Appendix IS

Initial Study

1919 Williams Street Warehouse Project

Initial Study

prepared by

City of San Leandro
Planning Division, Community Development Department
835 East 14th Street
San Leandro, California 94577
Contact: Anne Wong, AICP, Associate Planner

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

February 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
AC	asphalt concrete
ACFD	Alameda County Fire Department
ACI	Alameda County Industries
ACM	asbestos-containing materials
ADT	Average Daily Trips
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
Btu	British thermal unit
C&D	Construction and Demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalOES	California Office of Emergency Services
CalOSHA	California Department of Industrial Relations Division of Occupational Safety and Health Administration
CaO	quicklime
CAP	Climate Action Plan
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CFP	California Fully Protected
CGC	California Government Code
CGS	California Geological Survey
CH_4	methane
CIWQS	California Integrated Water Quality System Project
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPT	cone penetration testing
CRHR	California Register of Historical Resources
CSC	California Species of Special Concern
CTB	cement-treated base
CVSD	Castro Valley Sanitary District
CWA	Clean Water Act
dB	decibels
dBA	A-weighted sound pressure level
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EBCE	East Bay Clean Energy
EBMUD	East Bay Municipal Utility District
ECHO	Enforcement and Compliance History Online
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration

FTA	Federal Transit Administration
GHG	greenhouse gas
GWh	gigawatt hours
GWP	global warming potential
HAZNET	Hazardous Waste Information System
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
kBtu	thousands of British thermal units
kWh	kilowatt-hour
LBP	lead-based paint
L_{dn}	Day-night average level
L_{eq}	equivalent noise level
LID	Low Impact Development
LOS	level of service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MEI	Maximally Exposed Individual
MGD	millions of gallons per day
MMBtu	millions of British thermal units
MRP	Municipal Regional Stormwater Permit
MT	metric tons
MTC	Metropolitan Transportation Commission
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NEF	non-expansive fill
NO_2	nitrogen dioxide
N_2O	nitrous oxide
NO_x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
OLSD	Oro Loma Sanitary District
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration

PBDB	Paleobiology Database
PCB	polychlorinated biphenyl
PCC	Portland Cement Concrete
PG&E	Pacific Gas and Electric Company
PI	Plasticity Index
$PM_{2.5}$	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PM_{10}	particulate matter with an aerodynamic diameter equal to or less than 10 microns
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCP	Stormwater Control Plan
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLMC	San Leandro Municipal Code
SLPD	San Leandro Police Department
SLUSD	San Leandro Unified School District
SLZC	San Leandro Zoning Code
SO_2	Sulfur Dioxide
SRA	State Responsibility Area
SSMP	Sewer System Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVP	Society of Vertebrate Paleontology
TAC	toxic air contaminant

TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TMDL	total maximum daily load
TRU	transport refrigeration units
UCMP	University of California Museum of Paleontology
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WDS	Waste Discharge System
MWELO	Model Water Efficient Landscape Ordinance
WM	Waste Management of Alameda County

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Initial Study

1. Project Title

1919 Williams Street Warehouse Project

2. Lead Agency Name and Address

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

3. Contact Person and Phone Number

Anne Wong, AICP, Associate Planner
City of San Leandro
835 East 14th Street
San Leandro, California 94577
(510) 577-3479

4. Project Sponsor's Name and Address

Tyneise Beyer
HPA Architecture
600 Grand Avenue, Suite 302
Oakland, California 94610

5. Project Location

The project site is located at the southwestern corner of Merced Street and Williams Street in the City of San Leandro (City) in California's Alameda County. The project site is located in a predominantly industrial urban area. The project site address is 1919 Williams Street, San Leandro, California 94577. The project site corresponds with Assessor Parcel Numbers 77A-700-9-6 and 79A-332-2-9. Assessor's Parcel Number 77A-700-9-6 encompasses the developed portion of the project site and surface parking along the western and southern perimeter of the site. Assessor's Parcel Number 79A-332-2-9 is an undeveloped, vegetated parcel that abuts length of the southern border of Parcel 77A-700-9-6.

Regional access to the site is provided via Interstate 880 (I-880) using Exit 33B, Marina Boulevard approximately 0.5 mile east of the project site. Local access to the site is via Williams Street and Merced Street.

Industrial uses surround the project site to the north, east, and west. The site is surrounded by low-rise warehouses, distribution centers, and other general industrial uses with the same zoning and land use as the site. Industrial Transition and Commercial uses are located south of the project site. The project area is not directly adjacent to any of the Specific Plans or Area Plan areas such as the

Bay Fair Transit-Oriented Development Specific Plan, East 14th Street South Area, or North Area Specific Plan areas. The project site is approximately two miles southwest of the San Leandro Creek and approximately one mile northeast of the Oyster Bay Regional Shoreline bordering the San Francisco Bay.

Figure 1 shows the regional location of the project site and Figure 2 shows an aerial image of the project site in its neighborhood context.

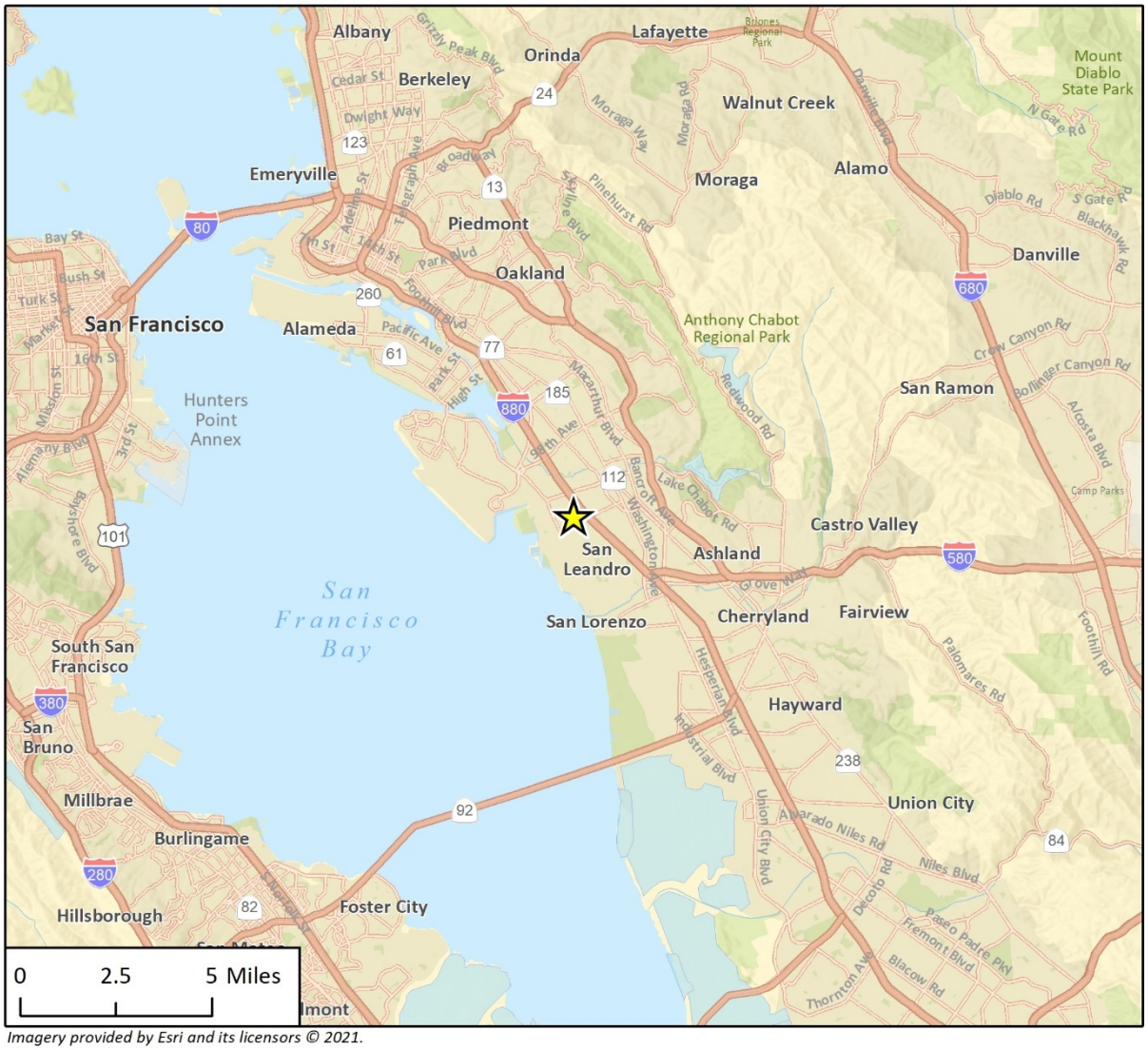
6. General Plan Designation

The project's General Plan land use designation is General Industrial. The City of San Leandro's General Plan Land Use element states that General Industrial areas may contain a wide range of manufacturing, transportation, food and beverage processing, technology, warehousing, vehicle storage, office-flex, and distribution uses. A limited range of commercial uses is also permitted in areas designated for General Industrial land use (City of San Leandro 2016a).

7. Zoning

The site is zoned as an Industrial General District (City of San Leandro 2020a). According to the San Leandro Zoning Code, areas zoned as Industrial General Districts are allowed to contain the following uses: accessory uses, other than entertainment events, when in conjunction with a permitted use; adult-oriented business; emergency and non-emergency ambulance services; artists' studios; automobile parts sales; building materials and services; business services; business and trade schools; catering services; communications facilities; emergency health care; equipment sales; retail financial institutions; general and limited food processing; government offices; health and fitness centers; home improvement and interior decoration; custom, general, limited, and research and development industry; laboratories; maintenance and repair services; marine sales and services; medical supply stores; nurseries; offices, business and professional; parcel processing and shipping centers; pre-existing residential uses; big box retail sales; telecommunications, architecturally-integrated antennas and/or co-locations on existing tower structures; minor utilities; new vehicle/heavy equipment dealers; and storage and wholesale/retail distribution warehouses (City of San Leandro 2020b). The project's use would be consistent with current zoning as it would continue use as a warehouse.

Figure 1 Regional Location



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Project Location

N

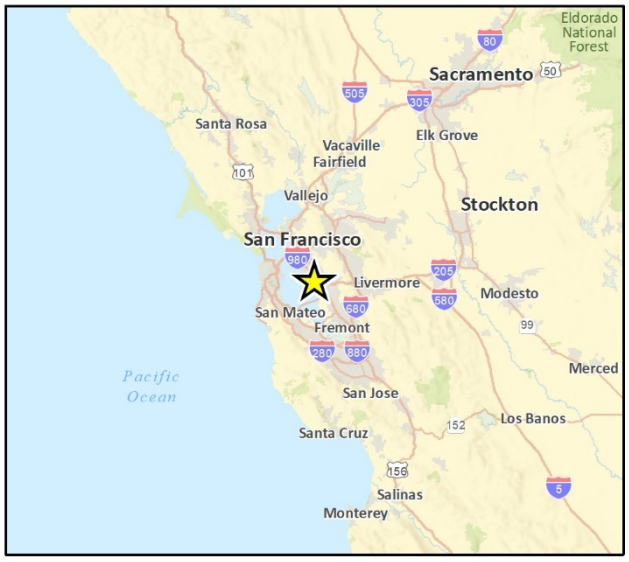

Figure 2 Project Site Location

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8. Project Description

The proposed project would involve demolition of the existing one-story office and warehouse mixed-use building and associated surface parking. After demolition, the project would involve the construction of a two-story 221,495 square-foot industrial warehouse and associated site improvements and landscaping.

The proposed warehouse structure would have a maximum height of 47.5 feet and include 4,200 square feet of ground floor office space and 3,400 square feet of office space on the second floor along with 213,895 square feet of warehouse space. The project would include the construction of 30 dock high loading doors[1] on the western side of the proposed project. Visually, exterior finish materials would consist of a mixture of metal-plate-siding galvanized steel, brick façade, and grey concrete as shown in Figure 4.

Project Operation

At the time of this publishing, a tenant has not been identified for the building. Operational hours and activities would be typical of a warehouse land use. The building would only be used for nonrefrigerated warehouse use as no refrigeration component has been proposed for the project. The project would employ approximately 117 full-time employees.[2]

Construction and Grading

The existing structure would be demolished over one month. Project construction would be expected to occur over approximately 12 months from March 2022 to March 2023, in one continuous phase. Project construction would include excavation and fill of soil during grading. The total amount of excavated (cut) soil would be 14,500 cubic yards and the total amount of cut soil that would be used as fill would be 14,500 cubic yards. The site may contain undocumented fill which may be required to be removed from the project site which would require additional fill to be imported to the site to ensure the site remains balanced, as described further in Section 7, *Geology and Soils*. However, if undocumented fill is not encountered during project construction, the project's earthwork activities would be balanced and no import or export of soils would be required. Proposed construction would include construction equipment typical of a warehouse demolition and construction project.

