

CHERRYLAND FIRE STATION 23 REPLACEMENT PROJECT

Prepared For:



**ALAMEDA COUNTY
GENERAL SERVICES AGENCY**

1401 LAKESHORE DRIVE
Oakland, CA 94612

Prepared By:

LAMPHIER – GREGORY
1944 EMBARCADERO
OAKLAND, CA 94606



DECEMBER 2014



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

Chris Bazar
Agency Director

Albert Lopez
Planning Director

224
West Winton Ave.
Room 111

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

Environmental Checklist Form

Prepared Pursuant to the California Environmental Quality Act (CEQA)

A. PROJECT DESCRIPTION

1. **Project title:** Cherryland Fire Station 23 Replacement Project
 2. **Project location:** The Project site consists of two separate and adjacent parcels with a total site area of approximately 39,601 square feet (0.9-acre) located at 19745 and 19755 Meekland Avenue, in the Cherryland area of unincorporated Alameda County, near Hayward, California. The Assessor's Parcel Numbers (APNs) are 429-5-22 and 459-5-23, located on the west side of Meekland Avenue. The rectangular-shaped site is bordered by Meekland Avenue to the east and residential developments to the north and south, and the Union Pacific Railroad and residential developments to the west. **(Figures 1 and 2)**
 3. **Project sponsor's name and address:**
Brian Laczko, Project Manager
General Services Manager, Technical Services Division
County of Alameda
1401 Lakeshore Drive, 11th Floor
Oakland, CA 94612
Telephone: (510) 208-9515
E-Mail: brian.laczko@acgov.org
 4. **General plan designation:** Medium Density Residential (MDR)
 5. **Zoning:** R-S (Suburban Residence)
- Note:** Pursuant to California Government Code Section 53090 et seq. and case law interpreting these statutes and common law, the County's zoning ordinances do not apply to the County as the Project sponsor unless the County has taken affirmative action to apply its zoning rules to itself. The County has not done so.
6. **Description of project:** The proposed Project involves construction of a new 12,000 square foot two-story fire station for the Alameda County Fire Department. The new fire station would replace the existing seismically unsafe and outmoded Station 23 located approximately one block south of the Project site at the corner of Grove Way and Meekland Avenue. The new fire station would house a single engine company with a core crew of three persons per shift. Spaces within the building would include two apparatus bays, a workshop, an exercise room, office areas, crew and Captain's sleeping rooms and associated dayroom, kitchen, and a meeting room.

The Project also includes the potential for the proposed meeting room to be repurposed and to function as a limited scope neighborhood health clinic staffed by three full-time personnel, including a mid-level practitioner, a Fire Paramedic, and a care coordinator. The Project would include 8 parking spaces for fire personnel and 7 parking spaces for use by the public and health clinic personnel.

To accommodate the new building, two adjacent residential lots have been acquired by

Alameda County and will be merged into one parcel. Existing and vacant residential structures and several trees and other vegetation would be removed from the site. In addition to the proposed fire station building itself, other site improvements would include underground utilities, external generator, above ground fuel tank, equipment yard, trash/recycling pad, parking areas, asphalt and concrete pavements, and associated hardscape. (**Figures 4 - 8**)

7. **Surrounding land uses and setting:** The project is located on the west side of Meekland Avenue, north of Blossom Way. It is an in- fill site within an established neighborhood in the Cherryland area of unincorporated Alameda County. The surrounding neighborhood includes single and multi-family residential properties, as well as some nearby low-intensity retail and commercial stores. Neighboring structures are one- and two-story in scale. The topography of the area is generally flat.

The rear of the site is adjacent to active, heavy-rail Union Pacific Railroad tracks which accommodate multiple freight and passenger trains throughout the day. The nearby at-grade railroad overcrossing at Blossom Way requires trains to sound their horn/whistle on the approach to the crossing (in the area of the site). Neighboring sites have existing single and multi-family residential structures located very close to the abutting property lines.

Meekland Avenue is a two-lane “collector” street, characterized in the Eden Area General Plan as a “relatively low-speed/low-volume street with two lanes that provide for circulation within and between neighborhoods. Collectors are roads that serve relatively short trips and are meant to collect vehicles from local streets and distribute them to the arterial network.”

8. **Other public agencies whose approval may be required:** None because the County is the Project sponsor and will own the completed fire station building. The Project is self-permitting pursuant to California Government Code §53090. To assure compliance with applicable codes and requirements, the General Services Agency of Alameda County (GSA) will work with third party reviewers to confirm compliance with all applicable building codes.

