site. Therefore, the project would not increase off-site flooding or landslides because of surface runoff. This impact would be less than significant.

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Conclusion

While the project site is located near a fire hazard area, the project would not increase the likelihood or severity of wildfire hazards. Compliance with applicable 2035 General Plan policies and City design guidelines would ensure the project would result in less than significant wildfire impacts. The project would have no new or substantially more severe impacts to wildfires, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in the General Plan EIR. No previously identified significant effects were determined to have a more severe adverse impact than those discussed in the General Plan EIR.

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21 Mandatory Findings of Significance

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR
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Does the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <p>a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Impacts

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

Consistent with the findings of the General Plan EIR and as discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a

plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in the General Plan EIR and in Section 5, *Cultural Resources*, and Section 7, *Geology and Soils*, the project would not impact or eliminate important examples of the major periods of California history or prehistory, including archaeological or paleontological resources. As such, the project would not result in impacts peculiar to the project beyond those identified in the General Plan EIR.

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- 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)?*

Conformance with 2035 General Plan policies and standard conditions of approval specified within this document would ensure that potential impacts are individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. The project would be consistent with the General Plan EIR, and other existing and allowable land uses in the project vicinity are not significantly different than what was studied in the cumulative analysis of the General Plan EIR. The 2035 General Plan is a planning document that establishes a land use scenario and goals, policies, and objectives for development and growth throughout the city through the year 2035. Thus, the impact analyses in the General Plan EIR effectively constitute cumulative analyses of the approved land uses in the planning boundaries. The project would not result in significant impacts peculiar to the project site, as indicated in Sections 1 through 20 above. Nearby development would be required to be consistent with the local planning documents, including the NASP, or mitigation would be required to assess the impacts that were not addressed in the General Plan EIR. Therefore, the project’s consistency with the 2035 General Plan and NASP, and subsequent analysis above in Section 1 through 20 indicate that the project would not result in significant cumulative impacts that were not addressed in the General Plan EIR.

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, geology and soils, noise, and traffic safety. As detailed in the preceding responses, the project would not result, either directly or indirectly, in substantial adverse impacts related to these issue areas. The project’s effects on regional air quality, transportation/traffic, and geology and soils would be less than significant as analyzed in the General Plan EIR. As discussed in Section 9, *Hazards and Hazardous Materials*, project construction and operations would not expose residents or customers to known hazardous materials. In addition, the generation of noise and vibration from construction activity, as discussed in Section 13, *Noise*, would be reduced to a level that is less than significant by compliance with the San Leandro Municipal Code listed therein. Therefore, the project would not have substantial direct or indirect adverse effects on human beings.

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Conclusion

The proposed project would be consistent with the development density established by existing zoning and 2035 General Plan policies for which previous EIRs were certified. Accordingly, based on the assessments presented the environmental checklist, the project does not require additional environmental review as the impacts:

1. Are not peculiar to the project or the parcel on which the project would be located
2. Were analyzed as significant effects in a prior EIR on the zoning action, general plan, and specific plan, with which the project is consistent where applicable
3. Are not potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan and specific plan
4. Are not previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

Furthermore, impacts would be mitigated by the imposition of uniformly applied development policies or standards. Accordingly, project implementation complies with CEQA Guidelines Section 15183, which determines the requirements for when a Supplemental or Subsequent EIR is necessary for projects consistent with a community plan or zoning code, and no further environmental review is required.

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Appendix A

Design Plans

Appendix B

CalEEMod Output Files

Appendix C

Cultural Resources Technical Memorandum

Appendix D

Fuel Consumption Calculations

Appendix E

N2O Calculations