Green Building Features

The proposed project would include green building features including LED lighting and low-flow fixtures inside the building. The building would have water-efficient irrigation via drip lines. Xeriscaping[3] and drought-resistant native species would be included as landscaping features. The project's parking lot would incorporate conduits for future electric vehicle charging stations and clean air/vanpool spaces.

1 Dock high loading refers to an overhead door that is approximately four feet above the ground level, allowing convenient access to load and unload shipping containers to and from a warehouse space (Eric Hughes n.d.).
2 (213,895 square foot warehouse distribution use/2,500 square foot per employee) + (7,800 square foot office use/250 square foot per employee) = 117 employees (US Green Building Council 2022). Numbers may not add up due to rounding.
3 Xeriscaping is a landscaping method developed especially for arid and semiarid climates that utilizes water-conserving techniques (such as the use of drought-tolerant plants, mulch, and efficient irrigation) (Merriam-Webster).

Site Access, Circulation, and Parking

The project site would be accessible via three driveways, one 40-foot-wide driveway on Williams Street, and two on Merced Street, one 26-foot-wide driveway near the northeast corner and one 40-foot-wide driveway near the southeast corner of the project site. Vehicular circulation within the project site would be available as a continuous private lane along the west, south, and eastern sides of the project site between the proposed building and the parking stalls located on the outer border of the project site. The width of the lane varies within the project site. Along the eastern side of the project site, circulation would be limited to the width of a 26-foot-wide fire lane. Circulation would be approximately 35 feet wide along the southern side and 70 feet wide along the western side of the project site.

Surface parking would be located along the western, southern, and eastern side. Surface parking for the proposed project would have a total of 171 parking stalls including 74 standard parking stalls, 59 compact parking stalls, four accessible standard stalls, two accessible van stalls, one accessible standard electric vehicle stall, one accessible van electric vehicle stall, 16 electric vehicle charging stations, and 14 clean air/vanpool stalls. The site would include 14 short-term bicycle rack stalls and 10 long-term bicycle rack stalls.

Landscaping

During construction, 21 existing trees would be removed and replaced with 25 trees mostly concentrated around the eastern and southern borders of the project site (Appendix SITE). In total, there would be 37 trees located in the parking lot. These trees would be a mix of bay laurel, trident maple, crape myrtle, flowering plum tree, redbud, and crabapple. At their maturity, the trees would be projected to reach a maximum height of 15 to 20 feet.

The rest of the 34,283 square feet of landscaping would consist of a mixture of large shrubs, drought tolerant shrubs, grass, and perennials. The project would include 17,022 square feet of bioswales, primarily as one large bioswale area on the western portion of the project site in the parking area.

Utilities

The City of San Leandro would provide stormwater and wastewater services. Storm drain catch basins and storm drain junction boxes would be constructed on the project site to facilitate stormwater flows on-site. East Bay Municipal Utility District (EBMUD) would provide potable water. Pacific Gas and Electric (PG&E) would provide natural gas. Either PG&E or East Bay Community Energy (EBCE) would provide electricity. Telephone services would be provided by either AT&T or Comcast. Internet services would be provided by Lit San Leandro.

All of the utilities would be connected to existing infrastructure. Electricity and communications utilities would be installed underground.

Best Management Practices

The following best management practices (BMPs) are included as part of the project to reduce impacts from fugitive dust, protect special status species in the event they are found on the project site, site-specific geological conditions, protect paleontological resources in the event they are found on the project site, and water efficiency in project landscaping:

Air Quality BMPs

AQ-1 LOW-EMITTING CONSTRUCTION EQUIPMENT

The project applicant or contractor shall select equipment during construction to minimize emissions. The project applicant shall submit a construction management plan to the City of San Leandro for review and approval, prior to issuance of any grading and building permits. The construction management plan shall demonstrate that the off-road equipment used on site to construct the project would include the following:

- All diesel-fueled equipment used during project construction shall be equipped with United States Environmental Protection Agency (USEPA) rated Tier 3 engines or equivalent. In the event that Tier 3 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel-particulate filters) may suffice, as long as an overall average fleet NO_x emissions reduction of 17 percent below emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.

AQ-2 FUGITIVE DUST CONTROL BEST MANAGEMENT PRACTICES

The construction contractor(s) shall implement fugitive dust control BMPs during demolition, site preparation, and grading activities, as recommended by the BAAQMD:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times daily.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- 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.
- A publicly visible sign with the telephone number and person to contact at the City of San Leandro regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
- The City shall confirm that BMPs are implemented during site preparation and grading activities through spot checks during construction.

Biological Resources BMPs

BIO-1 PRE-CONSTRUCTION SPECIAL-STATUS SURVEYS AND REPORTING

No more than one week prior to vegetation clearing and ground disturbance within the project site, a qualified biologist shall conduct pre-construction surveys for special-status wildlife species within

the construction footprint and within a 100-foot survey buffer area. If non-listed special-status species are detected in the construction footprint, the qualified biologist may capture and relocate, as feasible, to a suitable habitat adjacent to the project area. If individuals are not relocated or leave the site of their own accord, the qualified biologist shall implement an avoidance buffer suitable for protection of the individual(s). If listed special status species are detected within the construction footprint or survey buffer area, the California Department of Fish and Wildlife and/or the United States Fish and Wildlife Service, as appropriate, shall be notified prior to construction activities. The methods and results of the pre-construction survey(s) and any relocation efforts during those surveys shall be documented in a brief letter report (Pre-Construction Survey Report) and submitted to the City no later than three weeks following the completion of the survey(s).

BIO-2 Nesting Bird Pre-construction Surveys and Monitoring

To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and California Fish and Game Code, during project construction, including, but not limited to, vegetation removal, ground disturbance, and construction, shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than one week prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in the project vicinity. If nests are found, an avoidance buffer shall be determined and demarcated by the biologist of a minimum of 50 feet for non-raptor bird species and at least 300 feet for raptor species. Larger buffers may be recommended and/or smaller buffers may be established depending upon the species, status of the nest, and construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is finished and young have fledged the nest prior to removal of the buffer. Encroachment into the buffer shall occur only at the discretion of the qualified biologist. If buffer zones are determined to be infeasible, a full-time qualified biological monitor shall be on site to monitor construction within the buffer zones to avoid impacts to active nests and nesting birds. The methods and results of the pre-construction survey(s) and any relocation efforts during those surveys shall be documented in a brief letter report (Nesting Bird Pre-Construction Survey Report) and submitted to the City no later than three weeks following the completion of the survey(s).

BIO-3 Onsite Tree Site Visit Survey

No more than one week prior to vegetation clearing and ground disturbance within the project site, a qualified biologist shall conduct an onsite tree site visit to assess tree suitability for bat roosting to ensure there would be no impact to potential bat habitats within the construction footprint and within a 100-foot survey buffer area. If non-listed special-status species are detected in the construction footprint, the qualified biologist may capture and relocate, as feasible, to suitable habitat adjacent to the project area. If individuals are not relocated or leave the site of their own accord, the qualified biologist shall implement an avoidance buffer suitable for protection of the individual(s). If listed special status species are detected within the construction footprint or survey buffer area, the California Department of Fish and Wildlife and/or the United States Fish and Wildlife Service, as appropriate, shall be notified prior to construction activities. The methods and

results of the onsite tree site survey(s) and any relocation efforts during those surveys shall be documented in a brief letter report (Onsite Tree Site Survey Report) and submitted to the City no later than three weeks following the completion of the survey(s).

Geology and Soils BMPs

GEO-1 GROUND IMPROVEMENT SITE PERFORMANCE TESTING

This BMP would address potential liquefaction impacts and would identify ground conditions during construction and determine if further geotechnical analysis and mitigation would be necessary to reduce impacts related to potential liquefaction conditions.

Observation and testing services shall be provided during demolition, grading, site preparation, and building construction to confirm that conditions are similar to that assumed for design and to conclude whether the work has been performed in accordance with the project plans and specifications.

A qualified geotechnical, civil, or structural engineer shall work with the contractor team to evaluate whether differential settlement estimates and bearing capacities are tolerable and adequate or whether additional ground improvement is required. Performance testing would likely consist of a pre-construction test section with post-installation load testing and cone penetration testing (CPT) to confirm that the necessary soil strength and densification increases were achieved to meet the bearing capacity and settlement criteria. The team shall observe and monitor installation of the test arrays and production ground improvement on a full-time basis and review the post-test array settlement analyses provided by the contractor. The proposed design capacity of the ground improvement shall be confirmed prior to construction by the installation of at least two test array sections of four ground improvement columns with installation lengths and spacing as initially agreed to between the ground improvement contractor and geotechnical team. Testing of arrays shall include CPT testing at center of array, sampling for strength consolidation testing, and a modulus test of at least one pier in each test array. The ground improvement contractor shall make their own interpretation of strength parameters and other characteristics for the soil, obtained or derived from the soil boring logs, cone penetration tests, and any geotechnical laboratory testing data provided in the Geotechnical Investigation and these specifications for bearing capacity analysis. Static settlement shall be assessed using appropriate soil parameters for an elastic settlement analysis based on an area replacement ratio considering the stiffness of the native soils, and the densification columns. Liquefaction and seismic settlement estimates shall be performed using the methodology presented in the project geotechnical report, which followed the procedures in the 2008 monograph, Soil Liquefaction During Earthquakes (Idriss and Boulanger, 2008). Liquefaction and settlement shall be evaluated for the upper 50 feet of the soil profile. Any additional subsurface information needed to design the ground improvement shall be the responsibility of the Contractor.

As part of the site testing, the Project Structural Engineer shall verify the site class of the site pursuant to Chapter 20 American Society of Civil Engineers (ASCE) 7-16. If the structure will have a fundamental period of greater than 0.5 seconds and meets the requirements for a Site Class designation of F, the requirement for a site response analysis would be triggered, and additional geotechnical analysis shall need to be approved.[4]

4 Fundamental period refers to the time it takes for a building to complete one back-and-forth oscillation horizontally (Indian Institute of Technology Kanpur 2021).

In addition, the northern portion of the structure shall be supported on conventional shallow foundations over ground improvement. The limits of this ground improvement shall be determined following the post-demolition CPT described above.

GEO-2 Temporary Cut and Fill Erosion Prevention

This BMP would address erosion impacts and would ensure cut and fill slopes would not exceed certain slope requirements to reduce impacts.

Throughout construction, the contractor shall be responsible for maintaining all temporary slopes and providing temporary shoring where required. Temporary shoring, bracing, and cuts/fills shall be performed in accordance with the strictest government safety standards. On a preliminary basis, the upper 10 feet at the site may be classified as Occupational Safety and Health Administration (OSHA) Type C materials.

Excavations performed during site demolition and fill removal shall be sloped at 3:1 (horizontal to vertical) within the upper 5 feet below building subgrade. Excavations extending more than 5 feet below building subgrade and excavations in pavement and flatwork areas shall be sloped in accordance with the OSHA soil classification.

GEO-3 Site Drainage Guidance

This BMP would address erosion and loss of topsoil due to movement of water on the project site by directing water flows through sloping and installation of bioswales to treat water on site.

Ponding shall not be allowed adjacent to building foundations, slabs-on-grade, or pavements during operation. Hardscape surfaces shall slope at least 2 percent towards suitable discharge facilities; landscape areas shall slope at least 3 percent towards suitable discharge facilities. Roof runoff shall be directed away from building areas in closed conduits, to approved infiltration facilities, or on to hardscaped surfaces that drain to suitable facilities. Retention, detention or infiltration facilities shall be spaced at least 10 feet from buildings, and preferably at least 5 feet from slabs-on-grade or pavements. During site design and construction, the project applicant shall ensure that retention, detention or infiltration facilities that are located within these zones meet the following requirements:

- General Bioswale Design Guidelines
  - If possible, avoid placing bioswales or basins within 10 feet of the building perimeter or within 5 feet of exterior flatwork or pavements. If bioswales must be constructed within these setbacks, the side(s) and bottom of the trench excavation shall be lined with 10-millimeter visqueen to reduce water infiltration into the surrounding expansive clay.
  - Bioswales constructed within 3 feet of proposed buildings may be within the foundation zone of influence for perimeter wall loads. Therefore, where bioswales would parallel foundations and would extend below the “foundation plane of influence,” the foundation shall be deepened so that the bottom edge of the bioswale filter material is above the foundation plane of influence.
  - The bottom of bioswale or detention areas shall include a perforated drain placed at a low point, such as a shallow trench or sloped bottom, to reduce water infiltration into the surrounding soils near structural improvements, and to address the low infiltration capacity of the on-site clay soils.
- Bioswale Infiltration Material

- Gradation specifications for bioswale filter material, if required, shall be specified on the grading and improvement plans.
- Compaction requirements for bioswale filter material in non-landscaped areas or in pervious pavement areas, if any, shall be indicated on the plans and specifications to satisfy the anticipated use of the infiltration area.
- Infiltration (percolation) testing may be performed on representative samples of potential bioswale materials prior to construction to check for general conformance with the specified infiltration rates.
- Multiple laboratory tests may be required to evaluate the properties of the bioswale materials, including percolation, landscape suitability and possibly environmental analytical testing depending on the source of the material. A qualified landscape architect shall be available to provide input on the required landscape suitability tests if bioswales are to be planted.
- If bioswales are to be vegetated, a qualified landscape architect shall select planting materials that do not reduce or inhibit the water infiltration rate, such as covering the bioswale with grass sod containing a clayey soil base.
- Field infiltration testing shall be specified on the grading and improvement plans. The appropriate infiltration test method, duration and frequency of testing shall be specified in accordance with local requirements.
- Due to the relatively loose consistency and/or high organic content of many bioswale filter materials, long-term settlement of the bioswale medium shall be anticipated. To reduce initial volume loss, bioswale filter material shall be wetted in 12-inch lifts during placement to pre-consolidate the material.
- The volume of bioswale filter material may decrease over time depending on the organic content of the material. Additional filter material may need to be added to bioswales after the initial exposure to winter rains and periodically over the life of the bioswale areas, as needed.