Figure 1. Regional Location

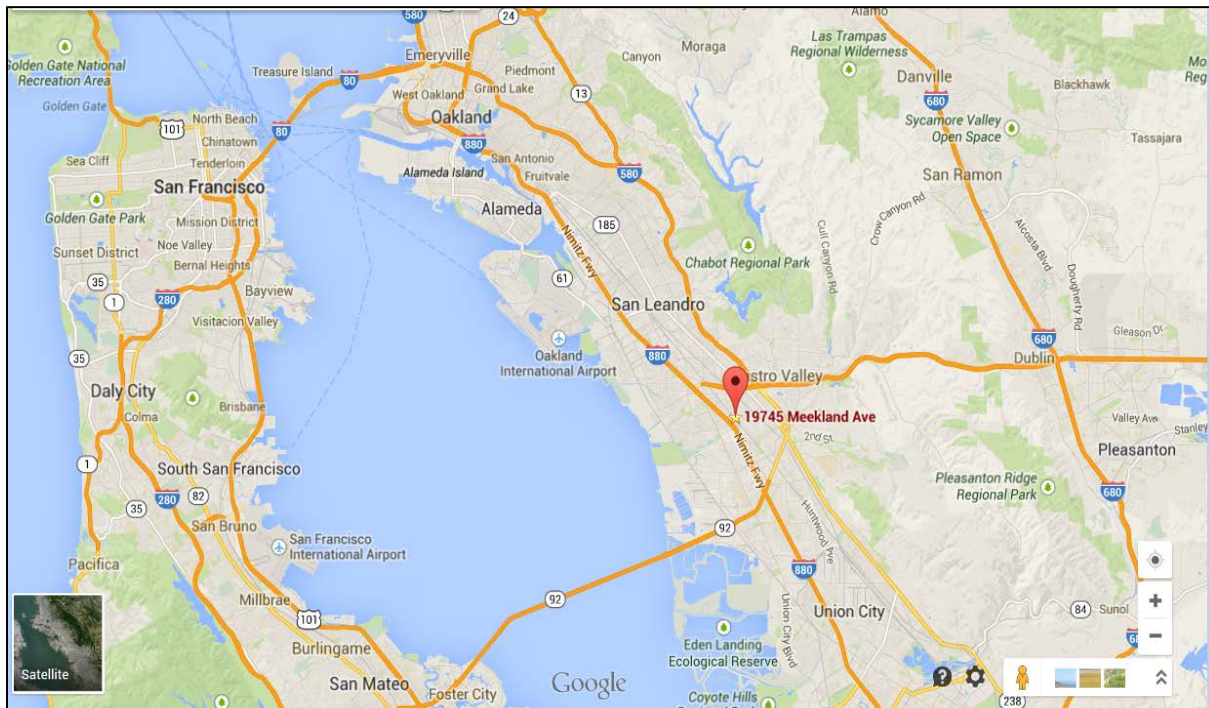


Figure 2. Site Location

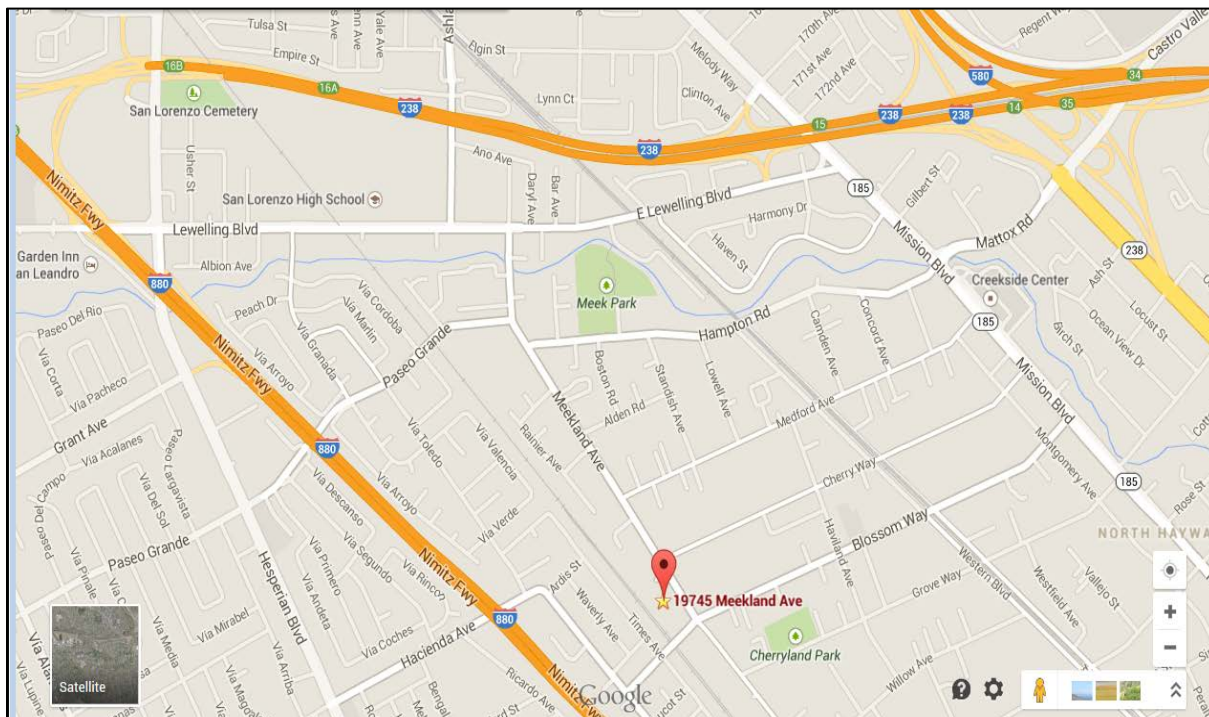


Figure 3. Project Site



Figure 4. Site Plan

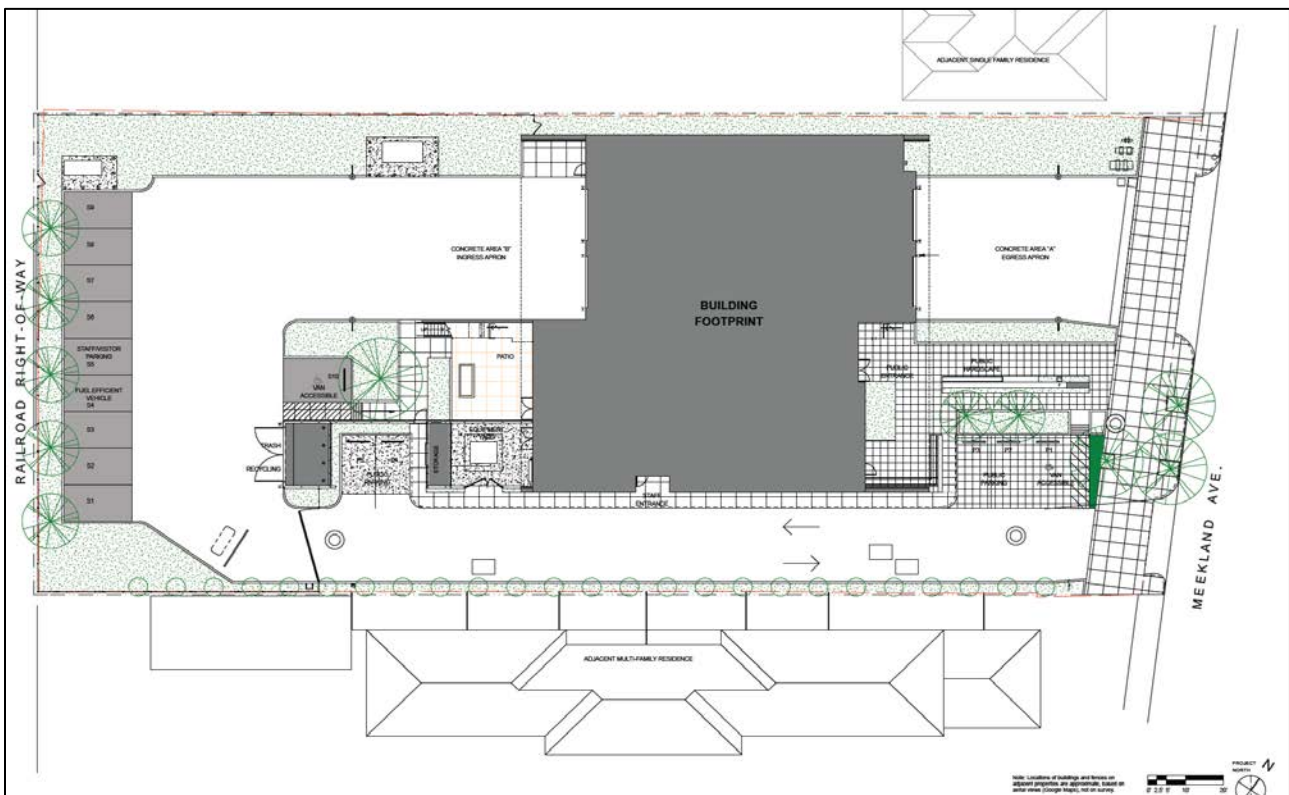


Figure 5. Proposed Fire Station 23 - Front Perspective



Figure 6. Proposed Fire Station 23 - Rear Perspective



Figure 7. Proposed Fire Station 23 - First Floor Plan

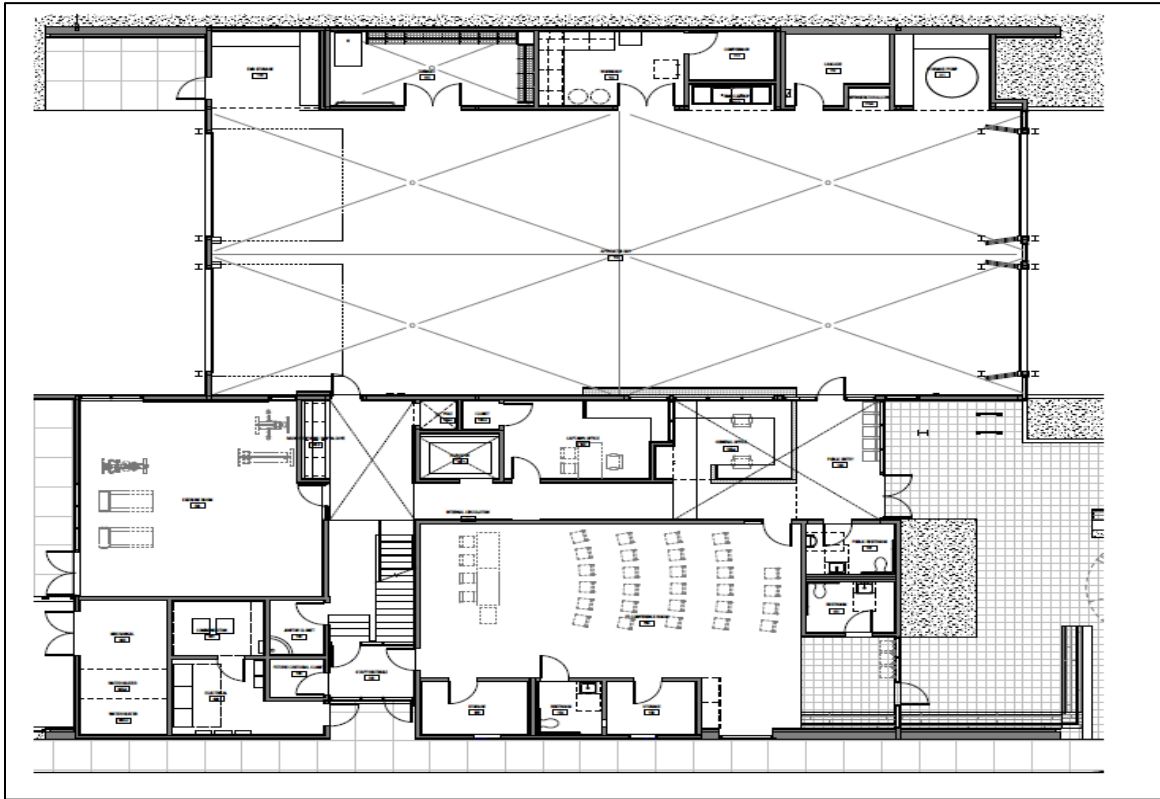
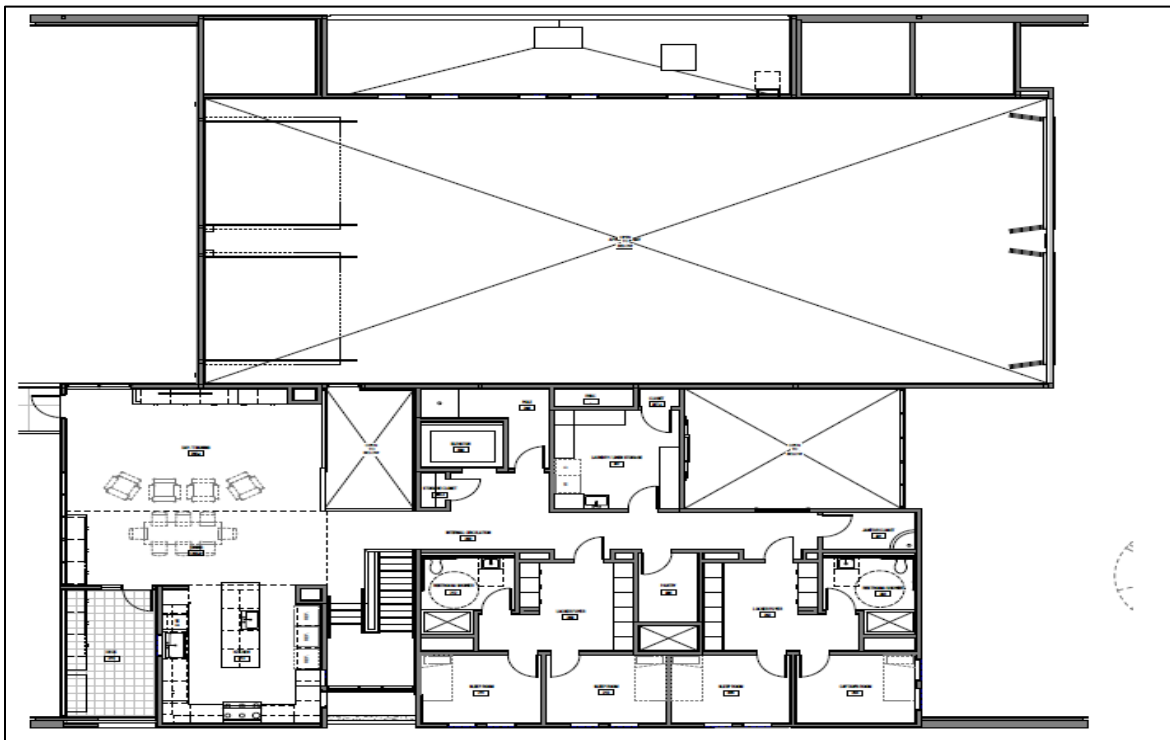


Figure 8. Proposed Fire Station 23 - Second Floor Plan



MITIGATED NEGATIVE DECLARATION

Project Description, Location and Setting

This Mitigated Negative Declaration has been prepared for the Cherryland Fire Station 23 Replacement Project in the Cherryland area of unincorporated Alameda County. See the Introduction and Project Description section of this document for details of the Project.

Potentially Significant Impacts Requiring Mitigation

The following is a list of potentially significant Project impacts and the mitigation measures recommended to reduce these impacts to a less-than-significant level. Refer to the Initial Study Checklist section of this document for a more detailed discussion.

Table 1 Potentially Significant Impacts and Mitigation Measures		
Potentially Significant Impact	Mitigation	Measure
Air Quality		
Impact AQ-1: Construction Dust and Exhaust. Construction activities would generate exhaust emissions from vehicles/equipment and fugitive dust particles that could affect local air quality.	Mitigation Measure AQ-1: Basic Construction Management Practices. Prior to the County authorizing demolition or commencement of construction activities and continuing through the construction period the Project shall comply with all applicable regulations and operating procedures, including implementation of the following BAAQMD "Basic Construction Mitigation Measures": <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of 	

Table 1
Potentially Significant Impacts and Mitigation Measures

	<p>Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</p>
Biology	
<p>Impact Bio-1: Potential disturbance of nesting birds and nesting bird habitat. . Construction disturbance during the breeding season (1 February through 31 August) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. Disturbance of any active nest would represent a potentially significant impact.</p>	<p>Mitigation Bio-1: Pre-Construction Nesting Bird Surveys. The Project applicant shall implement the following measures:</p> <p>a) Avoidance. To the extent feasible, demolition and construction activities shall be scheduled to avoid the nesting season which, for most birds in the San Francisco Bay Area, extends from February 1 through August 31. If such activities are scheduled to take place outside the nesting season (i.e., between September 1 and January 31) all impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA, 16 U.S.C., Sec. 703, Supp.1) and California Fish and Game Code would be considered avoided and no further mitigation is required.</p> <p>b) Pre-construction/Pre-disturbance Surveys. If it is not possible to schedule the start of construction between September 1 and January 31, the Project applicant's biologist shall prepare a nesting bird survey (7) seven days prior to the removal of vegetation and/or commencement of grading. The purpose of the survey is to determine the absence or presence of nesting bird species. Nesting bird surveys shall identify any potential nesting trees prior to the birds laying eggs. If the survey does not identify any nesting special-status bird species in the area to be disturbed by the construction activity, no further mitigation is required.</p> <p>However, if any nesting raptors or other birds are found within the construction area after February of the construction year, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by the biologist. Stoppage of work and restricted setback of active work is not required during the nesting season if the biologist verifies that the birds have either (1) not begun egg-laying and incubation, or (2) that the juveniles from those nests are foraging independently and capable of survival at an earlier date.</p>

Table 1
Potentially Significant Impacts and Mitigation Measures

Cultural Resources	
<p>Impact Cult-1: Potential disturbance to archaeological resources or human remains. During site grading or other construction activities, disturbance to Native American or other historic, paleontological or archaeological resources or human remains at the project site, while unlikely, would be a significant impact.</p>	<p>Mitigation Measure Cult-1: Undiscovered Resources. In the event that Native American or other historic, paleontological or archaeological resources are uncovered during construction, all site work within twenty-five (25) feet of the find shall halt immediately and the applicant shall employ a qualified archaeologist in consultation with the American Heritage Commission to evaluate the find, assess the significance of the find, and recommend actions. Potential resources include but are not limited to obsidian and chert flakes, chipped stone tools, arrowheads, ornaments, pottery fragments, grinding and mashing implements (mortars and pestles, slabs and handstones) and locally darkened midden soils containing some or all of the aforementioned items and bone or fire-affected stone. Potential historic period archaeological resources include but are not limited to structural remains, portions of foundations (bricks, cobbles, boulders, stacked field stone, postholes), trash pits, privies, wells, associated artifacts and isolated artifacts).</p> <p>Potential actions include but are not limited to subsurface exploration, significance evaluation, collection, recording, documentation and analysis.</p> <p>All ground-breaking and construction activities shall cease in the event human skeletal remains are found. The archaeologist and/or the project sponsor shall contact the Alameda County Coroner to evaluate the remains. If the County Coroner determines that the remains are Native American, the County and/or the archaeologist shall notify the California Native American Heritage Commission pursuant to subdivision (C) of Section 7050.5 of the Health and Safety Code. All excavation and site preparation shall cease until the recommendations of the California Native American Heritage Commission can be implemented.</p>
Geology	
<p>Impact Geo-1: Exposure to geotechnical hazards. Failure to comply with applicable code standards and the recommendations of a geotechnical engineer could expose the future occupants of the fire station to potentially significant impacts.</p>	<p>Mitigation Measure Geo-1: Geotechnical Report. Prior to the County authorizing the commencement of construction, preliminary and final geotechnical reports shall be prepared and submitted to the County's third party plan checker for review and approval. The geotechnical investigations shall determine the site's geotechnical conditions and address potential geologic hazards, such as risks due to subsidence and liquefaction, and make recommendations to minimize the impacts to an insignificant level. All measures, design criteria, and specifications in the geotechnical report shall be incorporated into the project design and shall be contained in project plans and or specifications. All soil handling and conditioning measures and structural foundations shall be designed by a licensed professional engineer, and all on-site soil management and conditioning activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering</p>

Table 1
Potentially Significant Impacts and Mitigation Measures

	<p>Geologist.</p> <p>All building and utility improvements shall be designed and constructed in compliance with the California Building Code Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3, which was enacted in order to minimize any seismic impacts to “essential service” buildings. Prior to the County authorizing the commencement of construction, building and utility design drawings prepared for the Project shall be reviewed by the third-party plan checker to confirm that the proposed development fully complies with applicable building code provisions.</p>
Hazardous Materials	
<p>Haz-1: Exposure to Asbestos Containing Materials. Demolition of the existing structures on site could expose construction workers and the public to asbestos-related health risk, a potentially significant impact.</p>	<p>Mitigation Measure Haz-1: Asbestos Abatement. A Cal-OSHA Certified Asbestos Consultant shall be contracted to prepare an asbestos/lead abatement work plan or specification. A Cal-OSHA Certified Asbestos Consultant or Site Surveillance Technician shall also be retained to provide on-site construction/demolition supervision of the asbestos abatement contractor to ensure utilization of proper work practices as stated in the work plan or specification. All asbestos containing materials will be removed by a licensed abatement contractor only.</p>
<p>Haz-2: Exposure to Lead Based Paint. Demolition of the existing structures on site could expose construction workers and the public to health risks associated with lead-based paint, a potentially significant impact.</p>	<p>Mitigation Measure Haz-2: Lead Based Paint Removal. All paints at the project site shall be treated as lead-containing (LCP) for the purposes of determining the applicability of the Cal/OSHA lead standard during demolition activities, pursuant to the following requirements. Removal of leaded paints shall be according to 29 CFR 1926.62, Lead Exposure in Construction, Interim Final Rule.</p>
Hydrology	
<p>Impact Hydro-1: Potential water quality impacts in site runoff. Without adequate pollution protection measures to remove impurities from stormwater runoff, the project could increase pollutant loading of oils, litter and fertilizer and pesticide residues into downstream water bodies and ultimately into San Francisco Bay, a potentially significant water quality impact.</p>	<p>Mitigation Hydro-1: Construction-Period Stormwater Pollution Prevention Plan (SWPPP). During the design phase of the Project and prior to the initiation of any site grading or site disturbance activities, the Project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) consistent with the County’s Clean Water Program requirements. The SWPPP shall address NPDES requirements, including applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include “Best Management Practices” (BMPs) as required by the State and the Regional Water Quality Control Board for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control. The SWPPP and Notice of Intent (NOI) shall be submitted to the State Water Resources Control Board to receive a Construction General Permit. Project contractors shall be required to comply with the SWPPP.</p>

Table 1
Potentially Significant Impacts and Mitigation Measures

	<p>The SWPPP shall include an erosion control plan, site housekeeping procedures, and planting schedules for stabilizing disturbed surfaces. The SWPPP shall include:</p> <ul style="list-style-type: none"> • At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. • To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. • The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring would be required during the construction period for pollutants that may be present in the runoff that are “not visually detectable in runoff.” The project applicant shall retain an independent monitor to conduct regular inspections and provide written reports to the County General Services Agency to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented. • BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions. • The design-level drainage plan shall demonstrate that implementation of the proposed drainage plan would result in treatment of the appropriate percentage of the runoff from the site (in compliance with the County NPDES MRP permit). The qualified professionals preparing the design-level drainage plan shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general,
--	--

Table 1
Potentially Significant Impacts and Mitigation Measures

	<p>passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred.</p> <ul style="list-style-type: none"> The final design team for the project shall incorporate as many concepts as practicable from the County's Stormwater Technical Guidance for Stormwater Quality Protection. The SWPPP shall be prepared prior to the County's authorizing commencement of grading activities and shall fully comply with the County NPDES C.3 provisions. <p>Mitigation Measure Hydro-2: Prepare a Stormwater Management Plan Consistent with the C.3 Provisions of the Alameda County Clean Water Program. The Project applicant shall prepare and shall implement Stormwater Management Plan which shall include the following features:</p> <ul style="list-style-type: none"> <u>Self-Treating/Landscaped Areas</u>: runoff in these areas of the site would originate in and flow through planting prior to exiting the site. <u>Self-Retaining Areas</u>: A portion of runoff from hardscape areas would be directed to a depressed landscaped area for infiltration and retention. Runoff from these areas would be retained and would not discharge from the site. <u>Bio-swales and Bio-Retention Areas</u>: Where feasible, runoff would be directed over the surface to planted areas for filtration and infiltration into the soil prior to exiting the site. Soil planting would be based on the standards in the County's MRP NPDES permit Number CA5612008. In the event that the bio-retention areas become inundated in a major storm event an overflow drain inlet would allow stormwater to drain into County storm drain system. Runoff would be conveyed to the bio-retention areas by surface flow or hard piping from roof downspouts. <u>Designated Fire Truck Washing Area</u>: Flows from truck washing area would be directed to a single catch basin connected to an automatic diverter. The diverted water would discharge to the sanitary sewer system during normal truck washing use and into the storm drain system during a storm event.
Noise	
<p>Impact Noise-1: Temporary Noise Impacts During Construction. The construction of the Project would generate noise and would temporarily and intermittently increase noise levels at adjacent residential receivers.</p>	<p>Mitigation Noise-1: Construction Noise Control. To reduce daytime noise impacts due to construction to the maximum feasible extent, the County shall require a site-specific noise reduction program which shall include the following measures:</p> <ul style="list-style-type: none"> A sign shall be posted in a conspicuous location near the property entrance and legible from the edge of the street describing the permitted hours of construction and permitted hours for use of heavy equipment. The times when construction activities are permitted shall be consistent with §6.60.070 (e) of the Alameda County Ordinance Code

Table 1
Potentially Significant Impacts and Mitigation Measures

	<p>(Noise Ordinance) which allows construction between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.</p> <ul style="list-style-type: none"> • The County General Services Agency shall provide written notice of the construction schedule to each residence within three hundred feet of the project site at least thirty (30) days prior to the start of construction. • A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager prior to the start of grading or other construction activities to clarify and confirm that construction activities will conform to the allowable construction hours and that the foregoing neighborhood notifications and postings of signs have been carried out. • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Delivery vehicle idling time will be minimized (e.g., five minutes maximum). • Stationary noise sources shall be located as far from the adjacent residences as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.
--	--

PROPOSED FINDINGS

The County of Alameda General Services Agency (GSA), acting as Lead Agency, has determined that with the implementation of mitigation measures identified in this Mitigated Negative Declaration, the proposed Project will not have a significant effect on the environment. If this Mitigated Negative Declaration is adopted by the County of Alameda, the requirements of the California Environmental Quality Act (CEQA) will be considered to have been met by the preparation of this Mitigated Negative Declaration and the Project will not require the preparation of an Environmental Impact Report. This decision is supported by the following findings:

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

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Climate Change and Green-house Gas Emissions | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Geology /Soils | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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

C. LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

D. EVALUATION OF ENVIRONMENTAL EFFECTS

The Environmental Checklist and discussion that follows is based on sample questions provided in the CEQA Guidelines (Appendix G) which focus on various individual concerns within 17 different broad environmental categories, such as air and water quality, biological resources, climate change, cultural resources, land use, public services, noise and traffic (and arranged in alphabetical order). The Guidelines also provide specific direction and guidance for preparing responses to the Environmental Checklist. The sample questions are meant to be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential environmental impacts that are not listed in the checklist must also be considered. The sample questions are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

Each Checklist question requires a “yes” or “no” reply to indicate if the analysis or assessment (or an available reference document) shows that the project will or will not have a potentially significant environmental impact on the subject aspect of the environment. However, there are three possible types of “no” responses, including: “NO: Less Than Significant with Mitigation”, which means that potentially significant impacts would clearly be avoided or reduced to an acceptable level by changes to the project or mitigation measures that the project proponent and the Lead Agency have agreed to; “NO: Less Than Significant Impact”, which means that while there may have been concerns about possible impacts that require analysis, the “threshold of significance” is not exceeded and the impact is not significant; and “NO: No Impact”, which means that for clearly evident reasons documented by a map, reference document, the nature of the project or the setting, the specific kind of environmental impact addressed by the question is not possible or would be nearly insignificant. The following describes in more detail the four different possible answers to the questions in the Checklist, and the types of discussions required for each response:

- a) YES: Potentially Significant Impact. Checked if a discussion of the existing setting (including relevant regulations or policies pertaining to the subject) and project characteristics with regard to the environmental topic demonstrates, based on substantial evidence, supporting information, previously prepared and adopted environmental documents, and specific criteria or thresholds used to assess significance, that the project will have a potentially significant impact of the type addressed by the question.

CEQA requires that if the analysis prompted by the Checklist results in a determination that the project will have one or more potentially significant environmental impacts (and the project proponent does not agree to changes or mitigation measures that would assure the subject impact can be avoided or reduced to less than significant levels, an environmental impact report (EIR) is required. In such instances, the discussion may be abbreviated greatly if the Lead Agency chooses to defer the analysis to preparation of the EIR. However, if the analysis indicates that all such impacts can be avoided or mitigated to less-than-significant levels, a Mitigated Negative Declaration can be prepared and this column will not be used for any question.

- b) NO: Less Than Significant With Mitigation. Checked if the discussion of existing conditions and specific project characteristics, also adequately supported with citations of relevant research or documents, determine that the project clearly will or is likely to have particular physical impacts that will exceed the given threshold or criteria by which significance is determined, but that with the incorporation of clearly defined mitigation measures into the project, that the project applicant or proponent has agreed to, such impacts will be avoided or reduced to less-than-significant levels.
- c) NO: Less Than Significant Impact. Checked if a more detailed discussion of existing conditions and specific project features, also citing relevant information, reports or studies, demonstrates that, while

some effects may be discernible with regard to the individual environmental topic of the question, the effect would not exceed a threshold of significance which has been established by the Lead or a Responsible Agency. The discussion may note that due to the evidence that a given impact would not occur or would be less than significant, no mitigation measures are required.

- d) NO: No Impact. Checked if brief statements (one or two sentences) or cited reference materials (maps, reports or studies) clearly show that the type of impact could not be reasonably expected to occur due to the specific characteristics of the project or its location (e.g. the project falls outside the nearest fault rupture zone, or is several hundred feet from a 100-year flood zone, and relevant citations are provided). The referenced sources or information may also show that the impact simply does not apply to projects like the one involved. A response to the question may also be "No Impact" with a brief explanation that the basis of adequately supported project-specific factors or general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a basic screening of the specific project).

The discussions of the replies to the Checklist questions must take account of the whole action involved in the project, including off-site as well as on-site effects, both cumulative and project-level impacts, indirect and direct effects, and construction as well as operational impacts. Except when a "No Impact" reply is indicated, the discussion of each issue must identify:

- a) the significance criteria or threshold, if any, used to evaluate each question; and
- b) the mitigation measure identified, if any, to reduce the impact to less than significance, with sufficient description to briefly explain how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D) of the Guidelines). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

1. AESTHETICS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect on a scenic vista?				✗
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✗
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				✗
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✗	

Explanation

a, b, c. The proposed Project would be located on a residentially designated lot surrounded by an established suburban neighborhood consisting primarily of one and two-story single and multi-family residential land uses. At 27 feet in height, the proposed two-story fire station would be slightly higher than most of the residential buildings in the area yet not substantially out of scale with the prevailing character of structures in the vicinity and with the pattern of development in this urban setting.

No aspect of the Project site is a designated scenic vista; the site does not contain any scenic resources such as trees, rock outcroppings or historic buildings and is not visible from a state scenic highway.

While it diverges from residential architecture, a fire station is not an uncommon sight in residential neighborhoods, and proposed design features, such as the second-story setback and use of clerestory windows for lighting second-story habitable areas adjacent to residential uses, would help minimize any potential negative visual impact by giving the upper portion of the structure an appearance generally consistent with the residential character of the area. While these features would represent a change in the existing visual character of the Project site, the proposed architectural design is anticipated to enhance, rather than negatively impact, the existing visual character of the site and its Cherryland surroundings.

The contemporary design of the proposed fire station, while different in character from the homes in the vicinity, would not degrade the visual character or quality of the site or its surroundings. The Project would have *no impact* on scenic vistas, scenic resources or the character or quality of the site

Source:

Project Description and Plans
Field Survey

d. Interior and exterior lighting, windows, building materials and paving proposed for the Project will create new sources of light and glare, but these sources are unlikely to have a significant adverse impact, given the relatively small size of the Project. The proposed exterior lighting of the site and building will be in areas where such lighting is required for safety and operations, and will utilize hooded-type fixtures to reduce lighting impacts. Additional site lighting will be low-level along the walkway and the parking areas. Fire engines exiting from the apparatus bays onto Meekland Avenue will respond with headlights and emergency lights on, but this will be consistent with established standards for emergency response.

Proposed exterior lighting and materials have been selected to minimize light and glare and to prevent significant new lighting or glare from being cast onto adjacent properties.

There are residential structures located on adjacent properties both to the north and south of the Project site. The single family home on the lot to the north is positioned within 10' of the common side yard property line and very close to the front of the lot. The proposed fire station building would be set back on its lot beyond the rear of the adjacent house so that the two buildings would be off-set and not directly next to each other (**Figure 4**). The potential for light or glare effects on the home to the north would be minimal.

In addition, the exterior materials proposed for the fire station include non-reflective glazing and dark-painted surfaces that would not impart glare during daylight hours.

The lot to the south is improved with a 2-story multi-family structure situated approximately 5 feet from the common property line. Apartments on the second floor of the building have windows directly facing the second story of the proposed fire station but would be separated from the fire station by over 30 feet which is the combined distance of:

- the 5-foot property line side yard setback;
- a 3-foot landscape strip, on the Project site
- a 20-foot drive aisle for fire apparatus and
- a 4-foot walkway that leads to the fire station's staff entrance.

While second story windows on the fire station would face the second story of the adjacent apartment building, interior window coverings and normal amounts of interior lighting would prevent a substantial increase in nighttime light or intrusion of privacy from these second story fire station windows.

Exterior lighting on the fire station would be shielded and aimed downward to prevent light wash onto adjacent properties. Also, the front façade of the building, facing Meekland Avenue, and the flagpole would be illuminated at night with low-positioned feature lighting, aimed at the building and away from adjacent residences. Taken together, the potential for light or glare onto adjacent or nearby residential buildings would be *less than significant*.

Source:

Project Description and Plans
Field Survey

2. AGRICULTURE AND FOREST RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project.	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✗
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✗
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))?				✗
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✗
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?				✗

Explanation

a, b, c, d, e. The proposed Project would be located in a fully built-out urban area that contains a mix of residential and commercial uses and an active heavy rail railroad corridor. There is no existing agricultural use on the site, nor is there an existing Williamson Act contract for the property. The project will not involve the conversion of agricultural land to non-agricultural use or loss of forest land or forest resources. **No impact.**

Source:

Field Survey
Eden Area General Plan

3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				✗
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✗	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✗	
d) Expose sensitive receptors to substantial pollutant concentrations?			✗	
e) Create objectionable odors affecting a substantial number of people?				✗

Explanation

The Bay Area Air Quality Management District (BAAQMD) has adopted California Environmental Quality Act (CEQA) Guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). The Guidelines provide BAAQMD-recommended procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The CEQA Guidelines provide guidance on evaluating air quality impacts of development projects and local plans, determining whether an impact is significant, and mitigating significant air quality impacts. The most recent version of the BAAQMD CEQA Guidelines was published in May 2012.

- a. The proposed project is a fire station replacement project that would serve the surrounding community and as such does not create a conflict with, or obstruct implementation of, the BAAQMD's current Clean Air Plan. **(No Impact)**
- b, c. The Cherryland area of Alameda County is located within the San Francisco Bay Area Air Basin, which has been identified as a federal and state non-attainment area for ozone, and a state non-attainment area for particulate matter (PM10). Reactive organic gasses (ROG) and nitrogen oxides (NOx), which are precursors to ozone, are considered to be non-attainment pollutants. The major sources of ozone precursor emissions in Alameda County are motor vehicles, the petroleum industry, and solvent use. Sources of PM10 include grading, road dust, and vehicle exhaust.

Construction Period Criteria Pollutants

The BAAQMD CEQA Guidelines provide criteria by which projects below a certain size are deemed to generate construction period and operational period criteria air pollutants and operational greenhouse gas emissions below significance levels. Table 3-1 of the BAAQMD CEQA Guidelines lists a wide range of land use types (e.g., single-family residential, schools, libraries, office buildings, etc.) but does not specifically include fire stations, as proposed. By relating the size of the proposed

fire station to the size or scope of land uses listed in Table 3-1 (e.g., 114 single family homes, 277,000 square feet of a school, library, or medical office building uses, etc.), it is reasonable to assume that the 12,000 square foot fire station falls substantially below the screening level for construction period criteria pollutants. Consequently, quantifying the project's construction period criteria air pollutants is not necessary to conclude that impacts are *less than significant*.

Although construction criteria air pollutant and precursor emissions are below BAAQMD significance thresholds, BAAQMD recommends that all projects be required to adhere to Basic Construction Mitigation Measures, as included in Mitigation Measure AQ-1. Mitigation Measure AQ-1 would further reduce the impact of construction-period dust and emissions through implementation of basic construction management practices. Because construction-period emissions would not exceed applicable criteria pollutant significance thresholds, additional construction mitigation measures would not be required to mitigate impacts.