- Bioswale Construction Adjacent to Pavement Considerations
  - Improvements shall be setback from the vertical edge of a bioswale such that there is at least 1 foot of horizontal distance between the edge of improvements and the top edge of the bioswale excavation for every 1 foot of vertical bioswale depth; or
  - Concrete curbs for pavements, or lateral restraint for exterior flatwork, located directly adjacent to a vertical bioswale cut shall be designed to resist lateral earth pressures, or concrete curbs or edge restraint shall be adequately keyed into the native soil or engineered to reduce the potential for rotation or lateral movement of the curbs.

GEO-4 Site Preparation and Demolition

This BMP would address impacts related to potential geological instability on the project site and ensure that site preparation and demolition activities would not exacerbate potential soil instability conditions.

Prior to the start of mass grading or the construction of new improvements for the proposed project, all existing improvements not to be reused for the project, including all foundations, flatwork, pavements, utilities, and other improvements shall be demolished and removed from the site.

Existing slabs, foundations, and pavements that extend into planned flatwork, pavement, or landscape areas may be left in place provided there is at least 3 feet of engineered fill overlying the remaining materials, they are shown not to conflict with new utilities, and that asphalt and concrete more than 10 feet square is broken up to allow subsurface drainage.

Special care shall be taken during the demolition and removal of existing floor slabs, foundations, utilities and pavements to minimize disturbance of the subgrade.

If slab or shallow footings are encountered, they shall be completely removed. If drilled piers are encountered, they shall be cut off at an elevation at least 60 inches below proposed footings or the final subgrade elevation, whichever is deeper. The remainder of the drilled pier could remain in place. Foundation elements to remain in place shall be surveyed and superimposed on the proposed development plans to determine the potential for conflicts or detrimental impacts to the planned construction. Following review, additional mitigation or planned foundation elements may need to be modified.

All utilities shall be completely removed from within planned building areas. For any utility line to be considered acceptable to remain within building areas, the utility line must be completely backfilled with grout or sand-cement slurry, the ends outside the building area capped with concrete, and the trench fills either removed and replaced as engineered fill with the trench side slopes flattened to at least 1:1, or the trench fills are determined not to be a risk to the structure. The assessment of the level of risk posed by the particular utility line shall determine whether the utility may be abandoned in place or needs to be completely removed. The contractor shall assume that all utilities will be removed from within building areas unless provided written confirmation from both the owner and the geotechnical engineer.

Utilities extending beyond the building area may be abandoned in place provided the ends are plugged with concrete, they do not conflict with planned improvements, and that the trench fills do not pose significant risk to the planned surface improvements.

During site preparation, the site shall be stripped of all surface vegetation, and surface and subsurface improvements to be removed within the proposed development area. Surface vegetation and topsoil shall be stripped to a sufficient depth to remove all material greater than 3 percent organic content by weight. Surficial stripping shall extend approximately 6 inches below existing grade in localized landscape areas. Trees and shrubs designated for removal shall have the root balls and any roots greater than ½-inch diameter removed completely. Grade depressions resulting from root ball removal shall be cleaned of loose material and backfilled.

A qualified geotechnical engineer shall be notified prior to the start of demolition and shall be present on a part-time basis during all backfill and mass grading as a result of demolition. Occasionally, other types of buried structures (wells, cisterns, debris pits, etc.) can be found on sites with prior development. If buried structures (wells, cisterns, debris pits, etc.) are encountered onsite, a qualified geotechnical engineer shall be contacted to address these types of structures on a case-by-case basis. Prior to issuance of grading and building permits, the City shall review and approve all site preparation and demolition plans.

GEO-5 Fill Removal

This BMP would address impacts related to potential geological instability on the project site and ensure that the undocumented fill on the project site would not exacerbate potential geological instability conditions on the project site.

The undocumented fill observed in the geotechnical report shall undergo inspection by a qualified geotechnical engineer to determine if the fill meets the criteria to be reused when backfilling the excavations. If materials are encountered that do not meet the "Material for Fill" requirements outlined in the geotechnical report, such as debris, wood, or trash, those materials shall be screened out of the remaining material and shall be removed from the site. Backfill of excavations shall be placed in lifts and compacted in accordance with American Society for Testing and Materials (ASTM) D1557 requirements. Prior to issuance of grading permits, the City shall review and approve all site preparation plans.

GEO-6 STATIC SETTLEMENT PLAN

This BMP would address impacts related to potential geological instability on the project site through densification techniques to reduce impacts related to settlement.

The contractor shall take the potential for significant static settlement to take place into consideration when scheduling the construction of sensitive finishes. Ground improvement shall be designed to provide adequate bearing capacity and reduce total settlement to tolerable levels through densification techniques to improve the ground's resistance to liquefaction, reduce static settlement, and improve bearing capacity and seismic performance.

Utility lines constructed within public right-of-way shall be trenched, bedded and shaded, and backfilled in accordance with the local or governing jurisdictional requirements. Utility lines in private improvement areas shall be constructed in accordance with the following requirements unless superseded by other governing requirements:

- All utility lines shall be bedded and shaded to at least 6 inches over the top of the lines with crushed rock (⅜-inch-diameter or greater) or well-graded sand and gravel materials conforming to the pipe manufacturer's requirements. Open-graded shading materials shall be consolidated in place with vibratory equipment and well-graded materials shall be compacted to at least 90 percent relative compaction with vibratory equipment prior to placing subsequent backfill materials.
- General backfill over shading materials may consist of on-site native materials provided they meet the requirements in the "Material for Fill" section of Appendix GEO, and are moisture conditioned and compacted.
- Where utility lines will cross perpendicular to strip footings, the footing shall be deepened to encase the utility line, providing sleeves or flexible cushions to protect the pipes from anticipated foundation settlement, or the utility lines shall be backfilled to the bottom of footing with sand cement slurry or lean concrete. Where utility lines will parallel footings and will extend below the "foundation plane of influence," either the footing will need to be deepened so that the pipe is above the foundation plane of influence or the utility trench will need to be backfilled with sand-cement slurry or lean concrete within the influence zone. Sand-cement slurry used within foundation influence zones shall have a minimum compressive strength of 75 psi.

Prior to issuance of grading permits, the City shall review and approve static settlement plan.

GEO-7 SUBGRADE STABILIZATION PLAN

This BMP would address impacts related to potential geological instability on the project site due to expansive soils by introducing subgrade stabilization measures.

The contractor, with input from a geotechnical engineer, shall evaluate in-situ[5] moisture conditions at the beginning of construction period and throughout grading period. Depending on the findings of the in-situ moisture conditions, the contractor shall follow appropriate subgrade stabilization measures such as chemical treatment, scarification and drying, or removal and replacement (Appendix GEO).

After site clearing and demolition is complete, and prior to backfilling any excavations resulting from fill removal or demolition, the excavation subgrade and subgrade within areas to receive additional site fills, slabs-on-grade and/or pavements shall be scarified to a depth of 6 inches, moisture conditioned, and compacted.

The method used to address potential unstable soil conditions and facilitate fill placement and trench backfill shall be evaluated on a case-by-case basis according to the site conditions.

Prior to issuance of grading permits, the City shall review and approve subgrade stabilization plans.

GEO-8 Material for Fill

This BMP would address impacts related to potential geological instability on the project site by providing methods to use during construction to ensure the material used for fill on the project site would not exacerbate geological instability on the project site.

On-site soils with an organic content less than 3 percent by weight may be reused as general fill. General fill shall not have lumps, clods or cobble pieces larger than 6 inches in diameter; 85 percent of the fill shall be smaller than 2½ inches in diameter. Minor amounts of oversize material (smaller than 12 inches in diameter) may be allowed provided the oversized pieces are not allowed to nest together and the compaction method will allow for loosely placed lifts not exceeding 12 inches.

The asphalt concrete grindings and aggregate base and Portland Cement Concrete (PCC) generated during site demolition may be reused within the new pavement and flatwork structural sections if the asphalt concrete grindings are mixed with the underlying aggregate base to meet Class 2 aggregate base specifications. Fill materials containing recycled asphalt including asphalt concrete grindings may not be reused within the building areas. Laboratory testing will be required to confirm the grindings meet project specifications.

If the PCC is pulverized to meet the “Material for Fill” requirements of this report, it may be used as select fill within the building areas, excluding the capillary break layer; as typically pulverized PCC comes close to or meets Class 2 aggregate base specifications, the recycled PCC may likely be used within the pavement structural sections. PCC grindings also make good winter construction access roads, similar to a cement-treated base (CTB) section.

If desired to reuse the asphalt concrete grindings as part of general site fill, the grindings shall be thoroughly mixed with on-site soil resulting in a mixture or less than 40 percent grindings by weight. The resulting mixture shall also meet the “Material for Fill” requirements specified in Appendix GEO. Due to the potential for slight petroleum odors penetrating into habitable building areas, fill containing asphalt concrete shall not be used within the building areas.

Imported and non-expansive material used for fill shall be inorganic with a Plasticity Index (PI) of 15 or less, and not contain recycled asphalt concrete where it will be used within the building areas. To prevent significant caving during trenching or foundation construction, imported material shall have sufficient fines. At a minimum, the proposed fill material shall undergo PI tests. Material data sheets

5 In situ means “the natural or original position or place” (Merriam-Webster n.d.).

for select fill materials (Class 2 aggregate base, ¾-inch crushed rock, quarry fines, etc.) listing current laboratory testing data (not older than 6 months from the import date) may be provided without providing a sample. If current data is not available, specification testing will need to be completed prior to approval. Environmental and soil corrosion characterization shall also be considered prior to acceptance. Suitable environmental laboratory data of the planned import quantity shall be provided to the project environmental consultant; additional laboratory testing may be required based on the project environmental consultant's review. The potential import source shall also not be more corrosive than the on-site soils, based on pH, saturated resistivity, and soluble sulfate and chloride testing.

As an alternative to importing non-expansive fill, chemical treatment can be considered to create non-expansive fill. High PI clayey soil materials can be mixed with quicklime (CaO) or approved equivalent to adequately reduce the PI of the on-site soils to 15 or less. If this option is considered, additional laboratory tests shall be performed during initial site grading to further evaluate the optimum percentage of quicklime required.

Prior to issuance of grading permits, the City shall review and approve all site preparation and construction plans.

GEO-9 Compaction Requirements

This BMP would address impacts related to potential geological instability on the project site by ensuring the fill and subgrade would be compacted sufficiently to improve the ground's resistance to liquefaction, reduce static settlement, and improve building resilience during seismic activity.

All fills, and subgrade areas where fill, slabs-on-grade, and pavements are planned, shall be placed in loose lifts 8 inches thick or less and compacted in accordance with ASTM D1557 requirements. In general, clayey soils shall be compacted with sheepsfoot equipment and sandy/gravelly soils with vibratory equipment; open-graded materials such as crushed rock shall be placed in lifts no thicker than 18 inches consolidated in place with vibratory equipment. Each lift of fill and all subgrade shall be firm and unyielding under construction equipment loading in addition to meeting the compaction requirements to be approved.

Prior to issuance of building permits, the City shall review and approve all site preparation plans.

GEO-10 Slabs-on-Grade Stabilization

This BMP would address impacts related to potential geological instability on the project site by ensuring that the slabs-on-grade would be built upon appropriately compacted subgrade.

The proposed slabs-on-grade shall be supported on at least 6 inches of non-expansive fill (NEF) to reduce the potential for slab damage due to soil heave. The NEF layer shall be constructed over subgrade. If significant time elapses between initial subgrade preparation and NEF construction, the subgrade shall be proof-rolled to confirm subgrade stability, and if the soil has been allowed to dry out, the subgrade shall be re-moisture conditioned to at least 2 percent over the optimum moisture content.