Mitigation Measure AQ-1: Basic Construction Management Practices. Prior to the County authorizing demolition or commencement of construction activities and continuing through the construction period the Project shall comply with all applicable regulations and operating procedures, including implementation of the following BAAQMD "Basic Construction Mitigation Measures":

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Criteria Pollutants

Operational characteristics of the fire station are expected to remain very similar to what has been experienced at the existing Station 23 site on Grove Way. The new Station 23 would remain a single engine company operation and would not increase service capacity and thus, with respect to emergency fire and medical response activities, there would be no basis to assume an increase in vehicle emissions over current conditions.

Additionally, an emergency diesel-powered generator is a standard element of fire stations and would be included at the new site, as it was at the old site. Intended for use in emergencies, it is standard practice to operate such generators for a five-minute test once each week. Generators are considered stationary-source polluters and are permitted by BAAQMD. The generator at the new building would either be the same as the old one or a newer model that would be expected to have lower emissions. There would be no increase in operational emissions expected from continued inclusion of an emergency generator.

If and when the proposed on-site health clinic begins operation, there would be increased vehicle trips to and from the site consisting of medical staff and patients, which would result in vehicle criteria pollutant emissions. The BAAQMD CEQA Guidelines screening size for a medical office is 117,000 square feet. The proposed health clinic would be less than 2,000 square feet, so would be well below the screening level for operational period criteria pollutants. Consequently, quantifying the project's operational period criteria air pollutants is not necessary to conclude that impacts are *less than significant*.

Local Carbon Monoxide Emissions

Carbon monoxide "hot-spots" that could cause health concerns are largely a product of vehicle emissions, and with current fuel and vehicle technologies, are no longer considered generally problematic in the Bay Area except at very high-volume and highly congested intersections. For local carbon monoxide emissions, the BAAQMD CEQA Guidelines defer thresholds of significance to the 1- and 8-hour California Ambient Air Quality Standards of 20.0 parts per million (ppm) and 9.0 ppm, respectively, and provide traffic-based screening criteria to determine whether a project would result in a less than significant impact without the need for further analysis. The project would not result in substantial contribution to high-volume congested intersections, and the impact related to local carbon monoxide emissions are *less than significant*.

- d. Toxic air contaminants (TACs) are air pollutants that may lead to serious illness or increased mortality, even when present in relatively low concentrations. Potential human health effects of TACs include birth defects, neurological damage, cancer, and death. TACs do not have ambient air quality standards, but are regulated by BAAQMD using a risk-based approach.

Diesel exhaust in the form of diesel particulate matter is the most prevalent TAC in the urban environment. Diesel particulate matter is found in engine exhaust and consists of a mixture of gases and fine particles (PM_{2.5}) that can penetrate deeply into the lungs where it can contribute to a range of health problems.

Residential uses are considered sensitive receptors when it comes to health risks associated with TACS. There are numerous residences located within ¼ mile of the project site.

Construction Period Toxic Air Contaminants

Construction vehicles and equipment emit TACs that could reach nearby residences. However, this is a relatively small project and the duration of project construction would likely be less than one year. BAAQMD recommends a minimum two-year construction period for health risk modeling methodologies, which are not considered accurate for such short durations as the construction-period of this project. Given the relatively short period of exposure, which is a shorter duration than that able to be accurately modeled, it can reasonably be assumed that the potential health risk from construction-period emissions would be expected to be below significance thresholds. Required compliance with the Basic Construction Management Practices required by Mitigation Measure AQ-1 would include reducing idling times to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) and verification that all construction equipment is maintained and tuned in accordance with manufacturer's specifications, which would also reduce diesel exhaust emissions. Project impacts related to

construction period exposure of sensitive receptors to risks and hazards would be *less than significant*.

Demolition of existing structures at the project site would be subject to BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, renovation, and manufacturing), which is intended to limit asbestos emissions from demolition and the associated disturbance of asbestos-containing waste materials generated or handled during these activities. The rule requires the Lead Agency and its contractors to notify BAAQMD of any regulated demolition activity. This notification includes a description of structures and methods utilized to determine whether asbestos-containing materials are potentially present. All asbestos-containing material found on the site must be removed prior to demolition activity in accordance with BAAQMD Regulation 11, Rule 2, including specific requirements for surveying, notification, removal and disposal of material containing asbestos. Projects that comply with Regulation 11, Rule 2 would ensure that asbestos-containing materials would be disposed of appropriately and safely. By complying with Regulation 11, Rule 2, thereby minimizing the release of airborne asbestos emissions, demolition activity would not result in a significant impact to air quality.

There are no other known construction projects planned within 1,000 feet of the project site within the same construction period that could substantially contribute to cumulative construction-period impacts.

Operational Period Toxic Air Contaminants

Residents near the project site would be considered sensitive uses. However, the project would not generate enough traffic to be considered a significant source of mobile TAC emissions. While a diesel generator would emit TACS when operating, as discussed under the item above, the emergency diesel-powered generator would only be operated for a five-minute test once each week under normal circumstances and would be permitted through BAAQMD.

The fire station use itself is not considered a sensitive receptor. Additionally, there are no highways or stationary sources of TACs within 1,000 feet of the project site. The impacts of the project related to operational period exposure of sensitive receptors would be *less than significant*.

- e. There have been no odor complaints related to operation of the existing Fire Station 23. The project is a replacement of an existing fire station (although on a different site) and would not result in the siting of a new source of odors or the exposure of a new receptor to existing odor sources. (*No impact*)

4. BIOLOGICAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		x		
b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				x
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
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?				x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
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?				x
g) Result in conversion of oak woodlands that will have a significant effect on the environment?				x

Explanation

- a. The project site has previously been developed, and is located in a highly urbanized area which does not provide viable habitat for any listed, candidate, sensitive or special status species. However, there are trees located within and adjacent to the project site. Construction disturbance during the breeding season (1 February through 31 August) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. Disturbance of any active nest would represent a potentially significant impact, which would be reduced to a level of less than significant through implementation of **Mitigation Measure Bio – 1**, below.

Source:

Eden Area General Plan
Field Survey

Mitigation Measure Bio-1: Nesting Surveys. The Project applicant shall implement the following measures:

- a) **Avoidance.** To the extent feasible, construction and demolition activities shall be scheduled to avoid the nesting season which, for most birds in the San Francisco Bay Area, extends from February 1 through August 31. If such activities are scheduled to take place outside the nesting season (i.e., between September 1 and January 31) all impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA, 16 U.S.C., Sec. 703, Supp.1) and California Fish and Game Code would be considered avoided and no further mitigation is required.
- b) **Pre-construction/Pre-disturbance Surveys.** If it is not possible to schedule the start of construction between September 1 and January 31, the Project applicant's biologist shall prepare a nesting bird survey seven days prior to the removal of vegetation and/or commencement of grading. The purpose of the survey is to determine the absence or presence of nesting bird species. Nesting bird surveys shall identify any potential nesting trees prior to the birds laying eggs. If the survey does not identify any nesting special-status bird species in the area to be disturbed by the construction activity, no further mitigation is required.

However, if any nesting raptors or other birds are found within the construction area after February of the construction year, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by the biologist. Stoppage of work and restricted setback of active work is not required during the nesting season if the biologist verifies that the birds have either (1) not begun egg-laying and incubation, or (2) that the juveniles from those nests are foraging independently and capable of survival at an earlier date.

Resulting Level of Significance

Implementation of the above mitigation measure would reduce this impact to a level of *less than significant*.

- b. The project site is fully developed in urbanized uses and does not support any riparian habitat or other identified sensitive natural community. Development of the fire station as proposed would have *no impact* on any riparian habitat or other sensitive natural community.

Source:

Eden Area General Plan
Field Survey

- c. No portion of the project site has been identified as federally-protected wetlands. The proposed project would have no substantial adverse effects on federally-protected wetlands. *No impact*.

Source:

Eden Area General Plan
Field Survey

- d. The project site has previously been developed, and is located in a highly urbanized area. Development of the project site as proposed would not interfere with the movement of wildlife,

disrupt any existing wildlife corridors, or jeopardize the viability of any wildlife nursery sites. ***No impact.***

Source:

Eden Area General Plan
Field Survey

- e. In preparing the Project site for construction of the new fire station several mature trees will need to be removed, including a fruit-bearing orange tree and 2-3 other trees of unknown species. In the Eden Area General Plan, Goal LU-12 (“Improve the visual quality of the Eden Area”) is to be implemented in accordance with several policies one of which - Policy P6 - states:

P6: The County shall maintain a program of landscaping, tree planting and tree preservation in the Eden Area in order to improve aesthetics and livability.

However, there are no “Action Items” regarding the protection of trees on private properties and Alameda County does not have a tree preservation ordinance that would be applicable to the proposed Project. Even so, the proposed Project would plant new street trees in front of the new building. The removal of existing trees from the Project site would be considered as having ***no impact.***

Source:

Eden Area General Plan
Field Survey

- f. The Project site is not within a designated Habitat Conservation Plan or Natural Community Conservation Plan area or other approved local, regional or state habitat conservation plan area. ***No impact.***

Source:

Eden Area General Plan
Field Survey

- g. The Project site is not part of or connected to an oak woodland and would have ***no impact*** on oak woodlands.

Source:

Eden Area General Plan
Field Survey

5. GREENHOUSE GAS EMISSIONS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				x

Explanation

- a. Project construction and operational activities would generate greenhouse gas (GHG) emissions primarily through vehicle trips, exhaust from construction equipment/vehicles, and building operation including energy and utility use and waste disposal.

BAAQMD has determined that GHG emissions and global climate change represent cumulative impacts. No single project could generate enough GHG emissions to noticeably change the global average temperature, but the combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. In developing screening criteria and thresholds of significance for GHG emissions, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The threshold of significance for operational GHG emissions is 1,000 metric tons of carbon dioxide equivalent per year to assess smaller projects or an efficiency-based threshold of 4.6 metric tons carbon dioxide equivalent per service population per year for larger projects. BAAQMD does not have a separate threshold of significance for temporary construction-period GHG emissions. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse GHG emissions impacts.

BAAQMD does not have separate construction-period GHG emission thresholds. As a relatively small construction project, construction emissions would be temporary and would not be substantial. Best management practices included in Mitigation Measure AQ-1 would additionally reduce construction-period GHG emissions.

Operational characteristics of the fire station are expected to remain very similar to what has been experienced at the existing Station 23 site on Grove Way. The new Station 23 would remain a single engine company operation with a diesel emergency generator and would not increase service capacity and thus, with respect to emergency fire and medical response activities, there would be no basis to assume an increase in related GHG emissions over current conditions.

If and when the proposed on-site health clinic begins operation, there would be increased vehicle trips to and from the site consisting of medical staff and patients, which would result in vehicle GHG emissions. The BAAQMD CEQA Guidelines screening size for a medical office is 22,000 square feet. The proposed health clinic would be less than 2,000 square feet, well below the screening level for GHG emissions. Consequently, quantifying the project's GHG emissions is not necessary to conclude that impacts are *less than significant*.

- b. In 2010, Alameda County adopted the Alameda County Climate Action Plan for Government Services and Operations Through 2020 ("Government CAP"). Relevant to this project, the document identifies the following reduction measure that would be applicable to the project:

BE-19 Upgrade and retrofit fire stations with green features

Background and Description: Fire stations operate 24 hours a day, seven days a week and include living quarters as well as work areas. Therefore, they tend to be larger energy users and are strategic targets for emissions reduction efforts. They are also high-profile facilities that can demonstrate best practices to the community. The residential nature of these buildings means that practices they adopt (e.g., lighting, insulation measures) may resonate with homeowners.

As new construction, the project would be consistent with current, more stringent energy-efficiency standards and the design specifications for mechanical and electrical equipment seek to achieve energy use at a level 15 percent below the level required for compliance with California Title 24 standards. The project represents satisfaction of this reduction measure as an upgrade of the older, less energy efficient Station 23.

Additionally, the Project would meet the screening criteria developed by BAAQMD as a conservative indication of whether a proposed project could result in potentially significant GHG emissions impacts. BAAQMD's screening criteria and significance thresholds were formulated based on the California Global Warming Solutions Act of 2006 (AB 32).

Therefore, the project would comply with local, regional and state GHG emissions reduction plans and regulations, and would have ***no impact*** related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

6. CULTURAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?		✗		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?		✗		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✗		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✗		

Explanation

The statements and conclusions presented below are based on the letter report from the Northwest Information Center (NWIC), Sonoma State University¹ which presents the results of a record search of prior known investigations of historic or archaeological resources at the site of the proposed Cherryland Fire Station 23. The NWIC letter report is included in this Initial Study as **Attachment 1**.

a, b, c, d. Information from the document cited above and in footnote 1 below states that there have been no cultural resource surveys of the Cherryland Fire Station 23 project area and that the site contains no known historical, archaeological, or paleontological resources nor have any unique geological features or human remains been identified on the property. However, it indicates that there is a “moderate to high” potential for unrecorded Native American resources to be within the proposed site and a “low potential” that there are unrecorded historic-period archaeological resources. Given that there is some possibility that either Native American resources or other historic, paleontological or archaeological resources or human remains may be uncovered during project grading or trenching activities, **Mitigation Measure Cult-1** below is required to reduce potential impacts to a level of *less than significant*.

Mitigation Measure Cult-1: Undiscovered Resources. In the event that Native American or other historic, paleontological or archaeological resources are uncovered during construction, all site work within twenty-five (25) feet of the find shall halt immediately and the applicant shall employ a qualified archaeologist in consultation with the American Heritage Commission to evaluate the find, assess the significance of the find, and recommend actions. Potential resources include but are not limited to obsidian and chert flakes, chipped stone tools, arrowheads, ornaments, pottery fragments, grinding and mashing implements (mortars and pestles, slabs and handstones) and locally darkened midden soils containing some or all of the aforementioned items and bone or fire-affected stone. Potential historic period archaeological resources include

¹ Northwest Information Center, Sonoma State University, *Record search results for the proposed Cherryland Fire Station 23 Project*, May 21, 2014.

but are not limited to structural remains, portions of foundations (bricks, cobbles, boulders, stacked field stone, postholes), trash pits, privies, wells, associated artifacts and isolated artifacts).