The structural engineer shall determine the appropriate slab reinforcement for the loading requirements and considering the expansion potential of the underlying soils. For unreinforced concrete slabs, American Concrete Institute 302.1R recommends limiting control joint spacing to 24 to 36 times the slab thickness in each direction, or a maximum of 18 feet.

Warehouse slabs-on-grade shall be at least 6 inches thick and shall have a minimum compressive strength of 3,500 psi. The warehouse slab shall also be supported on at least 6 inches of non-expansive, crushed granular base having an R-value of at least 50 and no more than 10 percent passing the No. 200 sieve, such as Class 2 aggregate base. If there will be areas within the warehouse that are moisture sensitive, such as equipment and elevator rooms, a vapor barrier may be placed over the upper granular base prior to slab construction. Consideration shall be given to limiting the control joint spacing to a maximum of about 2 feet in each direction for each inch of concrete thickness.

Prior to issuance of building permits, the City shall review and approve all construction plans.

GEO-11 Exterior Flatwork

This BMP would address impacts related to potential geological instability on the project site by ensuring that exterior concrete flatwork is supported by subgrade and constructed to minimize affects due to expansive soils.

Exterior concrete flatwork subject to pedestrian loading only shall be at least 4 inches thick and supported on at least 6 inches of Class 2 aggregate base overlying subgrade. To help reduce the potential for uncontrolled shrinkage cracking, adequate expansion and control joints shall be included. Consideration shall be given to limiting the control joint spacing to a maximum of about 2 feet in each direction for each inch of concrete thickness. Flatwork shall be isolated from adjacent foundations or retaining walls except where limited sections of structural slabs are included to help span irregularities in retaining wall backfill at the transitions between at-grade and on structure flatwork.

Prior to issuance of building permits, the City shall review and approve all construction plans.

GEO-12 Construction Site Soil Moisture Monitoring

This BMP would address impacts related to the project site's expansive soils by maintaining the soil's moisture to reduce the shrink-swell activity on the project site throughout project construction.

During construction, the contractor shall keep exposed expansive soil protected by overlying improvements or trenches that are backfilled. The contractor shall keep all exposed expansive soil subgrade and trench excavation side walls moist until during the construction period. Expansive soils allowed to dry out significantly will require re-moisture conditioning that will consist of several days of re-wetting.

Prior to issuance of grading permits the City shall review and approve all site preparation and construction plans.

GEO-13 Expansive Soil Construction Plan

This BMP would address impacts related to the project site's expansive soils by ensuring the slabs-on-grade built on top of expansive soils on-site would be built to avoid direct contact with expansive soils which could damage the building over time through exposure to shrink-swell cycles.

Slabs-on-grade shall have sufficient reinforcement and be supported on a layer of non-expansive fill. Footings shall extend below the zone of seasonal moisture fluctuation. Moisture changes in the surficial soils shall be limited by using positive drainage away from buildings and limiting landscaping watering.

Prior to issuance of building permits, the City shall review and approve all construction plans.

GEO-14 Expansive Soil Landscape Plan

This BMP would address impacts related to the project site's expansive soils by reducing the amount of water that can infiltrate the site's moderately expansive soil reducing the opportunity for irrigation to cause frequent shrink-swell activity on-site.

The landscape architect shall consider the near-surface soil's moderately expansive quality when developing landscaping plans. The amount of surface water infiltrating the on-site moderately expansive soils near foundations and exterior slabs-on-grade shall be reduced.

Prior to issuance of building permits, the City shall review and approve all landscaping plans.

GEO-15 Foundation for Expansive Soil

This BMP would address impacts related to the project site's expansive soils by requiring deeper, continuous footings to stabilize the building constructed atop the soil.

Spread footings shall bear entirely on natural, undisturbed soil, or engineered fill, be at least 12 inches wide, and extend at least 18 inches below the lowest adjacent grade. The deeper footing embedment shall embed the footing below the zone of significant seasonal moisture fluctuation, reducing the potential for differential movement. Top and bottom mats of reinforcing steel shall be included in continuous footings to help span irregularities and differential settlement.

Prior to issuance of building permits, the City shall review and approve all construction plans.

GEO-16 Unanticipated Discovery of Paleontological Resources

This BMP would address impacts related to unexpected paleontological resources being found during ground disturbing activities and ensure that work would stop to avoid further damage to paleontological resources in the event they are encountered.

In the event an unanticipated fossil discovery is made during the course of project construction, construction activity shall be halted within 50 feet of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. In the event that paleontological resources are encountered during project construction, at the end of construction, a report shall be submitted to the City to inform the city of the resources found.

Hydrology and Water Quality BMPs

HYD-1 Model Water Efficient Landscape Ordinance

The project applicant shall comply with California's Model Water Efficient Landscape Ordinance (MWELO) in order to reduce landscape water usage. Prior to construction, the project applicant shall submit project landscape information and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance for City staff review during the site plan review process.

Project Summary

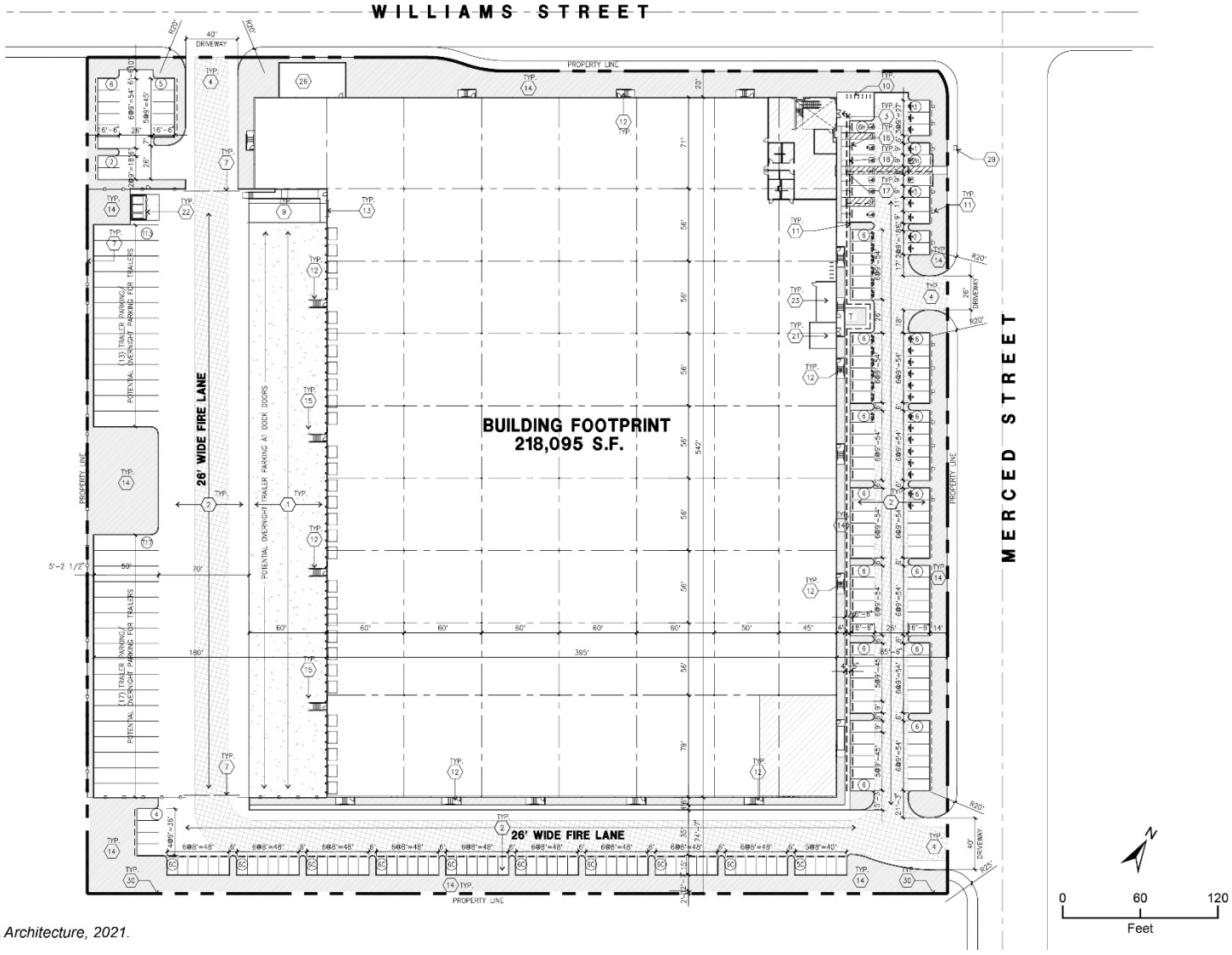
Figure 3 and Figure 4 show the proposed site plan and proposed site elevations and Table 1 summarizes information about the project.

Table 1 Project Summary

Project Component	Area or Unit
Building Area	
Office – 1st Floor	4,200 sf
Office – 2nd Floor	3,400 sf
Warehouse	213,895 sf
Building Footprint	218,095 sf
Parking Stalls	
Standard	74 stalls
Compact	59 stalls
Accessible Standard	4 stalls
Accessible Van	2 stall
Accessible Standard EV	1 stall
Accessible Van EV	1 stall
Electric Vehicle Charging	16 stalls
Clean Air/Vanpool	14 stalls
Total Stalls	171 stalls
Landscaping	
Landscape area	34,283sf
Total Area	**426,747 sf (9.8 acres)**

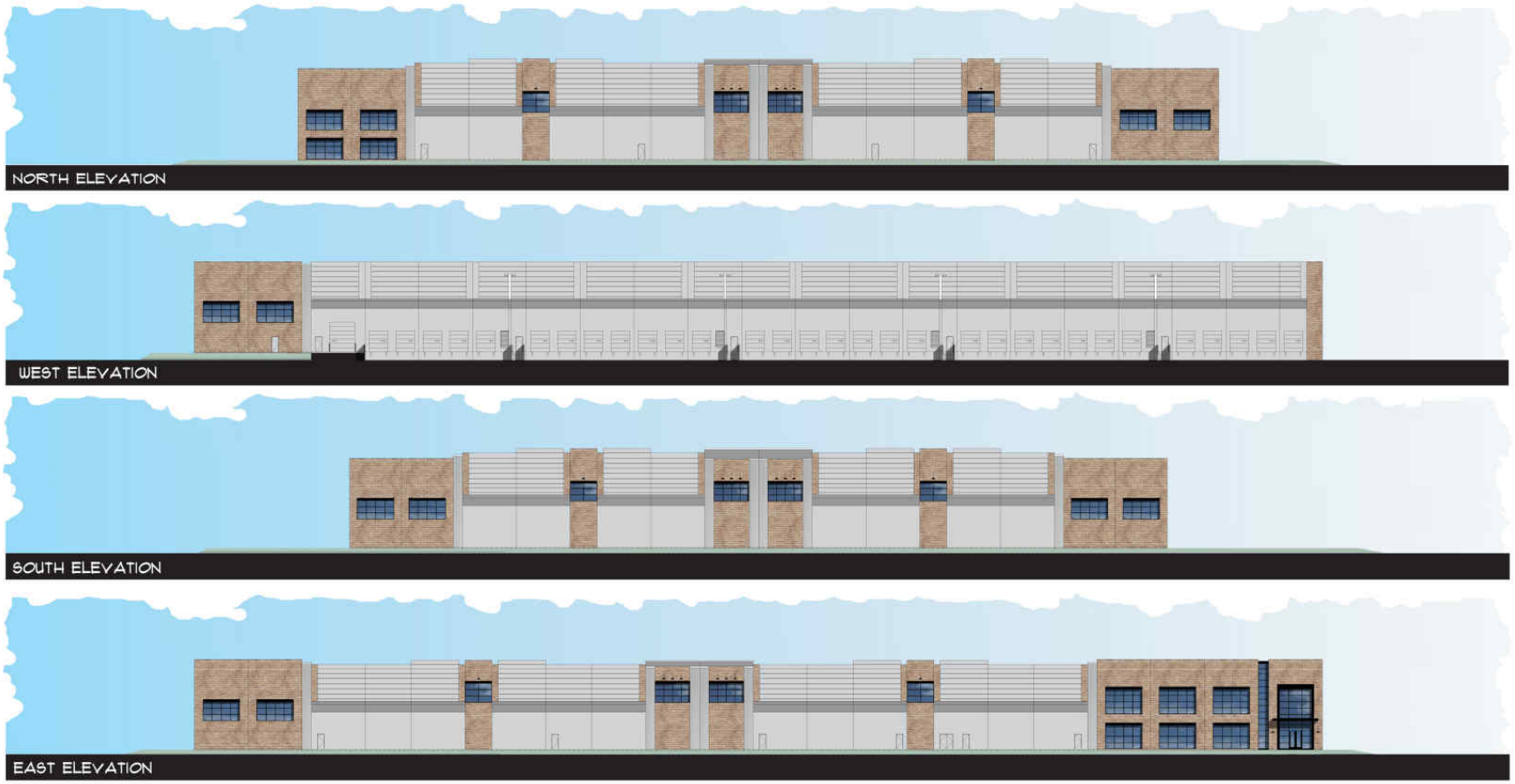
sf = square feet

Figure 3 Proposed Site Plan



Source: HPA Architecture, 2021.

Figure 4 Proposed Building Elevations



9. Surrounding Land Uses and Setting

The project area is in an urbanized area of industrial and commercial uses. The site is surrounded by low-rise warehouses, distribution centers, and other general industrial uses with the same zoning and land use as the site. There is a parcel directly bordering the southern parking lot that remains undeveloped with ruderal vegetation. Industrial uses surround the project site to the north, east, and west. Industrial Transition uses are located south of the project site. The project area is not directly adjacent to any of the Specific Plans or Area Plan areas such as the Bay Fair Transit-Oriented Development Specific Plan, East 14th Street South Area, or North Area Specific Plan areas.

Topography on the site is generally flat. The project site currently contains an office and warehouse mixed-use building. The project site has two vegetated spaces: one space heavily vegetated located at the northern corner of the site and another vegetated courtyard space directly next to the eastern loading dock area of the existing building. In addition to the pockets of vegetation, around the northern and eastern sides of the project site, some parking lot trees, bordering low-lying shrubs, and screening vegetation are distributed. Along the southern edge of the project site is a parcel of undeveloped land covered by ruderal vegetation. The project site is approximately two miles southwest of the San Leandro Creek and approximately 1 mile southeast of the Oyster Bay Regional Shoreline bordering the San Francisco Bay.

10. Other Public Agencies Whose Approval is Required

The City of San Leandro is the lead agency with responsibility for approving the proposed project. The following approvals would be required for the project:

- Conditional Use Permit to comply with the provisions established in San Leandro Zoning Code Section 2.12.216(A)(36) and (37) stating that a conditional use permit is required to construct a new building of any size to accommodate warehouse uses
- Site Plan Review to ensure that new development would comply with the applicable site development standards established by the San Leandro Zoning Code
- Zoning Enforcement Official Approval to adjust maximum height allowed from the established maximum height of 35 feet to 50 feet as allowed under San Leandro Zoning Code Section 2.12.312I

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. Responsible agencies include EBMUD, which regulates water quality in the region, and BAAQMD, which regulates air quality in the region. The EIR will also be submitted to these agencies for review and comment.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On September 14, 2021, letters were sent to 16 tribal contacts representing the Ohlone/Costanoan, Northern Valley Yokuts, Bay Miwok, Pomo, Foothill Yokuts, Mono, Wuksache, Plains Miwok, Patwin, Yokuts, and Miwok tribes. These tribes are traditionally and culturally affiliated with the geographic area of which the project site is a part. Letters were sent out as part of tribal outreach in order to request information on Sacred Sites and other types of tribal cultural resources near the project site, as well as inquire about Native American issues related to the project. None of the 16 tribal contacts requested consultation within 30 days of receiving the letters. The Wilton Rancheria sent a formal request for consultation outside of the 30-day period.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	■	Cultural Resources	☐	Energy
☐	Geology and Soils	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☐	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☐	Transportation	■	Tribal Cultural Resources
☐	Utilities and Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

Setting

The project site is currently developed with a one-story industrial office and warehouse mixed-use building and associated surface parking lot in an urbanized area. The site is characterized by an existing rectangular, beige building with vegetation and scattered trees that border the northern and eastern perimeters. The site is surrounded on all sides by other industrial uses with a single-family residential area further to the west. There are distant views of the San Leandro hills east of Williams Street. The project area and surrounding vicinity currently have ambient nighttime levels typical for an urban area. Artificial light in the area is produced by many sources, including automobile headlights and interior and exterior lighting from the development site, other uses in the area and the residential development to the west of the development site. According to the City of San Leandro's General Plan EIR, there are no identified scenic vistas in the vicinity of the project site (City of San Leandro 2016b). The site is approximately 2.3 miles west of the nearest state scenic highway, Interstate 580 (I-580) (California Department of Transportation 2018).

Regulatory Setting

Several goals, policies, and regulations from the City's General Plan and Zoning Code would apply to the proposed project.

City of San Leandro 2035 General Plan

The City General Plan Historic Preservation and Community Design Element contains goals and policies specific to the City's aesthetic. Specifically, Goal CD-7 aims to create a more visually attractive city. Policy CD-7.4 encourages the incorporation of drought-tolerant landscaping within new development and redevelopment projects such as the proposed project. Policy CD-7.7 addresses lighting issues related to building and landscape design and considers nighttime light pollution impacts.

San Leandro Zoning Code

San Leandro Zoning Code (SLZC) Chapter 4.04 Development Regulations addresses performance standards related to glare from glass and outdoor lighting which applies to all zoning districts. Specifically, highly reflective glass shall not cover more than 20 percent of a building surface visible from a street unless information from an applicant is submitted to and reviewed by the Zoning Enforcement Official (SLZC Section 4.04.340.D.1).

Impact Analysis

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

A scenic vista is usually defined as a panoramic view from an elevated position or a long-range view from a public vantage point. This can include views of natural features or of the built environment, when architecture and landscaped boulevards offer high-value views of an area considered important to the sense of place. The project site is located in an urbanized area. The proposed project would replace the existing one-story industrial office and warehouse building with a two-story industrial office and warehouse building. The project site is topographically flat and there are no identified scenic vistas visible from or through the site. Therefore, the project would not have a substantial adverse effect on a scenic vista and there would be no impact. This impact will not be discussed in the Environmental Impact Report (EIR).

NO IMPACT

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

The project is located approximately 2.3 miles west of the nearest eligible state scenic highway, I-580. The project site is not visible from I-580; therefore, the proposed project would not damage scenic resources within view of a state scenic highway and there would be no impact. This impact will not be discussed further in the EIR.

NO IMPACT

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

The project site is designated in the City's General Plan as General Industrial (City of San Leandro 2016a). The site is zoned as an Industrial General District (City of San Leandro 2020a). Surrounding and adjacent parcels are developed with warehouses, distribution centers, and other industrial uses compliant with the uses outlined in the City's General Plan Land Use element and Zoning Ordinance. The project would result in construction of an industrial office/warehouse building in compliance with the designated land use and zoning district. Additionally, through the project permit application process, the project would require a Conditional Use Permit and undergo the Site Plan Review process which would determine its overall compatibility with surrounding businesses to maintain and enhance the visual character of the area. As the project would be consistent with the land use and zoning designation for the project site and would undergo an industrial site-specific site plan review, impacts would be less than significant.

The project site would be required to follow SLZC Section 2.12.312 regarding the maximum height of structures. The SLZC states that structures within the Industrial General Zoning District is prescribed to be a maximum of 35 feet. However, under SLZC Section 2.12.312, the height limit may be adjusted to a maximum building height of 50 feet in the Industrial General Zoning District with approval by the Zoning Enforcement Official. The proposed project would be 47.5 feet tall which would require Zoning Enforcement Official's approval. As the project would be compliant with defined height allowances, with approval from the Zoning Enforcement Official, aesthetic impacts associated with the proposed project's height would be less than significant. This impact will not be discussed in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project site is in an urbanized industrial area with low to moderate levels of existing light from exterior structure lighting, light visible through windows at adjacent industrial sites, and from vehicular traffic on Williams Street and Merced Street. The proposed project would continue the existing development pattern of warehouses, distribution sites, and other industrial uses that exist in the area. Therefore, the proposed project would not substantially change the existing daytime or nighttime light environment beyond what is allowed or expected in areas of San Leandro zoned as Industrial General.

The primary sources of glare on the project site are the sun's reflection off light-colored and reflective building materials and finishes, and metallic and glass surfaces of parked vehicles. The proposed project's windows and galvanized steel metal plate siding could generate glare from reflected sunlight during certain times of the day. The glare associated with the building's materials would be addressed through compliance with SLZC Section 4.04.340 which addresses glare from glass. SLZC Section 4.04.340.D.1 states that highly reflective mirrors/glass shall not cover more than 20 percent of a building surface visible from a street unless the applicant can demonstrate that the use of such glass would not significantly increase glare visible from adjacent streets or pose a hazard for moving vehicles. The project's exterior would consist mainly of concrete, brick, and dull galvanized steel. The only part of the project's exterior which would be highly reflective would be

the glass windows, but the windows would not cover more than 20 percent of the building's surface visible from either Williams Street or Merced Street. Glare from the project would also be partially blocked from vehicles traveling along Williams Street and Merced Street by the existing and planned trees that would border the project site along its northern, eastern, and southern borders. Therefore, impacts would be less than significant. This impact will not be discussed in the EIR.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
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 or conversion of forest land to non-forest use?	☐	☐	☐	■

Setting

The project site is located within an urban area of San Leandro. The site is currently developed as an office and warehouse building and is zoned as an Industrial General District.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program to assess and record suitability of land for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality. The highest quality land is designated as Prime Farmland. According to the Alameda County Important Farmland Map prepared by the California Department of Conservation, the project site and vicinity are designated as Urban and Built-Up Land and the site does not have any identified agriculture or forest land (DOC 2018).

Regulatory Setting

PRC Section 12220(g) defines forest land as:

> land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

PRC Section 4526 defines timberland as:

> land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

Government Code Section 51104(g) defines a timberland production zone as:

> "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

Impact Analysis

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is not designated as, is not adjacent to, and is not proximate to lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown by maps prepared by the DOC's Farmland Mapping and Monitoring Program maps (DOC 2018). The project would only modify the project site; therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by project implementation and no impact would occur. This impact will not be discussed further in the EIR.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The project site and surrounding areas are zoned for agricultural use and are not subject to Williamson Act contracts (DOC 2017). The project would only modify the project site. Therefore, no conflict with existing zoning for agricultural use or conflict with Williamson Act contracts would be affected by project implementation and no impact would occur. This impact will not be discussed in the EIR.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The project site and surrounding areas are not designated as, nor adjacent to, and not proximate to lands zoned for forest land, timberland, or timberland zoned for Timberland Production (City of San Leandro 2016b; CDFW 2015). Therefore, the project would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned for Timberland Production and no impact would occur. This impact will not be discussed in the EIR.

NO IMPACT

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site and surrounding areas are not currently designated nor utilized as forest land (City of San Leandro 2016b; CDFW 2015). As such, the project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur. This impact will not be discussed in the EIR.

NO IMPACT

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The project is zoned Industrial General and is surrounded by industrial and commercial land uses. The project would only modify the project site. Therefore, the project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. There would be no impact. This impact will not be discussed further in the EIR.

NO IMPACT

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3 Air Quality

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

Setting

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the USEPA and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),[6] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

6 CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the U.S. EPA classifies specific geographic areas as "attainment area" or "nonattainment area" for each pollutant. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. BAAQMD is in nonattainment for the ozone NAAQS and CAAQS, the $PM_{2.5}$ NAAQS and CAAQS, and the PM_{10} CAAQS and is required to prepare a plan for improvement (BAAQMD 2017a). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

[1] More detailed discussion on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: USEPA 2021a

Regulatory Setting

Air Quality Management

The Bay Area 2017 Clean Air Plan (the 2017 Plan) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Plan is to update the most recent ozone plan – the 2010 Clean Air Plan – to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the Basin has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour ozone CAAQS. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the 2017 Plan to include all feasible measures to reduce emissions of ozone precursors (BAAQMD 2017b).

In 2006, the USEPA reduced the 24-hour $PM_{2.5}$ NAAQS regarding short-term exposure to fine particulate matter from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$. Based on air quality monitoring data for the 2006-2008 cycle showing that the region was slightly above the standard, in December 2008 the USEPA designated the Basin as non-attainment for the 24-hour $PM_{2.5}$ NAAQS. This triggered the requirement for the BAAQMD to prepare a State Implementation Plan (SIP) to demonstrate how the region would meet the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that $PM_{2.5}$ levels in the Basin currently meet the standard. On October 29, 2012, the USEPA issued a proposed rulemaking to determine that the Basin now meets the 24-hour $PM_{2.5}$ NAAQS. The Basin will continue to be designated as nonattainment for the 24-hour $PM_{2.5}$ NAAQS until such time as the BAAQMD elects to submit a "redesignation request" and a "maintenance plan" to the USEPA, and the USEPA approves the proposed redesignation.

BAAQMD Significance Thresholds

The BAAQMD recommends that lead agencies determine appropriate air quality emissions thresholds of significance based on substantial evidence in the record. The BAAQMD's significance thresholds in the updated May 2017 CEQA Air Quality Guidelines for land use development projects within the Basin are the most appropriate thresholds for use in determining air quality impacts of the proposed project (BAAQMD 2017c). The BAAQMD significance thresholds for criteria air pollutants, shown in Table 3, were used to evaluate the project's potential air quality impacts. Projects that would result in criteria air pollutant emissions below these significance thresholds would not result in a cumulatively considerable net increase in criteria air pollutants for which the Basin is in non-attainment under applicable federal or state ambient air quality standards.