Potential actions include but are not limited to subsurface exploration, significance evaluation, collection, recording, documentation and analysis.

All ground-breaking and construction activities shall cease in the event human skeletal remains are found. The archaeologist and/or the project sponsor shall contact the Alameda County Coroner to evaluate the remains. If the County Coroner determines that the remains are Native American, the County and/or the archaeologist shall notify the California Native American Heritage Commission pursuant to subdivision (C) of Section 7050.5 of the Health and Safety Code. All excavation and site preparation shall cease until the recommendations of the California Native American Heritage Commission can be implemented.

Resulting Level of Significance

Implementation of the above mitigation measure would reduce this impact to a level of *less than significant*.

7. GEOLOGY AND SOILS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			x	
ii) Strong seismic ground shaking?		x		
iii) Seismic-related ground failure, including liquefaction?		x		
iv) Landslides?				x
b) Result in substantial soil erosion or the loss of topsoil?				x
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		x		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			x	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x

Explanation and Overview

Conclusions and statements provided below are based on the findings set forth in a geotechnical report prepared for the Project site by Ninyo & Moore.² The report is included in this Initial Study as **Attachment 2**.

The site is underlain by Holocene surficial sediments consisting of alluvial gravel, sand and clay of valley areas including gravel and sand of major stream channels. The Seismic Hazard Zone Report for the Hayward Quadrangle and the results of exploratory borings by Ninyo & Moore indicate that the groundwater level in the site vicinity is approximately 20 to 30 feet below ground surface.

The site is located in a seismically active region, as is the majority of northern California. The numerous faults in northern California include active, potentially active, and inactive faults. The site is not located within an Alquist-Priolo Fault Rupture Hazard Zone. The closest known active fault is the Hayward Fault located approximately 0.85 miles east of the project site. Other known active faults in the region consist generally of northwest-striking strike-slip faults which include the Calaveras, Hayward, and Concord/Green Valley faults, located east of the site, and the San Andreas Fault, located west of the site. The project site is not underlain by known active or potentially active faults. Therefore, the potential for

² Ninyo & Moore, Inc., Geotechnical and Environmental Sciences Consultants, *Geotechnical Evaluation Cherryland Fire Station 19745 Meekland Avenue Hayward, California*, April 17, 2013.

ground surface rupture because of faulting at the site is considered low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

The strong vibratory motions generated by earthquakes can trigger a rapid loss of shear strength in saturated, loose, granular soil of low plasticity (liquefaction) or in wet, sensitive, cohesive soil (strain softening). The site is located within a liquefaction hazard zone and regional studies of liquefaction susceptibility indicate that the liquefaction susceptibility at the site is moderate.

The subject site is not located within a landslide hazard zone on the map of Seismic Hazard Zones.

a, b, c, d. Although located in a seismically-active region, active faults have not been identified in the vicinity of the project site. The site may experience strong ground shaking events and there is a low potential for liquefaction even though the site is located in a formally-identified Liquefaction Hazard Zone. The site is generally flat and is not located in an area prone to landslides. The site location is not subject to inundation following a catastrophic dam failure and Expansion Index testing indicates that the soil on site has a low expansion characteristic.

It is anticipated that implementation of the geotechnical recommendations provided in the Ninyo & Moore Geotechnical Study and compliance with standard engineering and building practices for seismic areas will reduce potential hazards and damage related to geology and soils. Construction documents will be reviewed by the Alameda County Public Works Agency, the Oro Loma Sanitary District and the County Fire Department to ensure that they are consistent with pertinent codes for health and safety.

The proposed replacement fire station is an “essential services building” under the Essential Services Buildings Seismic Safety Act, and must be structurally designed to withstand a greater degree of seismic and other hazardous activity than most commercial and residential structures. California Building Code defines how the intent of the Act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. This level of structural integrity will be demonstrated at the building permit stage of development.

Implementation of **Mitigation Measure Geo-1**, below, would reduce potential impacts associated with a (ii), a (iii) and c in the checklist box above to a level of *less than significant*.

Mitigation Measure Geo-1: Geotechnical Report. Prior to the County authorizing the commencement of construction, preliminary and final geotechnical reports shall be prepared and submitted to the County’s third party plan checker for review and approval. The geotechnical investigations shall determine the site’s geotechnical conditions and address potential geologic hazards, such as risks due to subsidence and liquefaction, and make recommendations to minimize the impacts to an insignificant level. All measures, design criteria, and specifications in the geotechnical report shall be incorporated into the project design and shall be contained in project plans and or specifications. All soil handling and conditioning measures and structural foundations shall be designed by a licensed professional engineer, and all on-site soil management and conditioning activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

All building and utility improvements shall be designed and constructed in compliance with the California Building Code Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3, which was enacted in order to minimize any seismic impacts to “essential service” buildings. Prior to the County authorizing the commencement of construction, building and utility design drawings prepared for the Project shall be reviewed by the third-party plan checker to confirm that the proposed development fully complies with applicable building code provisions.

Resulting Level of Significance

Implementation of the above mitigation measure would reduce impacts identified above to a level of *less than significant*.

- e. The site is served by a municipal wastewater collection, treatment and disposal system, and the Alameda County Fire Department does not propose to use any alternative wastewater disposal systems. *No impact*.

8. HAZARDS AND HAZARDOUS MATERIALS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		x		
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?		x		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
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 for people residing or working in the project area?			x	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

Explanation

Conclusions and statements provided below are based on the findings set forth in a Phase I Environmental Site Assessment prepared by AEI Consultants³ and a Limited Phase II Environmental Site Assessment prepared by Ninyo & Moore.⁴ These two reports are included in this Initial Study as **Attachments 3 and 4**, respectively.

The initial Phase I Environmental Site Assessment by AEI Consultants found no on-site Recognized Environmental Conditions (RECs) or historical RECs. However, the AEI investigation identified several Environmental Issues of concern:

- There is a potential that asbestos-containing materials are present in existing on-site buildings;
- There is potential that lead-based paint is present in existing on-site buildings;
- Visual signs of mold growth were present in the interiors of the existing on-site buildings; and,

³ AEI Consultants, Environmental and Engineering Services, *Phase I Environmental Site Assessment, 19745 & 19755 Meekland Avenue, Hayward, California 94541*, July 23, 2010.

⁴ Ninyo & Moore, Inc., *Limited Phase II Environmental Site Assessment, New Cherryland Fire House, 19745 & 19455 Meekland Avenue, Hayward, California*, September 26, 2011.

- The western portion of the site was historically used for agricultural purposes around 1946; chemicals such as pesticides, herbicides and fertilizers were most likely used on site.

The AEI report recommended that an Operations and Maintenance (O & M) Plan be prepared that requires the assessment, repair and maintenance of damaged painted surfaces be performed to protect the health and safety of the building occupants. Local regulations may apply to lead-based paint in association with building demolition/renovations and worker/occupant protection. Actual material samples would need to be collected or an XRF survey performed in order to determine if LBP is present. It should be noted that construction activities that disturb materials or paints containing any amount of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

The Ninyo & Moore Limited Phase II ESA was undertaken in response to the AEI findings and recommendations. The focus of the Ninyo & Moore study was to assess:

- The potential for agricultural chemicals in shallow soil;
- The potential for lead in shallow soil near the two residential buildings; and;
- The potential for hydrocarbon impacts to groundwater from several upgradient Leaking Underground Storage Tank (LUST) sites.

The Ninyo & Moore Limited Phase II ESA concluded that no significant environmental impacts were detected in any of the soil or groundwater samples collected from the site. Concentrations of arsenic in soil samples most likely represent background concentrations. One organochlorine pesticide (OCP) - dieldrin - was detected at concentrations above the Ecological Screening Level (ESL), but below the California Human Health Screening Level (CHHSL). The Ninyo & Moore report stated that soil excavated during future construction activities should be accepted for off-site disposal as non-hazardous material and that no additional subsurface assessment for soil contaminants or hazardous materials needed to be conducted.

a, b. In light of the findings and recommendations in the AEI Phase I investigation regarding the potential presence of asbestos containing materials (ACMs) and/or lead based paint (LBP) in the two vacant residential structures, the demolition of these buildings presents a level of health risk that would need to be addressed. With regard to ACMs, the federal Environmental Protection Agency's (EPA's) National Emission Standards for hazardous Air Pollutants (NESHAP) requires that an asbestos survey be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by the local air pollution control or air quality management district, and specifies that all suspect asbestos-containing materials (ACMs) be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent possible exposure to workers and/or building occupants. Similarly, OSHA regulations require that specific work practices be implemented when handling construction materials and debris that contain lead-containing materials.

With regard to LBP, stringent local and State regulations may apply to LBP in association with building demolition and worker protection. It should be noted that construction activities that disturb materials or paints containing any amount of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

Implementation of **Mitigation Measure Haz-1** and **Mitigation Measure Haz-2**, below, would reduce potential impacts associated with ACM and LBP to *less than significant* levels.

A licensed hazardous materials contractor will remove and appropriately dispose of any hazardous materials within the existing vacant dwellings on the project site prior to demolition. Compliance with BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) will be required.

In addition, the operation of the proposed new Station 23 will require storage of “household” hazardous substances (e.g., small amounts of gasoline for power tools, and various household materials such as anti-freeze, paint and paint thinner, and related cleaning and maintenance products). These substances will be stored in a fire-rated cabinet in the shop, off the apparatus bay. Herbicides, if used at all, will be stored in the garden shed in the rear corner of the site.

Mitigation Measure Hazards – 1: Asbestos Abatement. A Cal-OSHA Certified Asbestos Consultant shall be contracted to prepare an asbestos/lead abatement work plan or specification. A Cal-OSHA Certified Asbestos Consultant or Site Surveillance Technician shall also be retained to provide on-site construction/demolition supervision of the asbestos abatement contractor to ensure utilization of proper work practices as stated in the work plan or specification. All asbestos containing materials will be removed by a licensed abatement contractor only.

Mitigation Measure Hazards – 2: Lead Based Paint Removal. All paints at the project site shall be treated as lead-containing (LCP) for the purposes of determining the applicability of the Cal/OSHA lead standard during demolition activities, pursuant to the following requirements. Removal of leaded paints shall be according to 29 CFR 1926.62, Lead Exposure in Construction, Interim Final Rule.

The construction contractor shall use personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California DPH for LCP removal work.

Loose and peeling/flaking LCP requires removal prior to demolition for waste segregation purposes to separate potentially hazardous waste (Category III concentrated lead such as loose paint, paint sludge, vacuum debris, and vacuum filters) from non-hazardous demolition debris (Category II intact lead-painted architectural components such as doors, windows, framework, cladding and trim). Category I waste is low lead waste (typically non-hazardous) such as construction materials, filtered wash water and plastic sheeting.

The construction contractor shall inform the landfill of the contractor’s intent to dispose of RCRA waste, California hazardous waste, and/or architectural components containing LCP. Some landfills may require additional waste characterization.

The construction contractor shall segregate and characterize waste streams prior to disposal.

Resulting Level of Significance

Implementation of the above mitigation measures would reduce these impacts to levels of *less than significant*.

- c. There are no schools located within ¼ mile of the project site. No acutely hazardous emissions are anticipated during routine operations at the new fire station, and no acutely hazardous materials, substances or wastes are proposed to be used or stored on the project property. ***No Impact.***
- d. The proposed project is not located on a site which is included on the Department of Toxic Substance Control list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. ***No Impact.***
- e. The project site is approximately 1.3 miles from the Hayward Executive Airport and is not located within its overflight area or subject to its Airport Land Use Plan. Therefore, the project would have a ***less-than-significant*** impact with regards to safety hazards potentially resulting from proximity to a public airport.
- f. The project is not in the vicinity of a private airstrip. ***No impact.***
- g. As a fire station, the proposed fire station would continue to play a critical role in implementing local emergency response plans. Construction of the replacement fire station will provide ACFD with a

code-compliant “essential services” facility available for emergency response including an Emergency Operations Center that will ensure continuation of local governmental capacity in the event of a catastrophic emergency and would be considered a beneficial effect. *No impact.*

- h.** The project site is located on flat terrain in a fully built-out suburban neighborhood, not near wildlands or areas where the potential for wildland fires exists. There would be *no impacts* related to wild fires.

9. HYDROLOGY AND WATER QUALITY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Violate any water quality standards, conflict with water quality objectives, fail to meet waste discharge requirements, significantly degrade any surface water body or groundwater, or adversely affect the beneficial uses of such waters, including public uses and aquatic, wetland and riparian habitat?		x		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site (i.e. within a watershed)?		x		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff (e.g., due to increased impervious surfaces) in a manner which would result in flooding on- or off-site (i.e. within a watershed)?		x		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems due to changes in runoff flow rates or volumes?		x		
f) Result in a significant increase in pollutant discharges to receiving waters (marine, fresh, and/or wetlands) during or following construction (considering water quality parameters such as temperature, dissolved oxygen, turbidity, and typical stormwater pollutants such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?		x		
g) Result in an increase in any pollutant for which a water body is listed as impaired under Section 303(d) of the Clean Water Act?		x		
h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x

9. HYDROLOGY AND WATER QUALITY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?		✗		
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✗
k) Inundation by seiche, tsunami, or mudflow?				✗

Introduction and Regulatory Framework

Impacts to water quality from a development project can occur both during the construction of the project and during its operational life once construction is complete. The proposed Project must be constructed in accordance with several regulatory programs, laws, and regulations that aim to protect surface water resources both during and after construction.

The 1972 amendments to the Federal Water Pollution Control Act (known as the Clean Water Act or CWA) provide the statutory basis for the National Pollutant Elimination System (NPDES) permit program and the basic structure for regulating the discharge of pollutants from point sources to waters of the United States. Under the program, Project applicants are required to comply with two NPDES permit requirements.

The Project will be required to comply with the NPDES General Construction Permit Requirements, including a site-specific plan called the Stormwater Pollution Prevention Plan (SWPPP) for construction activities. The Project applicant first must submit a Notice of Intent (NOI) with the State Water Resource Control Board's (SWRCB) Division of Water Quality. The NOI includes general information on the types of construction activities that will occur on the site. The SWPPP will include a description of Best Management Practices (BMPs) to minimize the discharge of pollutants from the site during construction as well as appropriate monitoring, sampling and reporting.

With regard to the operational period, a stormwater management plan that complies with Provision C.3 of the County's Municipal Regional Permit (MRP) permit will be required. The stormwater management plan ensures compliance with regulations that control the quality and flow of stormwater and stormwater pollutants from new development sites. The C.3 provisions essentially require the project to collect and adequately treat 100% of the runoff from all impervious surfaces within the project boundary.

In Alameda County, the County's Public Works Agency is responsible for administering its Clean Water Program. The County's Clean Water Program provides a list of Best Management Practices for implementation during construction activities in order to minimize pollution of stormwater. NPDES permit requirements also address post-construction operation period water quality requirements through its C.3 provisions. Alameda County's Clean Water Program standards are in compliance with the November 28, 2011 revision to the Municipal Regional Stormwater NPDES Permit, or "MRP" and are referred to as the current version of the C.3 Technical Guidance. The current permit is Order R2-2009-0074, NPDES Permit No. CA5612008 (Adopted 10/14/2009, and revised on 11/28/2011). As proposed,

the Stormwater Management Plan for the Project would incorporate design features intended to enable the facility to comply with current NPDES, Provision C.3 stormwater quality requirements.

Impact Assessment

a. Construction Period

Impact Hydro-1: Potential water quality impacts in site runoff. Without adequate pollution protection measures to remove impurities from stormwater runoff, the project could increase pollutant loading of oils, litter and fertilizer and pesticide residues into downstream water bodies and ultimately into San Francisco Bay, a potentially significant water quality impact.

Mitigation Measure Hydro-1: Construction-Period Stormwater Pollution Prevention Plan (SWPPP). During the design phase of the Project and prior to the initiation of any site grading or site disturbance activities, the Project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) consistent with the County's Clean Water Program requirements. The SWPPP shall address NPDES requirements, include applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include "Best Management Practices" (BMPs) as required by the State and the Regional Water Quality Control Board for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control. The SWPPP and Notice of Intent (NOI) shall be submitted to the State Water Resources Control Board to receive a Construction General Permit. Project contractors shall be required to comply with the SWPPP.

The SWPPP shall include an erosion control plan, site housekeeping procedures, and planting schedules for stabilizing disturbed surfaces. The SWPPP shall include:

- At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.
- To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.
- The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." The project applicant shall retain an independent monitor to conduct regular inspections and provide written reports to the County General Services Agency to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.
- BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is

selected as the primary soil stabilization method during the construction period, then these areas shall be seeded and irrigated as necessary to ensure that adequate root development occurs. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions. The design-level drainage plan shall demonstrate that implementation of the proposed drainage plan would result in treatment of the appropriate percentage of the runoff from the site (in compliance with the County NPDES MRP permit). The qualified professionals preparing the design-level drainage plan shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred.

- The final design team for the Project shall incorporate as many concepts as practicable from the County's Stormwater Technical Guidance for Stormwater Quality Protection. The SWPPP shall be prepared prior to the County's authorizing commencement of grading activities and shall fully comply with the County NPDES C.3 provisions

Resulting Level of Significance

Implementation of Mitigation Measure Hydro-1 would reduce potential construction period water quality impacts to *less than significant* levels.

- b. The proposed project would not use groundwater and, therefore would not substantially deplete groundwater supplies. The project would have *no impact* on groundwater recharge.
- c, d. Without adequate on-site control measures, the proposed project would contribute to stormwater runoff and drainage due to an increase in impervious surface area. At present, nearly 100 percent of the project site is covered with impervious surfaces (the two existing residential structures plus former asphalt driveways and concrete slabs at the rear of the site form former agricultural warehouse structures. Some of the existing asphalt pavement has deteriorated resulting in permeability due to its age, and, accordingly, it is assumed that approximately 15 percent of the site is effectively permeable and allows rainfall to percolate into the subsurface soil. Following development of the project site as proposed, approximately 90 percent of the site would be covered with impervious surfaces. The small increase in the amount of impervious surface would not substantially change the rate or amount of runoff entering the County's storm drain system. However, without control over the quality of stormwater that is allowed to enter the public storm drain system during the operation of the project, adverse impacts to water quality could result.

Impact Hydro-2: Water Quality Impacts during Operation of the Project. Operational activities at the Project site that may generate and/or result in the pollution of stormwater runoff include motor oil and other automotive fluids from spills and leaks; metals from brake pad dust; pesticides, fertilizers and herbicides used in on-site landscaping; air pollutants deposited on roof tops; trash; and excess irrigation water. If allowed to be captured in runoff during storm events, these pollutants would enter the storm drainage system and eventually contribute to surface water quality degradation.

Mitigation Measure Hydro-2: Prepare a Stormwater Management Plan Consistent with the C.3 Provisions of the Alameda County Clean Water Program. The Project applicant shall prepare and shall implement a Stormwater Management Plan which shall include the following features:

- Self-Treating/Landscaped Areas: runoff in these areas of the site would originate in and flow through planting prior to exiting the site.

- **Self-Retaining Areas:** A portion of runoff from hardscape areas would be directed to a depressed landscaped area for infiltration and retention. Runoff from these areas would be retained and would not discharge from the site.
- **Bioswales and Bio-Retention Areas:** Where feasible, runoff would be directed over the surface to planted areas for filtration and infiltration into the soil prior to exiting the site. Soil planting would be based on the standards in the County's MRP NPDES permit Number CA5612008. In the event that the bio-retention areas become inundated in a major storm event an overflow drain inlet would allow stormwater to drain into County storm drain system. Runoff would be conveyed to the bio-retention areas by surface flow or hard piping from roof downspouts.
- **Designated Fire Truck Washing Area:** Flows from truck washing area would be directed to a single catch basin connected to an automatic diverter. The diverted water would discharge to the sanitary sewer system during normal truck washing use and into the storm drain system during a storm event.

The proposed Stormwater Management Plan would provide for stormwater detention and filtration on-site that, if designed properly, would retain any increased runoff on site such that no increase in stormwater runoff would occur.

Resulting Level of Significance

Implementation of Mitigation Measure Hydro-2 would ensure that these facilities are adequately designed to accommodate the site's increased runoff and thereby reduce any potential downstream water quality impacts to a ***less than significant*** level.

- e. The project will add impervious surface to the site, leading to a potential for increased loading in runoff of pollutants including residual oils from paved surfaces, oils and other materials dropped from parked vehicles, litter, and fertilizer and pesticide residues from landscape activities. Implementation of Mitigation Measures Hydro-1 and Hydro-2 would reduce this potential impact to a ***less than significant*** level.
- f. The project could, without mitigation, increase pollutant loading of oils, litter and fertilizer and pesticide residues into San Francisco Bay. The day-to-day water usage from the facility would be mainly domestic in nature (e.g., kitchen, housekeeping, etc.), and similar to residential use. A sand/oil separator will be installed on site to collect and properly filter discharge from vehicle washing and maintenance activities. Mitigation Measure Hydro-2 would reduce this impact to a ***less than significant*** level. The project would not otherwise degrade water quality.
- g. Mitigation Measures Hydro-1 and Hydro-2 would ensure that runoff from the Project site would not result in a substantial increase of pollutants to a water body listed as impaired under Section 303(d) of the Clean Water Act. ***Less than significant impact with mitigation.***
- h. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FEMA, 2009) indicate that the site is outside the 0.2% annual chance flood plain (i.e., 500-year flood hazard zone). ABAG Flood Hazard Area maps indicate that the site is located in an urbanized area. The Dam Failure Inundation Areas prepared by the ABAGs (ABAG, 1995) indicate that the site is not located within an inundation area following a conjectured catastrophic dam failure. ***No Impact.***
- i. The project site is not located in an area subject to flooding and is not near large water bodies that might be subject to flooding in the event of a levee failure elsewhere. Effective implementation of Mitigation Measure Hydro-3, below, would reduce potential downstream flooding impacts to a level of ***less than significant***.
- j. The proposed project would not place any structures within a 100-year flood hazard. ***No Impact***

- k.** Tsunamis are long wavelength seismic sea waves (long compared to ocean depth) generated by the sudden movements of the ocean floor during submarine earthquakes, landslides, or volcanic activity. Located approximately three miles inland from the San Francisco Bay shoreline, the project site is not within a tsunami evacuation area as shown on the Tsunami Evacuation Planning Map for Alameda County presented by the Association of Bay Area Governments (ABAG, 2009). Seiches are waves generated in a large enclosed body of water. Based on the inland location of the site and considering that there are no large enclosed bodies of water nearby, the potential for damage due to tsunamis or seiches is not a design consideration. *No impact.*

10. LAND USE AND PLANNING Would the project:	YES: Potentially Significant Impact	NO Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Physically divide an established community.				x
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			x	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

Explanation

- a.** The project would result in the development of a replacement fire station on an in-fill site which is part of an existing residential community of single-family homes, multi-family apartments and neighborhood-serving commercial uses. The new fire station would replace the existing Station 23 located approximately one block south on Meekland Avenue at Grove Way. The project site was formerly used for single family dwellings, two of which remain as vacant structures on the lots that comprise the project site; the vacant structures would be removed to make way for the proposed fire station. Development of the project site as proposed would not physically divide an established community. ***No impact.***
- b.** The proposed replacement fire station is a project of the County of Alameda General Services Agency to better provide fire protection and emergency health services to the public. Pursuant to California Government Code Section 53090 et seq. and case law interpreting these statutes and common law, the County's zoning ordinances do not apply to the County as the Project sponsor unless the County has taken affirmative action to apply its zoning rules to itself. The County has not done so. The environmental effects resulting from any conflicts between the proposed Project and the County's land use regulations (General Plan, zoning, etc.) are ***less than significant.***
- c.** There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional or state habitat conservation plans in force in the Cherryland area of unincorporated Alameda County. ***No impact.***

11. MINERAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✗
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?				✗

Explanation

a, b. There are no known mineral resources or mineral resource recovery sites that could be affected by the proposed project. *No impact.*

12. NOISE Would the project result in:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			x	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
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 expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

Explanation

The discussion and impact assessment presented below is based, in part, on a letter report entitled *Acoustical Measurements, Cherryland Fire Station*, prepared by Thorburn Associates, an acoustical, technology and lighting design firm, dated November 1, 2013; this document is included as **Attachment 5** to this Initial Study. Additional information has been obtained from the Noise Element of the Eden Area General Plan.

- a. The proposed fire station would be located within an established single family neighborhood. Noise measurement taken by Thorburn Associates in November 2013 found ambient noise levels at the project site at 46 dBA, increasing to 55-65 dBA when aircraft flew overhead and increasing further to 78-100 dBA when trains passed by the site on the adjacent UPRR tracks. The site is included within the 65 - 69 dBA noise contour included in the Noise Element of the Eden Area General Plan. These data indicate the project site is in a relatively noisy location.

Title 24 requires that interior noise levels attributable to exterior sources must not exceed 45 dB in any habitable room. Additionally, the code specifies that multi-family residential buildings or structures that will be located within exterior CNEL (or Ldn) contours of 60 dB or greater where they would be exposed to noise sources such as from a freeway, expressway, parkway, major street, thoroughfare, airport, rail line, rapid transit line or industrial noise shall require an acoustical analysis showing that the building has been designed to limit intruding noise to achieve an interior CNEL (or Ldn) of no greater than 45 dB. Worst case noise levels must be used to determine compliance.

As a guide in this case, the County Noise Element does not explicitly state what the acceptable outdoor noise level is for the backyards of single-family homes or common outdoor spaces of multi-family housing projects. However, the County Noise Element recognizes the Federal Environmental Protection Agency (EPA) noise level standards for residential land uses. These standards are an exterior Ldn of 55 dBA and an interior Ldn of 45 dBA. The Noise Element also references noise and

land use compatibility standards developed by an Association of Bay Area Governments (ABAG) sponsored study. The ABAG study establishes a CNEL of 65 dBA or less to result in little noise impact on residential land uses, levels between 65 and 70 to produce moderate impacts, and a CNEL above 70 dBA to cause significant impacts.

In light of their findings regarding exterior ambient and maximum noise levels from aircraft overhead and from trains on the adjacent tracks, Thorburn Associates have provided the project architects with recommended design and construction specifications to achieve acceptable interior noise levels in the sleeping area of the new fire station. As a result, impacts related to exposure of occupants of the fire station to exterior noise levels are considered *less than significant*.

- b. There are no aspects of the proposed demolition, construction or operations activities that would expose persons to excessive groundborne vibrations. Such vibrations are generally limited to construction activities such as pile driving, or to periodic vibrations from nearby train traffic. Therefore, the project would have *no impact* under this topic.
- c. *Operational Noise:* With regard to noise generated by the operation of the fire station, including sirens, the provisions of the Alameda County General Ordinance Code, Section 6, Health and Safety, Subsection 6.60.070 specifically exempts sirens and other noise emitted from warning devices used for the purpose of alerting persons to an emergency. Although exempt from regulation, the existing fire station adheres to Department-wide policies that seek to minimize operational noise impacts on adjacent residential neighbors, which will be continued for the new station. These policies and practices include:
 - Testing sirens and equipment only during daytime hours;
 - Testing the emergency generator during daytime hours every Monday;
 - Minimal use of exterior paging/address system which is shut off between dusk and dawn; most communication to among Fire Department personnel is via radio.

Operation of the new fire station would result in noise levels similar to those associated with activity at the current fire station on Grove Way. The above noise attenuation policies will be continued at the new station site; no changes in operational noise are anticipated.

Current practices that minimize operational noise impacts on adjacent residential neighbors described above will be continued at the new station. Despite the relatively slight increase in activity at the station when the health portal begins operation, anticipated routine operational noise levels would be expected to remain similar to those at the existing Station 23 location on Grove Way.