Table 3 Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Source: BAAQMD 2017c

The BAAQMD also provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would result in a less than significant impact related to local CO concentrations:

- Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The BAAQMD has also established screening criteria applicable to projects that would introduce new stationary sources of toxic air contaminants (TAC) emissions, as defined below. A project would result in significant impacts if TAC emissions would result in an increased cancer risk level of more than 10 in one million or a non-cancer (i.e., chronic or acute) hazard index greater than 1.0.

The BAAQMD has also established VOC limits on architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.

City of San Leandro 2035 General Plan

The City's Environmental Hazards Element contains policies focused on designing, constructing, and operating new development in a way that reduces potential for future air quality problems, such as Policy EH-3.4 which requires that construction and grading practices minimize airborne dust and particulate matter; ensures that best available control technology is used for operations that could generate air pollutants; encourages energy conservation and low-polluting energy sources; promotes landscaping and tree planting to absorb CO and other pollutants; and implements complementary strategies to reduce greenhouse gases identified in the Climate Action Plan.

Methodology

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information

including the project's land use, square footage, and location, to model a project's construction and operational emissions. Calculations are included in Appendix AQ.

Land Uses

The land uses included in CalEEMod were determined using applicant-provided information and standardized assumptions where project-specific information was not known. The "General Office Building" land use was chosen to represent the approximately 7,600 square feet of office space included in the project, and the "Unrefrigerated Warehouse – No Rail" land use was used to represent the approximately 213,895 square feet of warehouse space included in the project. The "Parking Lot" land use was used to represent the 171 surface asphalt parking spaces. The "Other Non-Asphalt Surfaces" was used to represent all of the non-asphalt and non-building uses on the project site, encompassing the approximately 29,340 square feet of concrete trailer stalls and the 34,283 square feet of landscaping located on the project site for a total square footage of 63,623 square feet. The remainder of the project site acreage was allocated to the "Other Asphalt Surfaces" land use to represent the proposed driveways and fire lanes because the fire lane and driveways would be paved with asphalt but not used for parking.

Table 4 CalEEMod Land Use Type

CalEEMod Land Use	Project Component	Land Use Area
General Office Building	Ground Level Office Second Level Office	4,200 sf 3,400 sf
Unrefrigerated Warehouse – No Rail	Warehouse	213,895 sf
Other Asphalt Surfaces	Fire Lane Driveways	1.76 acres
Other Non-Asphalt Surfaces	Landscaping Concrete Trailer Stalls	34,283 sf 29,340 sf
Parking Lot	Parking Spaces	171 spaces

sf = square feet

Construction Emissions

Construction emissions modeled include emissions generated by construction equipment used on site and emissions generated by vehicle trips associated with construction, such as workers and vendor trips. Project construction was analyzed based on the applicant-provided information regarding the construction schedule, as shown in Table 5. Construction was assumed to occur five days per week from Monday through Friday, as indicated by the applicant. The standard construction equipment list in CalEEMod was utilized because project-specific information was not available at this stage of planning and design. It is assumed that all construction equipment used would be diesel-powered. Construction equipment was modeled in accordance with BMP AQ-1 requiring Tier 3 engines or a reduction in NO_x emissions. As stated in the *Project Description*, all soil excavated during construction would be used as fill on-site; therefore, no soil would be imported or exported. In addition, the project would include demolition of the existing approximately 236,291-square-foot building. The demolished materials would be transported approximately 28 miles to the Zanker Material Processing Facility, according to applicant-provided information. This analysis also includes the assumption that the project would comply with all applicable regulatory standards, including the Building Energy Efficiency Standards (Energy Code), CALGreen, the City of San

Leandro's General Plan, and BAAQMD's rules and regulations including Regulation 8 Rule 3 specifying the VOC content of architectural coatings (BAAQMD 1978).

Table 5 Estimated Construction Schedule

Phase Number	Phase	Start Date	End Date
1	Demolition	3/1/2022	4/30/2022
2	Site Preparation	4/1/2022	5/31/2022
3	Grading	5/1/2022	6/30/2022
4	Building Construction	6/1/2022	3/31/2023
5	Paving	1/1/2023	1/31/2023
6	Architectural Coating	2/21/2023	4/3/2023

Note: Applicant-provided construction schedule specified month/year of construction, not specific days. To model the most conservative scenario, it was assumed that most phases would start on the first of the specified month and end on the last day of the specified month. Adjustments to the applicant-provided construction plan were made to be consistent with the end of building construction phases.

Source: Applicant-provided information (August 2021)

Operational Emissions

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, area source emissions, and off-road equipment emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The project's trip generation rates were determined using the trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, which is included in CalEEMod by default. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Off-road equipment emissions are generated by heavy-duty off-road equipment, such as forklifts, cranes, and generators. Although a specific tenant has not yet been identified for the project, warehouses typically require one natural-gas or electric forklift per 10,000 square feet, based on prior experience with similar projects. To provide a conservative estimate of project impacts, this analysis assumes 21 natural-gas forklifts would be required for the project and would operate 8 hours a day.

Impact Analysis

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

The California Clean Air Act requires that air districts create a Clean Air Plan that describes how the jurisdiction will meet air quality standards. The most recently adopted applicable air quality plan is the BAAQMD's 2017 Plan. As described in the *Air Quality Management* Section, the 2017 Plan updates the most recent Bay Area ozone plan, the 2010 Clean Air Plan. Pursuant to air quality planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors – ROG and NO_x. The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes measures related to specific emissions sectors.

Under BAAQMD's methodology, a determination of consistency with the 2017 Plan should demonstrate that a project:

- Supports the primary goals of the air quality plan
- Includes applicable control measures from the air quality plan
- Does not disrupt or hinder implementation of any air quality plan control measures

A project that would not support the 2017 Plan's goals would not be considered consistent with the 2017 Plan. On an individual project basis, consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the Clean Air Plan's goals. In addition, applicable control measures such as green building construction, waste diversion, and water conservation would indicate support for the clean air plan goals on an individual project basis. As shown in the responses to criterion b (see below), the proposed project's operational emissions would not result in exceedances of BAAQMD 2017 thresholds for criteria air pollutants and thus would not conflict with the 2017 Plan's goal to attain air quality standards. Furthermore, as shown in Table 6, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures. Therefore, consistent with the BAAQMD's CEQA thresholds, the proposed project would not conflict with or obstruct the implementation of the 2017 Clean Air Plan. No impact would occur. This impact will not be discussed further in the EIR.

Table 6 Project Consistency with Applicable Control Strategies of 2017 Clean Air Plan

Control Strategy	Evaluation
Accelerate the widespread adoption of electric vehicles.	**Consistent.** Of the project's 169 parking spaces, 15 stalls would be equipped with electric vehicle charging stations. The charging stations would promote the adoption of electric vehicles by providing infrastructure to facilitate their use by future employees.
Promote energy and water efficiency in both new and existing buildings.	**Consistent.** The project would include water efficient landscaping and irrigation in compliance with the Water Efficient Landscape Ordinance and have LED lighting in compliance with Title 24 requirements. The project would also be required to comply with CALGreen standards which include measures for both water and energy efficiency.

Source: BAAQMD 2017b

NO IMPACT

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

The proposed project would result in temporary construction emissions and long-term operational emissions. Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM_{10}) through the exposure of soil to wind erosion and dust entrainment. Exhaust emissions associated with heavy construction equipment would potentially degrade regional air quality. Long-term emissions associated with operational impacts would include emissions from vehicle, including truck, trips (mobile sources); natural gas use (energy sources); landscape maintenance equipment, consumer products, and architectural coating associated with on-site development (area sources); and forklifts (off-road sources). Air pollutant emissions associated with project construction and operation are discussed in the following subsections.

Construction Emissions

CRITERIA AIR POLLUTANT EMISSIONS

Project construction would involve demolition, site preparation, rough grading, building construction, architectural coating, and paving, all of which have the potential to generate criteria air pollutant emissions. As shown in Table 7, with implementation of BMP AQ-1, project construction would not exceed BAAQMD thresholds. Therefore, construction impacts related to criteria air pollutant emissions would be less than significant and further analysis in an EIR is not warranted.

Table 7 Estimated Average Daily Construction Emissions (lbs/day)

	ROG	NO_X	Exhaust PM_{10}	Exhaust $PM_{2.5}$
2022	2	43	2	2
2023	37	29	1	2
BAAQMD Thresholds	**54**	**54**	**82**	**54**
Threshold Exceeded?	No	No	No	No

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day; BAAQMD = Bay Area Air Quality Management District

N/A = Not available. The BAAQMD has not established recommended quantitative thresholds for CO and SO_2.

Notes: All emissions modeling was completed using CalEEMod in accordance with applicant-provided information and data. See Appendix AQ for model output results.

Source: Appendix AQ

FUGITIVE DUST

Site preparation and grading may cause wind-blown dust that could contribute particulate matter into the local atmosphere. BAAQMD has not established a quantitative threshold for fugitive dust emissions but rather states that projects that incorporate BMPs for fugitive dust control during construction, such as watering exposed surfaces and limiting vehicle speeds to 15 miles per hour, would have a less than significant impact related to fugitive dust emissions. The project would incorporate these BMPs throughout the duration of construction activities; therefore, construction-related fugitive dust emissions would be reduced to less than significant. This impact will not be discussed further in the EIR.

Operational Emissions

Operational emissions would include emissions associated with mobile sources (vehicle trips); energy sources (natural gas use); area sources (landscape maintenance equipment, consumer products, and architectural coating associated with on-site operational activities); and off-road sources (forklifts). Due to the nature of the project's primary use as a warehouse, the project would generate more truck trips than passenger vehicles which are associated with more emissions. The types of trucks that would likely travel to and from the project site would be semi-trailer trucks or freight trucks.

The BAAQMD's CEQA Guidelines offers operational-related criteria air pollutant screening sizes for various land use types. However, as the project would be a mixed-use building with both warehouse and office uses, the screening criteria is not applicable. Therefore, operational criteria air pollutant emissions were quantified and compared to the BAAQMD significance thresholds. Table 8 and

Table 9 summarize the total estimated daily and annual emissions generated by project operation, respectively. As shown therein, operational emissions generated by the proposed project would not exceed BAAQMD daily and annual thresholds for ROG, NO_x, exhaust PM_{10}, and exhaust $PM_{2.5}$. Therefore, project operation would not result in a cumulatively considerable net increase of ROG, NO_X, exhaust PM_{10}, or exhaust $PM_{2.5}$, and impacts would be less than significant. Further analysis in an EIR is unwarranted.

Table 8 Estimated Daily Operational Emissions

	Average Daily Emissions (lbs/day)			
Emissions Source	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	5	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile	1	2	3	1
Off-road	<1	15	<1	<1
Total Emissions	**7**	**17**	**3**	**1**
BAAQMD Thresholds	54	54	82	54
Threshold Exceeded?	No	No	No	No

ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day, BAAQMD = Bay Area Air Quality Management District

Note: All emissions modeling was completed made using the CalEEMod in accordance with applicant-provided information and data. Some numbers may not add up due to rounding.

See Appendix AQ for model output results.

Table 9 Estimated Annual Operational Emissions

	Maximum Annual Emissions (tons/yr)			
Emissions Source	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	1	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile	<1	<1	<1	<1
Off-road	<1	2	<1	<1
Total	**1**	**2**	**<1**	**<1**
BAAQMD Thresholds	10	10	15	10
Threshold Exceeded?	No	No	N/A	N/A

ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day, BAAQMD = Bay Area Air Quality Management District

N/A = Not available. BAAQMD has not established recommended quantitative thresholds for CO, SO_2, PM_{10}, and $PM_{2.5}$.

Note: All emissions modeling was completed made using CalEEMod in accordance with applicant-provided information and data. Some numbers may not add up due to rounding

See Appendix AQ for model output results.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as population groups that are more susceptible to exposure to pollutants and examples include health care facilities, retirement homes, school and playground facilities, and residential areas. The nearest sensitive land uses are single family residences located approximately 0.2 mile east of the project site across I-880. The following subsections evaluate the potential for these sensitive receptors to be exposed to substantial concentrations of CO and TACs.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the national one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2021a).

As mentioned in the BAAQMD Significance Thresholds subsection above, BAAQMD has a set of screening criteria to use as the first step to evaluate whether a project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the *Thresholds of Significance*.

It was determined in Appendix TRA that the proposed project would reduce employment by up to seven employees which would correspond to a decrease in employee trips to and from the project. In addition, average daily traffic (ADT) at the intersection of Williams Street and Merced Street was reported to be 10,800 along Williams Street from Doolittle Drive to Merced Street and 11,400 from Merced Street to San Leandro Street, or an average of 450 and 475 vehicles per hour respectively. As the project would result in fewer employee commute trips, would maintain approximately the same number of truck trips associated with the warehouse use of the site, and would not exceed the BAAQMD CO screening thresholds, the impact of localized CO emissions would be less than significant.