Intermittent Noise – The operation of the fire station would involve activities that would generate intermittent noise as summarized below:

<u>Noise Source</u>	<u>Projected Frequency</u>	<u>Duration of Noise</u>
Fire Engine Emergency Response	8+ times per day (average)	Less than one minute
Exterior Paging/Address System	Infrequently used, never after 5:00 PM	Less than 30 seconds per episode
Testing of Emergency Generator	Once a week (testing)	Approximately fifteen minutes each test

Siren Noise – Compared with what occurs at the current Station 23 location, there would be no increase in siren noise levels or exposure times, as the single engine company would continue to respond to an average of approximately eight emergency calls per day averaged over the course of a year's period.

Given the limited use of sirens during the course of a 24-hour day and the short duration of each use, siren noise associated with emergency responses would not increase ambient noise levels, averaged over the 24-hour period, by more than 3 decibels (telephone conversation with noise specialist Michael Thill, Illingworth & Rodkin, Inc., June 19, 2014). An increase of up to 3 dBA is generally considered to be just-perceivable difference, and not a significant increase in noise. The Eden Area General Plan Noise Element indicates that in residential areas, the exterior noise standard is 65 dBA CNEL. With a less than 3 decibel increase to the current 46 dBA ambient noise level as measured in the Thorburn study, the increase would not result in exceeding the County's 65 dBA CNEL exterior noise standard in residential areas, and the impact would be *less than significant*.

Exterior Paging/Address System Noise – Normal fire station operations sometimes need to use outside paging/address system to alert personnel who are outside of the building or away from their personal radio devices when an emergency call comes in. The ACFD has an on/off switch for the paging system outside the building and the fire station will be able to control the volume to maintain noise levels in accordance with the County noise ordinance. Impacts related to the exterior paging system are considered *less than significant*.

Emergency Generator – The emergency generator would be used as a secondary source of power in the event of an electrical outage. The generator would be tested once a week for approximately 15 minutes during daylight hours but otherwise would be in operation only during an emergency event. An emergency generator would normally be expected to emit a noise level of about 75 dBA at a distance of 50 feet. The generator will be located at the northwest corner of the site in a noise attenuating enclosure, approximately 200 feet from the nearest sensitive receptor (single family home adjacent to the site to the north). The physical enclosure, its distance to the closest residence and its infrequent use during daytime hours only (except in emergencies) are factors that reduce the noise impact associated with operation of the emergency generator to a level of *less than significant*.

In summary, the project will not significantly raise ambient noise levels overall in the vicinity. Noise levels over the long-term would not exceed what is permitted by local ordinances for noise (CNEL 65 dBA for ambient exterior noise in a residential area). Based on the combination of physical factors that help to reduce noise (e.g., noise reduction practices, time limitations for testing sirens and the generator and the no nighttime use of the exterior paging/address system), noise impacts will be maintained at levels generally similar to those currently experienced at the existing Station 23 site and represent a *less than significant* impact.

- d. The project will result in short-term audible noise level increases during demolition, site preparation and construction that may adversely affect adjacent residential neighbors. However, all construction activity would be completed in compliance with local noise ordinance requirements. With implementation of these requirements addressing construction-related impacts (including limited construction time and use of best available technology on construction equipment, as indicated in **Mitigation Measure Noise - 1**, below), the short-term noise impacts associated with construction are *less than significant*.
- e. The project site is approximately 1.25 miles northeast of the Hayward Executive Airport which serves general aviation aircraft. Flight approach lines to the airport frequently pass over the project site. According to the technical report from Thorburn Associates, noise levels rise to between 55 - 65 dBA when planes pass overhead. Given the existing nearby location of Station 23, Fire Department personnel are aware of noise from aircraft overflights which would not be materially different from existing conditions at the new location. Aircraft noise does not represent a significant effect on the project.
- f. The proposed project is not in the vicinity of a private airstrip. (*No impact*)

Mitigation Measure Noise - 1: Construction Noise. To reduce daytime noise impacts due to construction to the maximum feasible extent, the County shall require a site-specific noise reduction program which shall include the following measures:

- A signs shall be posted in a conspicuous location near the property entrance and legible from the edge of the street describing the permitted hours of construction and permitted hours for use of heavy equipment. The times when construction activities are permitted shall be consistent with §6.60.070 (e) of the Alameda County Ordinance Code (Noise Ordinance) which allows construction between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
- The County General Services Agency shall provide written notice of construction schedule to each residence within three hundred feet of the project site at least thirty (30) days prior to the start of construction.
- A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager prior to the start of grading or other construction activities to clarify and confirm that construction activities will conform to the allowable construction hours and that the foregoing, neighborhood notifications and posting of signs have been carried out.
- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Delivery vehicle idling time will be minimized (e.g., five minutes maximum).
- Stationary noise sources shall be located as far from the adjacent residences as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

Resulting Level of Significance

Implementation of the above mitigation measure would reduce this impact to a level of *less than significant*.

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

Explanation

- a.** Development of the project site would result in the same number of firefighters that could be accommodated at the fire station during their shifts and would not induce substantial population growth within the Cherryland area of Alameda County. *No impact.*
- b, c.** The proposed project will result in the demolition of two existing (vacant) residential units. This does not represent displacement of substantial numbers of people or housing units, or necessitate the construction of replacement housing elsewhere. *No impact.*

14. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Fire protection?				✗
b) Police protection?				✗
c) Schools?				✗
d) Parks?				✗
e) Other public facilities?				✗

Explanation

a, b, c, d, e. The proposed Project is itself a new government facility, with the potential for resulting in environmental impacts analyzed throughout this document. It will not have a substantial adverse physical impact associated with the provision of other governmental services or facilities. Fire Department personnel or others on duty at the proposed fire station will rely on existing public facilities, and would not place adverse burdens on existing public facilities (e.g., schools, parks, etc.). *No impact.*

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

Explanation

a, b. Development of the project site as proposed would accommodate the same number of firefighters during their duty shifts as are currently housed at the existing Station 23 one block away. While on duty, these firefighters would not be using neighborhood or regional parks or other recreational facilities, and project development will not require the expansion of existing recreational facilities or the construction of new recreational facilities. *No impact.*

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

Explanation

Meekland Avenue fronts the project site and is currently the primary access and egress point for Station 23. Meekland Avenue is classified as a 'collector' street in the Eden Area General Plan. Meekland Avenue carries approximately 10,000 vehicles per day, and is not subject to long delays or congestion.⁵

- a. As a station replacement project, the new Station 23 facility will not result in any significant change in traffic conditions in the immediate future. In 2013, Station 23 responded to 3,000 calls, or an average of approximately 8 calls per day averaged across the entire year.⁶ This equates to as many as 16 daily trips, assuming each call results in the fire engine leaving the station, with (8 outbound trips when the engine leaves the station and 8 when it returns). In addition daily trips associated with the fire station would include Fire Department personnel arriving for work and departing after their shift is over (4 trips/day). Total trips (fire calls, employee trips, staff use of the conference room plus visitors to the station and daily garbage removal services) are estimated at 26 trips per day which is 0.26 percent of daily trips. Also, Fire Station related trips would not occur randomly and not typically during peak hours (7:30 -8:30 a.m. or 5:00 - 6:00 p.m.) and therefore not likely to have an impact on local traffic flow or affect Level of Service (LOS) standards at nearby intersections.

⁵ Traffic counts were taken by Alameda County Public Works Agency in May 2014 on Meekland Avenue south of Medford St., about 1,000 feet north of the Project site. The highest of the three daily counts, which were taken on Tuesday, Wednesday and Thursday during the first week of May, were recorded on Thursday May 8, 2014; northbound and southbound totals for the day were 9,849.

⁶ Personal conversation with Captain Aaron Lee, Station 23, June 23, 2014. 670-5882. (Also, Shu-Mae Chen, ACFD 925/833-3473 x 1114)

As the population of the Cherryland area is not expected to increase substantially over the next 20 years (Eden Area General Plan), the demand for emergency response is likely to remain relatively constant as well and no additional fire-fighting capacity is being programmed into the size or service capacity of the proposed replacement building. The number of trips associated with the new station would rise when and if the proposed health clinic becomes operational within the building, as this would increase the number of staff/employees in the building daily and would attract patients.

Once the health portal becomes operational, Fire Department use of the conference room would end but trips for three medical staff to be present each day plus patient visits (estimated at 25 per day) would increase the number of daily trips from 26 per day to an estimated average of 48 trips per day which include emergency calls, fire and health clinic employees and visitors.

Alameda County generally requires a traffic study for projects that can be expected to generate 100 trips per day or more. For projects that are expected to generate less traffic than that, a traffic study would not normally be required, and any project-related traffic increases would be regarded as less than significant impacts. The relatively low level of additional vehicular activity at the project site following development of a replacement fire station and establishment of the proposed health clinic, as quantified above, would not cause a substantial increase in the existing traffic load within the local area or adversely affect the capacity of the local street system. ***Less than Significant.***

Additionally, the ability of the engines to drive through the proposed station would alleviate the existing need to back the engines in off of Grove Way, a maneuver that currently interrupts traffic flow. Thus, the new station would result in a beneficial impact with respect to local traffic operations.

- b. As indicated in a. above, the limited volume of traffic associated with the operation of the replacement fire station will not significantly contribute to any exceedance of level of service standards established by the Alameda County Transportation Agency. ***Less than significant.***
- c. Development of the project site as proposed would not alter existing air traffic patterns. ***No impact.***
- d. Since it would eliminate the current need to back fire engines into the fire station, the project would reduce traffic hazards relative to existing conditions. ***No impact.***
- e. The Alameda County Fire Department has indicated that the project as proposed would provide adequate emergency access. ***No impact.***
- f. The proposed project does not conflict with policies, plans and programs intended to support alternative transportation. ***No impact.***

17. UTILITIES AND SERVICE SYSTEMS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✗
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✗
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✗	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✗	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✗	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✗	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✗

Explanation

Wastewater

Wastewater treatment service in the Cherryland area is provided by the Oro Loma Sanitary District (OLSD). According to the Eden Area General Plan, the capacity of existing sewer facilities is adequate for the current level of development. The San Lorenzo treatment plant, located on Grant Avenue, handles most of the wastewater from the Eden Area. This plant has a peak dry weather treatment capacity of 20.0 mgd. The average dry weather wastewater flow from the Eden Area is 15.0 million gallons per day. In general, the capacities of the sewer facilities are considered adequate for the level of development for which the Eden Area is currently zoned and planned.

Water

Water service to the Cherryland area is provided by the East Bay Municipal Utility District (EBMUD). Based on 2010 census data, EBMUD's water system serves approximately 1.34 million people in a 332-square-mile area covering most of Alameda County and about half of Contra Costa County. EBMUD has water rights for up to 325 million gallons per day (mgd) from the Mokelumne River, which is the source of almost all of EBMUD's water supply. In 2004, total water consumption in the District was 82,088 million gallons (224 mgd), up from 77,760 million gallons (213 mgd) in 2003.

- a. As a fire station replacement, the project will not exceed existing wastewater treatment requirements. **No impact.**
- b. Development of the project site as proposed would not place significant new demand on the existing water treatment infrastructure or wastewater collection, treatment and disposal infrastructure. The fire

station site is served with both water and wastewater utilities that have the capacity to accommodate the fire station demands at the proposed new location. **No impact.**

- c. The proposed project has been designed so as not to contribute to an increase in stormwater runoff and drainage due to an increase in impervious surface area. The project's design includes a stormwater protection plan that would be reviewed by the County's Clean Water Program personnel for compliance with current C.3 standards and requirements. Implementation of Mitigation Measures Hydro-1 and Hydro -3, above, would ensure that the design of these facilities adequately addresses any potential increase in runoff and thereby reduces this potential impact to a level of **less than significant**.
- d. Since no increase in fire personnel staffing levels is proposed there would be no change in the level of water demands or consumption compared with what has been experienced at the existing Station 23. Adequate water supplies exist to serve the project. The EBMUD 2010 Urban Water Management Plan indicates that current demand levels remain lower than the planning level of demand as a result of residual effects from the 2007-2010 drought a depressed economy, and unusually cool temperatures. In Fiscal Year 2010, EBMUD's system demand was on average 174 mgd which is well within its maximum water rights to 325 mgd. With the current assignment of four firefighters per shift and limited on-site landscape irrigation requirements, water use at the fire station is considered comparable to that of a single-family residence where a 3.5-person household would consume 178 gallons per day, or approximately 65,150 gallons per year. Assuming that level of water demand for the operation of the existing fire station, the replacement fire station would continue to have a water demand of approximately 65,000 gallons per year. This level of water demand represents approximately 0.08 percent of the total amount of water used within the EBMUD service area in 2010; no increase in demand is anticipated and impacts on water supplies would be **less than significant**.
- e. Development and operation of the project site as proposed will not exceed the existing available capacity of the wastewater treatment provider, the Oro Loma Sanitary District. As indicated in d., above, the demand for water at the project site would remain similar to current levels experienced at the existing Station 23, the level of wastewater generated at the new fire station would likewise be expected to remain similar to the level of wastewater generated at the existing Fire Station 23 which represents a minute total local demand for wastewater treatment, and would not be expected to place a significant strain on existing wastewater treatment capacity. **Less than significant impact.**
- f. Solid waste services for the Cherryland area are administered by the Alameda County Waste Management Authority. The service agency for the project site and all of Cherryland is the Oro Loma Sanitary District and its current contract with Waste Management of Alameda County for solid waste and recycling collection service. Waste Management collects solid waste generated in the Cherryland area for disposal at the Altamont landfill which has an estimated remaining operational service life of approximately fifty-seven years, and would be able to accommodate the project's solid waste disposal needs. Since the staffing level at the proposed fire station would be the same as at the existing Station 23, it is reasonable to expect that the amount of solid waste generated at the new station would be comparable to current levels. Impacts on landfills to accommodate solid waste from the proposed project would be **less than significant**.
- g. The replacement fire station would comply with all applicable federal, state and local statutes and regulations related to solid waste; **no impact**.

18. MANDATORY FINDINGS OF SIGNIFICANCE	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✗		
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.)			✗	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✗	

Discussion

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

This analysis has determined that, although there is the potential of significant impacts related to biological resources, cultural resources, geology and soils, hazardous materials, hydrological/water quality and noise, the mitigation measures included in this document would reduce these potential impacts to a less than significant level. With mitigations incorporated into the Project, no significant biological resources, cultural resources, geology and soils, hazardous materials, hydrological or noise impacts would occur.

b. *Does the project have impacts that are individually limited, but cumulatively considerable?*

According to CEQA Guidelines Section 15355, “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The only known project in the immediate vicinity of the Project is the proposed Cherryland Community Center Project, as described below. The Station 23 Fire Station 23 Replacement Project is not large enough that it would have a cumulatively considerable contribution to other projects in the larger area.