Toxic Air Contaminants

Construction and operation of the project would generate emissions of TACs, which are defined by California law as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following sections discuss the potential for the project to generate TAC emissions during construction and operation.

CONSTRUCTION IMPACTS

Construction-related activities would result in temporary emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy duty diesel equipment for demolition, site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2021b).

Generation of DPM from construction projects typically occurs in a single area for a short period. Project construction would occur over approximately one year. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with

the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual (MEI). The risks estimated for a MEI are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., twelve months) is approximately 1.4 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017c). Therefore, this analysis qualitatively discusses potential health risks associated with construction-related emissions of TACs, focusing on construction activities most likely to generate substantial TAC emissions and the duration of such activities relative to established, longer-term health risk exposure periods.

$PM_{2.5}$ exhaust emissions are often used as a surrogate for DPM, and all $PM_{2.5}$ exhaust emissions are considered as DPM. The maximum $PM_{2.5}$ exhaust emissions would occur during site preparation activities. These activities would last for approximately two months. $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation activities would represent less than one percent of the total exposure period for a 70-year health risk calculation. Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the MEI or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the MEI. This impact would be less than significant.

OPERATIONAL IMPACTS

In the Bay Area, a number of urban or industrialized communities exist where the exposure to TACs is relatively high compared to other communities. According to the BAAQMD CEQA Guidelines and the Community Air Risk Evaluation Program, the project site is located in an impacted community (BAAQMD 2017c; BAAQMD 2018). Sources of TACs include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. The project would generate new diesel-fueled truck trips in the area as well as on-site idling, which would be a potential source of TAC emissions, specifically DPM exhaust emissions. As stated above, the nearest sensitive receptors are single family residences located approximately 0.2 mile (approximately 1,050 feet) east of the project site across I-880. CARB's *Air Quality and Land Use Handbook* recommends siting sensitive receptors more than 1,000 feet away from distribution centers that generate more than 100 diesel-fueled truck trips per day and more than 40 trips by trucks with transport refrigeration units (TRU) (CARB 2005). As the exact use of the project has not yet been determined, a traffic study for a similarly sized warehouse was used to estimate the number of diesel truck trips that could occur. The traffic study found that a 226,960-square-foot warehouse would generate approximately 50 one-way diesel-fueled truck trips (City of South Gate 2020). The project would be expected to generate a similar level of diesel-fueled truck trips. None of these trips would be made

by trucks equipped with TRUs because the proposed warehouse would not be refrigerated. Therefore, the estimated diesel-fueled truck traffic associated with the proposed project would not exceed the CARB's threshold of 100 diesel-fueled truck trips per day for distribution centers within 1,000 feet of sensitive receptors. Furthermore, the project would not site a new stationary source, such as a diesel generator on site. In addition, the proposed on-site forklifts used during operation would either be electric or natural gas-fueled and therefore would not be a source of TAC emissions. As such, project operation would not expose sensitive receptors to substantial TAC emissions. Impacts would be less than significant.

As impacts related to construction and operation of the project would be less than significant; this impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The BAAQMD's 2017 CEQA Guidelines Table 3-3 provides odor screening distances for land uses that have the potential to generate substantial odor complaints. The odor-generating uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017c). The proposed project involves warehouse and office uses and does not include any of the uses identified by the BAAQMD as odor-generating uses. Therefore, the proposed project would not generate objectionable odors that would affect a substantial number of people. This impact would be less than significant. Therefore, this impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
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?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
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?	☐	☐	☐	■

Live Oak Associates, Inc. (LOA) completed a special status species evaluation on March 29, 2021, which is included as Appendix BIO.

Setting

No naturally occurring habitats are present on the project site; however, a small strip of disturbed ruderal grassland abuts the southern edge of the developed use on the project site. This grassland would not be expected to be impacted by project buildout. Most special status species known to occur in the vicinity would not be expected to appear onsite (Appendix BIO).

Regulatory Setting

Regulatory authority over biological resources is shared by federal, state, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies with the land use control and planning authority of local jurisdictions. The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the state under CEQA and has direct jurisdiction under the Fish and Game Code of California. Under the federal and state Endangered Species Acts, the CDFW and the U.S. Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as Threatened or Endangered. The United States Army Corps of Engineers (USACE) has regulatory authority over specific biological resources, namely wetlands and waters of the U.S., under Section 404 of the Federal Clean Water Act.

Plants or animals may be considered "special-status" due to declining populations, vulnerability to habitat change, or restricted distributions. Special-status species are classified in a variety of ways, both formally (e.g., federal and state Threatened and Endangered Species) and informally ("Special Animals"). Species may be formally listed and protected as Threatened or Endangered by the CDFW or USFWS or as California Fully Protected (CFP). Informal listings by agencies include California Species of Special Concern (CSC), a broad database category applied to species, roost sites, or nests, or as USFWS Candidate taxa. CDFW and local governmental agencies may also recognize special listings developed by focal groups (i.e., Audubon Society Blue List, California Native Plant Society (CNPS) Rare and Endangered Plants, U.S. Forest Service regional lists). California Fish and Game Code Section 3503.5 specifically protects birds of prey, and their nests and eggs, against take, possession, or destruction. Section 3503 of the Fish and Game Code also incorporates restrictions imposed by the federal Migratory Bird Treaty Act (MBTA) with respect to migratory birds.

City of San Leandro 2035 General Plan

The City of San Leandro's General Plan includes goals and policies within its Open Space and Conservation and Historic Preservation and Community Design Elements which are relevant to biological resources. General Plan Goal OSC-6 aims to identify, protect, and enhance San Leandro's significant plant and animal communities through policies like Policy OSC-6.2 and 6.4 which aim to mitigate development impacts and ensure that local planning and development decisions do not negatively impact species of special concern. General Plan Policy CD-7.3 contains language that discourages tree removal and encourages tree preservation.

San Leandro Zoning Code

The SLZC includes language in Section 4.16.112 regarding existing trees on development site. The SLZC requires that plans submitted for "Site Plan Approval" shall include identification of all existing trees with a trunk diameter greater or equal to six inches in diameter as measured 4.5 feet above existing grade, indicate the trees' species, driplines, and which trees are proposed for removal. A certified arborist might be required to provide a tree report to supplement these requirements. The SLZC Section 4.16.112(B)(2) also contains language regarding specific requirements for preserving and replacing trees to be included in final grading and landscape plans.

San Leandro Municipal Code

San Leandro Municipal Code (SLMC) Chapter 5.2 outlines the City's tree ordinance with regards to street trees. SLMC Section 5.2.200 states that any person who plants, removes, prunes, injures, or destroys any street tree shall be fined by up to one thousand dollars. In order to remove or replace a tree, a person must file an application to the Director of Public Works as stated in SLMC Sections 5.2.210 and 5.2.215.

Impact Analysis

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

Habitat that could be affected by the proposed project would be the ruderal grass identified at the southern edge of the project site. However, the disturbed grassland would not be expected to be impacted because the project does not include plans to develop on or otherwise disturb the existing grassland habitat (Appendix BIO). As such, the project would not have a substantial adverse effect on any species through habitat modifications.

There are no special status plants expected to occur onsite (Appendix BIO). Special status birds that may occur onsite include the American peregrine falcon (*Falco peregrinus anatum*), white-tailed kite (*Elanus leucurus*), western snowy plover (*Charadrius nivosus nivosus*), Alameda song sparrow (*Melospiza melodia pusillula*), and yellow warbler (*Setophaga petechia*). The white-tailed kite is the only bird species identified as likely to nest onsite (Appendix BIO). There are no special considerations for these species with regards to demolition or construction activities that would not already be applied to other migratory nesting birds which include preconstruction surveys and disturbance-free buffers if nesting is present onsite or adjacent to the site. Special status bats including pallid bats (*Antrozous pallidus*), Townsend's big-eared bats (*Corynorhinus townsendii*), big free-tailed bats (*Nyctinomops macrotis*), and western mastiff bats (*Eumops perotis californicus*) would not be expected to occur within trees on-site, although they may forage over the site (Appendix BIO). A tree survey would be required to assess tree suitability for bat roosting to ensure there would be no impact to potential bat habitats pursuant to General Plan Action OSC-6.4.A requiring biological assessments for development in areas where special status species may be present and mitigation in accordance with state and federal regulations where potential adverse impacts exist as discussed further under the biological BMPs. No aquatic resources are supported by the site, so it would be highly unlikely for the site to have a substantial effect on aquatic species. Due to the potential onsite occurrence for white-tailed kite and bat species, implementation of the biological BMPs would reduce impacts to special status species to less than significant levels. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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

The project site is located in an urbanized area with no sensitive natural communities or wetlands located in its vicinity (USFWS 2021). Project construction would not directly impact riparian habitat, sensitive natural communities, or protected wetlands, nor would it indirectly impact such habitats that may occur offsite (Appendix BIO). Thus, the project would not have a substantial adverse effect on riparian habitat, sensitive natural community, or state or federally protected wetlands. No impact would occur. This impact will not be discussed further in the EIR.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is surrounded by developed parcels and is not located directly adjacent to intact wildlife habitat. The project would not interfere with migratory fish species as it is not located adjacent to an aquatic habitat. Land use in the project vicinity is industrial with little connectivity to natural habitats. It is therefore not expected to support wildlife movement. The site itself does not contain suitable connected natural areas that would contribute to a migratory wildlife corridor. No native wildlife nursery sites were identified in the area (Appendix BIO). Since the project site has currently not been identified to be a significant site for wildlife to move or migrate through, no impacts would occur. This impact will not be discussed further in the EIR.

NO IMPACT

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

The proposed project would result in the removal of 21 existing trees on the project site to be replaced with 25 new trees as mitigation. As stated in the regulatory setting section, SLMC Chapter 5.2 outlines the City's tree ordinance. In compliance with SLZC Section 4.16.112, the project applicant would be required to identify all existing trees on project development applications as specified. Implementation of SLZC Section 4.16.112(B)(2) would further reduce the likelihood of the project conflicting with any local policies or ordinances protecting biological resources. As long as the project applicant submits a request for the removal and replacement of the street trees in accordance with the SLMC and complies with SLZC Section 4.16.112, the project would not conflict with local policies or ordinances protecting biological resources. The impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Currently, there are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other habitat conservation plans in the City. Therefore, the proposed project would have no impact. This impact will not be discussed further in the EIR.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	■	□	□	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■	□	□	□
c. Disturb any human remains, including those interred outside of formal cemeteries?	■	□	□	□

In April 2021, a historic evaluation of the existing building at 1919 Williams Street was conducted by MacRostie Historic Advisors LLC and is included as Appendix CUL.

Setting

The historic evaluation found that the existing building is potentially historically significant according to criteria established by the California Register of Historical Resources (CRHR) and the City of San Leandro's requirements for historic resource designation. It was found to be significant under Criterion 3, Architecture, by the CRHR because of its industrial modern architectural elements and due to its architect, George Vernon Russell. It also retains its integrity as defined by the California Office of Historic Preservation due to its location, design, setting, materials, workmanship, feeling, and association (Appendix CUL).

Regulatory Setting

The California Environmental Quality Act (CEQA) requires that a lead agency determine whether a project may cause a substantial adverse change in the significance of an historical resource (Public Resources Code [PRC], Section 21084.1) or have a significant effect on tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

City of San Leandro 2035 General Plan

The City of San Leandro General Plan's Historic Preservation and Community Design Element contains goals specific to cultural resources. Goal CD-1 specifically aims to identify, preserve, and maintain San Leandro's historic resources and recognizes these resources as an essential part of the City's character and heritage. Policy CD-1.1 aims to take a broad and comprehensive approach to historic preservation in the city and Policy CD-1.7 aims to protect the resource integrity of historic properties.

San Leandro Municipal Code

The SLMC outlines the City's designation criteria in Sections 4.26.705 and 4.26.710 for a resource to become a City Landmark or Merit Resource. The SLMC contains additional language in Section 4.26.1200 regarding the demolition, destruction, or removal of a designated historical resource which could become relevant if the existing building is officially designated as a historical resource.

Impact Analysis

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

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

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

The proposed project would involve the demolition of the existing building on the project site. The existing building was determined to be a historically significant resource (Appendix CUL). Damage to this existing building would result in a potentially significant impact to historical resources and mitigation measures would not be feasible to reduce impacts to less than significant. The proposed project would involve ground disturbing activities such as utility trenching and grading which could result in the unanticipated discovery of archaeological resources or human remains. Therefore, this impact will be addressed in greater detail in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

Setting

Project-related energy consumption would include energy consumed during project construction and operation, such as fuel consumed by construction equipment, vehicles, natural gas consumed for heating and/or power, and electricity consumed for power and/or cooling. The analysis of energy consumption herein involves the quantification of anticipated vehicle and equipment fuel, natural gas, and electricity consumption during construction and operation of the proposed project, to the extent feasible, as well as a qualitative discussion of the efficiency, necessity, and wastefulness of that energy consumption.