Like the Fire Station 23 Replacement Project, the Cherryland Community Center project is an outgrowth and implementation element of a broad-based community planning effort known as the Eden Area Livability Initiative (EALI) that has been on-going for the past several years. The proposed Community

Center, currently nearing the end of its planning and environmental review process, would occupy a 1.3-acre site at the intersection of Hampton Road and Boston Road, approximately ½ mile north of the Fire Station Project site. The Community Center Project consists of demolition of an existing residential and accessory structure and construction of a single-story multi-purpose structure, totaling approximately 17,500 square feet. The community center would provide a variety of spaces and activity areas including:

- A Community Event Room with adjoining courtyard for wedding receptions, lectures, performances, speaking engagements, and other programmed uses;
- a Multi-Use room for yoga, art and exercise classes, temporary exhibition spaces, and small lectures;
- a Satellite Library with space for children's reading programs and general reading areas and computer/technology access;
- a Commercial Kitchen and
- a Children's Activity Room.

Access to the Community Center facility would be from Boston Road and Hampton Road. Parking would be provided by 20 on-site spaces on the Hampton Road parcel with additional off-site parking to accommodate special events provided through expanding to 104 spaces the existing Meek Estate parking lot at Meek Park.

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

Potential hazards or nuisances that could impact humans including construction emissions and dust, seismic/soil hazards, hazardous materials and construction-related and operational noise effects have been mitigated by measures identified in this document. The Project would not cause substantial adverse impacts on human beings, either directly or indirectly.

DOCUMENT PREPARERS

Lamphier-Gregory

(Primary Report Preparers)

Scott Gregory, President

Nathaniel Taylor, Senior Planner

1944 Embarcadero

Oakland, Ca. 94606

510-535-6690

County of Alameda

This document was prepared in consultation with Alameda County staff, including but not limited to:
Sonia Urzua, Senior Planner.

F. MITIGATION MEASURES TO BE INCLUDED IN THE PROJECT AND AGREED TO BY THE PROJECT SPONSOR AND ALL SUBSEQUENT PROPERTY OWNERS AND PERMITTEES

The following mitigation measures are required to reduce potentially significant impacts of the proposed project to a “Less Than Significant” or “No Impact” level. These mitigation measures shall be made conditions of approval for the project. For every mitigation measure, the Project sponsor will be responsible for implementation actions, schedule, funding and compliance with performance standards, unless otherwise stated in the measure.

AIR QUALITY

Mitigation Measure AQ-1: Basic Construction Management Practices. Prior to the County authorizing demolition or commencement of construction activities and continuing through the construction period the Project shall comply with all applicable regulations and operating procedures, including implementation of the following BAAQMD “Basic Construction Mitigation Measures”:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

BIOLOGICAL RESOURCES

Mitigation Measure Bio-1: Pre-Construction Nesting Bird Surveys. The Project applicant shall implement the following measures:

- a) **Avoidance.** To the extent feasible, demolition and construction activities shall be scheduled to avoid the nesting season which, for most birds in the San Francisco Bay Area, extends from February 1 through August 31. If such activities are scheduled to take place outside the nesting season (i.e., between September 1 and January 31) all impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA, 16 U.S.C., Sec. 703, Supp.1) and California Fish and Game Code would be considered avoided and no further mitigation is required.

- b) **Pre-construction/Pre-disturbance Surveys.** If it is not possible to schedule the commencement of construction activities between September 1 and January 31, the Project applicant's biologist shall prepare a nesting bird survey (7) seven days prior to the removal of vegetation and/or commencement of grading. The purpose of the survey is to determine the absence or presence of nesting bird species. Nesting bird surveys shall identify any potential nesting trees prior to the birds laying eggs. If the survey does not identify any nesting special-status bird species in the area to be disturbed by the construction activity, no further mitigation is required.

However, if any nesting raptors or other birds are found within the construction area after February of the construction year, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by the biologist. Stoppage of work and restricted setback of active work is not required during the nesting season if the biologist verifies that the birds have either (1) not begun egg-laying and incubation, or (2) that the juveniles from those nests are foraging independently and capable of survival at an earlier date.

CULTURAL RESOURCES

Mitigation Measure Cult-1: Undiscovered Resources. In the event that Native American or other historic, paleontological or archaeological resources are uncovered during construction, all site work within twenty-five (25) feet of the find shall halt immediately and the applicant shall employ a qualified archaeologist in consultation with the American Heritage Commission to evaluate the find, assess the significance of the find, and recommend actions. Potential resources include but are not limited to obsidian and chert flakes, chipped stone tools, arrowheads, ornaments, pottery fragments, grinding and mashing implements (mortars and pestles, slabs and handstones) and locally darkened midden soils containing some or all of the aforementioned items and bone or fire-affected stone. Potential historic period archaeological resources include but are not limited to structural remains, portions of foundations (bricks, cobbles, boulders, stacked field stone, postholes), trash pits, privies, wells, associated artifacts and isolated artifacts).

Potential actions include but are not limited to subsurface exploration, significance evaluation, collection, recording, documentation and analysis.

All ground-breaking and construction activities shall cease in the event human skeletal remains are found. The archaeologist and/or the project sponsor shall contact the Alameda County Coroner to evaluate the remains. If the County Coroner determines that the remains are Native American, the County and/or the archaeologist shall notify the California Native American Heritage Commission pursuant to subdivision (C) of Section 7050.5 of the Health and Safety Code. All excavation and site preparation shall cease until the recommendations of the California Native American Heritage Commission can be implemented.

GEOLOGY/SOILS

Mitigation Measure Geo-1: Geotechnical Report. Prior to the County authorizing the commencement of construction, preliminary and final geotechnical reports shall be prepared and submitted to the County's third party plan checker for review and approval. The geotechnical investigations shall determine the site's geotechnical conditions and address potential geologic hazards, such as risks due to subsidence and liquefaction, and make recommendations to minimize the impacts to an insignificant level. All measures, design criteria, and specifications in the geotechnical report shall be incorporated into the project design and shall be contained in project plans and or specifications. All soil handling and conditioning measures and structural foundations shall be designed by a licensed professional engineer, and all on-site soil

management and conditioning activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

All building and utility improvements shall be designed and constructed in compliance with the California Building Code Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3, which was enacted in order to minimize any seismic impacts to “essential service” buildings. Prior to issuance of building permits, building and utility design drawings shall be prepared and submitted to the City for review and confirmation that the proposed development fully complies with the building code.

HAZARDS/HAZARDOUS MATERIALS

Mitigation Measure Hazards – 1: Asbestos Abatement. A Cal-OSHA Certified Asbestos Consultant must be contracted to prepare an asbestos/lead abatement work plan or specification. A Cal-OSHA Certified Asbestos Consultant or Site Surveillance Technician shall also be retained to provide on-site construction/demolition supervision of the asbestos abatement contractor to ensure utilization of proper work practices as stated in the work plan or specification. All asbestos containing materials will be removed by a licensed abatement contractor only.

Mitigation Measure Hazards – 2: Lead Based Paint Removal. All paints at the project site shall be treated as lead-containing (LCP) for the purposes of determining the applicability of the Cal/OSHA lead standard during demolition activities, pursuant to the following requirements. Removal of leaded paints shall be according to 29 CFR 1926.62, Lead Exposure in Construction, Interim Final Rule.

The construction contractor shall use personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California DPH for LCP removal work.

Loose and peeling/flaking LCP requires removal prior to demolition for waste segregation purposes: to separate potentially hazardous waste (Category III concentrated lead such as loose paint, paint sludge, vacuum debris, and vacuum filters) from non-hazardous demolition debris (Category II intact lead-painted architectural components such as doors, windows, framework, cladding and trim). Category I waste is low lead waste (typically non-hazardous) such as construction materials, filtered wash water and plastic sheeting.

The construction contractor shall inform the landfill of the contractor’s intent to dispose of RCRA waste, California hazardous waste, and/or architectural components containing LCP. Some landfills may require additional waste characterization.

The construction contractor shall segregate and characterize waste streams prior to disposal.

HYDROLOGY/WATER QUALITY

Mitigation Measure Hydro-1: SWPPP. The project sponsor shall provide a Storm Water Pollution Prevention Program (SWPPP) to the County consistent with the County’s Clean Water Program requirements. The SWPPP shall be approved by the County Public Works Agency, prior to start of construction. Project contractors shall be required to comply with the SWPPP. The SWPPP shall include an erosion control plan, site housekeeping procedures, and planting schedules for stabilizing disturbed surfaces. Site grading shall occur during the non-rainy season (April 15 to October 1). The SWPPP shall include:

- At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.

- To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.
- The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring would be required during the construction period for pollutants that may be present in the runoff that are “not visually detectable in runoff.” The project applicant shall retain an independent monitor to conduct regular inspections and provide written reports to the County Public Works Agency to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.
- BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.
- The design-level drainage plan shall demonstrate through detailed hydraulic analysis that implementation of the proposed drainage plan would result in treatment of the appropriate percentage of the runoff from the site (in compliance with the County NPDES MRP permit). The qualified professionals preparing the design-level drainage plan shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred.
- The final design team for the project shall review and incorporate as many concepts as practicable from the County’s Stormwater Technical Guidance for Stormwater Quality Protection. The County Public Works Agency shall ensure that the SWPPP is prepared prior to approval of the grading plan, and shall review and approve the design-level drainage plan to ensure that the proposed components of the plan fully comply with the County NPDES C.3 provisions.

Mitigation Measure Hydro-2: Water Quality BMPS. Construction activities shall follow Best Management Practices established by the Alameda County Clean Water Program. Implemented Best Management Practices shall include, but not be limited to, the following:

- Develop and implement erosion/sediment control plans for roadway embankments.
- Schedule excavation and grading work for dry weather (between April 15 and October 1).
- Check all equipment for leaks and repair leaking equipment promptly.
- Perform major maintenance, repairs, and washing of equipment away from the construction site.
- When refueling or vehicle/equipment maintenance must be done on site, designate a completely contained area away from storm drains and creeks.

- Do not use diesel oil to lubricate or clean equipment or parts.
- Recycle used oil, batteries, concrete, broken asphalt, etc. whenever possible.
- Train employees in using these best management practices.
- Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- Cover and seal catch basins and manholes when applying seal coat, slurry seal, fog seal, etc.
- Use check dams, ditches, or berms to divert runoff around excavations.
- Never wash excess material from exposed-aggregate concrete or similar treatments into a street or storm drain. Collect and recycle, or dispose to dirt area.
- Cover stockpiles and other construction materials with plastic tarps. Protect from rainfall and prevent runoff with temporary roofs or plastic sheets and berms.
- Catch drips from paver with drip pans or absorbent material (cloth, rags, etc.) placed under machine when not in use.
- Clean up all spills and leaks using “dry” methods (with absorbent materials/rags), or dig up and remove contaminated soil.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand.
- Avoid over-application by water trucks for dust control.
- Avoid creating excess dust when breaking asphalt or concrete.
- After breaking up old pavement, be sure to remove all chunks and pieces from the site.
- Make sure broken pavement does not come in contact with rainfall or runoff.
- Protect nearby storm drain inlets during saw-cutting.
- Shovel or vacuum saw-cut slurry deposits and remove from the site.
- Never hose down streets to clean up tracked dirt.
- Use dry sweep methods.

NOISE

Mitigation Measure Noise - 1: Construction Noise. To reduce daytime noise impacts due to construction, to the maximum feasible extent, the County shall require a site-specific noise reduction program which shall include the following measures:

- A sign shall be posted in a conspicuous location near the property entrance and legible from the edge of the street describing the permitted hours of construction and permitted hours for use of heavy equipment. The times when construction activities are permitted shall be consistent with §6.60.070 (e) of the Alameda County Ordinance Code (Noise Ordinance) which allows construction between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
- The County General Services Agency shall provide written notice of construction to each residence within three hundred feet of any portion of the project site in the form and manner prescribed by the County Planning Department.

- A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager prior to the start of grading or other construction activities to clarify and confirm that construction activities will conform to the allowable construction hours and that the foregoing neighborhood notifications and posting of signs have been carried out. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Delivery vehicle idling time will be minimized (e.g., five minutes maximum).
- Stationary noise sources shall be located as far from the adjacent residences as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

G. AGREEMENT BY PROJECT SPONSOR

Project Sponsor, acting on behalf of all present and future property owners and Permittees, understands the mitigation measures set forth above and agrees to be bound by them if they are adopted as a result of project approval. Monitoring reports shall be provided to the Planning Director and Director of Public Works at appropriate stages in the development process.


Project Sponsor's Signature

12/11/14
Date

BRIAN LACZKO, Project Manager
Project Sponsor's Printed Name and Title

ATTACHMENTS

The technical documents referred to within the foregoing Initial Study/Mitigated Negative Declaration are included on the CD-ROM disk enclosed below. These documents consist of the following:

1. Northwest Information Center (NWIC) Response Letter, File Number 13-1782, dated May 21, 2014.
2. Ninyo & Moore, *Geotechnical Evaluation Cherryland Fire Station 19745 Meekland Avenue, Hayward, California*, April 17, 2013.
3. AEI Consultants, *Phase I Environmental Site Assessment, 19745 & 19755 Meekland Avenue, Hayward, California 94541*, July 23, 2010.
4. Ninyo & Moore, *Limited Phase II Environmental Site Assessment New Cherryland Fire House 19745 and 19755 Meekland Avenue, Hayward, California*, September 26, 2011.
- 5a. Thorburn Associates, *Acoustical Measurements, Cherryland Fire Station*, November 1, 2013
- 5b. Thorburn Associates, *Exterior Envelope, Cherryland Fire Station*, November 1, 2013
- 5c. Thorburn Associates, *Acoustical Design Criteria, Cherryland Fire Station*, November 1, 2013