Electricity & Natural Gas

In 2019, California used 279,402 gigawatt hours of electricity, of which approximately 31 percent of electricity generated was from renewable resources and 13,159 million therms of natural gas (CEC 2021a and 2021b). Alameda County used 10,684 gigawatt hours of electricity and 384 million therms of natural gas in 2019 (CEC 2021a and 2021b).

Pacific Gas and Electric

The project site would be provided electricity by PG&E. PG&E is one of the nation's largest electric and gas utility companies, and it maintains 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2021). According to PG&E's 2018 Integrated Resource Plan, PG&E anticipates meeting a 2030 energy load demand of between 36,922 gigawatt-hours and 37,370 gigawatt-hours (PG&E 2018).

East Bay Community Energy

EBCE is a Community Choice Aggregation electricity provider that provides the City of San Leandro with affordable green electricity choices in partnership with PG&E. As of 2021, EBCE's energy intensity factor for its base plan for businesses (Bright Choice) consists of 60 percent eligible renewable energy sources (EBCE 2021).

Regulatory Setting

City of San Leandro 2021 Climate Action Plan

The City of San Leandro adopted its current CAP on July 19, 2021 as a direct update to its 2009 CAP. The 2021 CAP outlines San Leandro's comprehensive strategy to reduce greenhouse gas emissions, which include energy-related emissions.

City of San Leandro 2035 General Plan

Policy EH-3.4(c) of the City's Environmental Hazards Element encourages energy conservation and low-polluting energy sources in the design, construction, and operation of new development. Policy OSC-7.8 of the City's Open Space and Conservation Element promotes green building in new construction and remodels, and Policy OSC-8.1 focuses on energy conservation and efficiency.

San Leandro Municipal Code

Section 7.5.600 of the SLMC incorporates the California Green Building Standards Code (CALGreen), contained in Title 24, Part 11, as the "Green Building Code" of the City. CALGreen focuses on the five divisions of building construction: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. It includes specific requirements related to energy efficiency standards to minimize wasteful, inefficient, and unnecessary energy consumption. SLMC Section 7.5.700 incorporates the California Energy Code Title 24, Part 6 as the "Energy Code" of the City of San Leandro, which includes compliance guidance on lighting and performance guidelines.

Methodology

Energy consumption is analyzed herein in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during project construction, such as fuel consumed by construction equipment and construction workers' vehicles traveling to and from the project site. Operational energy demand accounts for the anticipated energy consumption during project operation, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation, heating building space, and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning. The CalEEMod outputs for the air quality, GHG, and vehicle miles traveled (VMT) modeling (Appendix AQ) were used to estimate energy consumption associated with the remainder of the proposed project. The CalEEMod results provide the average travel distance, vehicle trip numbers, and vehicle fleet mix during project construction and operation. The CalEEMod results also provide the estimated electricity and natural gas consumption during project operation.

Impact Analysis

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

Construction Impacts

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The proposed project would require demolition, site preparation and grading, pavement and asphalt installation, building construction, architectural coating, and landscaping and hardscaping. As shown in Table 10 below, construction of the project would require approximately 18,424 gallons of gasoline and 73,595 gallons of diesel fuel.

Table 10 Proposed Project Construction Energy Usage

	Fuel Consumption (Gallons)	
Source	**Gasoline**	**Diesel**
Construction Equipment & Hauling Trips	–	73,595
Construction Worker Vehicle Trips	18,424	–

See Appendix AQ for CalEEMod default values for fleet mix and average distance of travel, and Appendix ENG for energy calculation sheets.

Energy use during construction would be temporary, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations, Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption.

In addition, pursuant to applicable regulatory requirements such as SLMC Chapter 3.7 and CALGreen, the project would comply with construction waste management practices to divert a minimum of 50 percent of construction and demolition debris and 100 percent of concrete, asphalt, and land-clearing debris. These practices would result in efficient use of energy necessary to construct the project. Furthermore, in the interest of cost-efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary. Diesel fuel, which powers most construction equipment, is one of the heaviest line items in a contractor's budget; contractors are able to reduce total operating costs and be more competitive when bidding for jobs by using less diesel fuel which incentivizes fuel efficiency (Papé Machinery 2019). Therefore, project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant. Further analysis in an EIR is unwarranted.

Operational Impacts

Operation of the proposed project would require energy use in the form of electricity, natural gas, and gasoline and diesel fuel consumption. Natural gas and electricity would be used for heating and

cooling systems, lighting, appliances, water use, off-road equipment operation, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from employees traveling to and from the project site. Diesel consumption would be attributed to trucks delivering goods to and from the project. Table 11 below shows the project's estimated total annual gasoline and diesel fuel consumption, as well as electricity and natural gas use. As shown therein, project operation would consume approximately 0.9 GWh of electricity and 440,715 kBtu of natural gas per year.

Table 11 Proposed Project Operational Energy Usage

Source	Energy Consumption	
Vehicle Trips		
Gasoline	53,537 gallons	5,878 MMBtu
Diesel	8,432 gallons	1,075 MMBtu
Built Environment		
Electricity	0.9 GWh	3,138 MMBtu
Natural Gas Usage	440,715 kBtu	441 MMBtu

GWh = gigawatt hour; kBtu = thousand British Thermal Unit; MMBtu = metric million British Thermal Unit
Source: Appendix ENG; Appendix AQ

The project would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** CALGreen (as codified in California Code of Regulations [CCR] Title 24, Part 11) requires implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to achieve energy efficient performance. The standards are updated every three years, and each iteration increases energy efficiency standards. Furthermore, the project would continue to reduce its use of nonrenewable energy resources as the percentage of electricity generated by renewable resources provided by PG&E continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The VMT analysis completed for the project modeled using CalEEMod estimated that the proposed development would result in a net decrease in VMT, which would result in a net decrease in transportation fuel consumption (Appendix TRA). In addition, the project site is located within 0.25 mile of four bus stops. Two bus stops are located within approximately 150 feet of the project site, and two bus stops are located between approximately 0.1 and 0.2 mile of the project site. In addition, there is a bicycle lane along Williams Street that passes adjacent to the project site's northern side. The proximity of these transit and bicycle facilities would facilitate the use of alternative transportation to access the project site. Furthermore, the project would include 15 stalls with electric vehicle charging capabilities as well as short-term and long-term bike racks on-site, which would facilitate the use of electric vehicles and alternative transportation modes by future employees rather than vehicles powered by fossil fuels to the site. These amenities would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. Therefore, project operation would not result in potentially significant

environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant, and further analysis in an EIR is unwarranted.

LESS THAN SIGNIFICANT IMPACT

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

The purpose of the CAP is to outline a course of action for the City to reduce emissions as recommended by AB 32, as described below in Section 8, *Greenhouse Gas Emissions*. Table 12 provides energy efficiency goals and policies provided in the City of San Leandro General Plan (City of San Leandro 2016a) and the City of San Leandro CAP (City of San Leandro 2021a) and describes the project's consistency with these policies. As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impact would occur. Further analysis in the EIR is unwarranted.

Table 12 Project Compliance with Energy Efficiency Goals and Policies

Energy Efficiency Goal or Policy	Is the Project Consistent?
City of San Leandro General Plan	
Policy EH-3.4(c). Design, Construction, and Operation. Require new development to be designed and constructed in a way that reduces the potential for future air quality problems, such as odors and the emission of any and all air pollutants. This should be done by: (c) Encouraging energy conservation and low-polluting energy sources.	**Consistent.** The project would be required to comply with current Energy Code and CALGreen requirements, which encourage sustainable planning and design, material conservation, and drought tolerant landscaping.
Policy OSC-7.3. Drought-Tolerant Landscaping. Encourage the use of native vegetation and Bay-friendly landscaping and enforce the State Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).	**Consistent.** The project would be required to comply with the Water Conservation in Landscaping Act of 2006 and Water Efficient Landscape Ordinance, which require installation of water efficient irrigation systems.
Policy OSC-7.4. Development Standards. Maintain local planning and building standards that require the efficient use of water through such measures as low-flow plumbing fixtures and water-saving appliances. Require water conservation measures as a condition of approval for major developments.	**Consistent.** The project would be required to comply with current CALGreen requirements, which encourage implementation of water efficiency and conservation features.
Policy OSC-7.8. Green Building. Promote green building in new construction and remodels.	**Consistent.** The project would be required to comply with current Energy Code and CALGreen requirements, which incorporate green building practices. For example, the project would include low-flow plumbing fixtures and LED lighting.
Policy OSC-8.1. Conservation and Energy Efficiency. Strongly advocate for increased energy conservation by San Leandro residents and businesses and ensure that the City itself is a conservation role model.	**Consistent.** The project would be required to comply with current Energy Code CALGreen requirements, which include energy efficiency measures.
City of San Leandro Climate Action Plan	
TE-2. Electric Vehicle (EV) charging stations. Increase the availability of publicly accessible EV charging stations at multifamily residential buildings, retail centers, offices, and public facilities.	**Consistent.** The project would install 15 EV chargers on-site as part of the project in compliance with CALGreen Section 5.106.5.3.3.

Energy Efficiency Goal or Policy	Is the Project Consistent?
WR-2. Construction and Demolition waste. Explore opportunities to exceed State requirements for construction and demolition materials by encouraging deconstruction and material reuse.	**Consistent.** The project would be required to comply with construction and demolition waste diversion goals. The City, through SLMC Chapter 3.7 and in compliance with CALGreen, would require 100 percent of asphalt and concrete and 50 percent of the remaining construction and demolition debris to be recycled.

Source: City of San Leandro 2016a and 2021a

NO IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

The analysis in this section is based on information provided in the Geotechnical Investigation prepared by Apex Companies, LLC (Apex) in January 2020. The report is included as Appendix GEO.

Setting

The project site is located within the San Leandro 7.5 Minute Quadrangle in the San Francisco Bay Area region, known as one of the most seismically active areas in the Country (California Geological Survey [CGS] 2003). The report identifies two State-considered active faults within 15 miles of the site: the Hayward Fault, 2.7 miles to the east of the project site, and the Calaveras Fault, 11.2 miles to the east of the project site. The site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone.

According to the Environmental Hazards Element of the 2035 General Plan, landslide risk is low throughout the majority of San Leandro, including the project site (City of San Leandro 2016a).

The site is located within Zone X according to the Federal Emergency Management Agency's (FEMA) flood map public database. Zone X is described as areas with a 0.2 percent annual chance flood hazard, areas of one percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

The site is located within a State-designated Liquefaction Hazard Zone (CGS 2003). Lateral spreading is typically associated with liquefaction. Lateral spreading itself refers to horizontal ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water. Though the project site has been identified as being within a zone identified for moderate liquefaction risk, the potential for lateral spreading to affect the site was determined to be low as no open spaces within a distance considered susceptible to lateral spreading exist (Appendix GEO). Apex conducted exploratory borings on the project site and found undocumented fill ranging from 2 to 5.5 feet below the existing ground surface (Appendix GEO). The fill consisted of sandy silty clay and lean clay. The soil onsite is classified as Danville silty clay loam with moderate expansion potential and no potential erosion hazard (United States Department of Agriculture [USDA] 1981). The exploratory borings also discovered shallow groundwater beneath the existing ground surface (Appendix GEO).

Paleontological Setting

In order to assess potential impacts to paleontological resources, the project's potential to disturb paleontologically sensitive geologic units was evaluated. The analysis involved a review of pertinent geologic maps and geologic literature, and a paleontological locality search to identify any known fossil localities from geologic units mapped at the project site. Fossil collections records from the University of California Museum of Paleontology (UCMP) online database and Paleobiology Database (PBDB) were reviewed to identify known fossil localities in Alameda County (PBDB 2021; UCMP 2021). Following the geologic map review, literature review, and UCMP database search, a paleontological sensitivity was assigned to the geologic units exposed at and close to the project site based on Society of Vertebrate Paleontology (SVP) guidelines (SVP 2010). The SVP has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The project site is situated within the Coast Ranges geomorphic province of California, which extends approximately 600 miles from the Oregon border south to the Santa Ynez River in Santa Barbara County (CGS 2002). Locally, the project site is in the City of San Leandro in Alameda County, which is within the East Bay Plain, a transgressive series of alluvial fans and fan-delta deposits that lie between the Diablo Mountains to the east and San Francisco Bay to the west (Helley and Graymer 1997). According to the geologic mapping by Graymer (2000), the project site includes a single geologic unit at ground surface: Holocene natural levee deposits (Qhl). However, two other Quaternary young (Holocene) units, Holocene basin deposits (Qhb) and Holocene alluvial fan and fluvial deposits (Qhaf), are exposed at the surface less than 0.25 miles from the project site. Consequently, Holocene natural levee deposits (Qhl) are likely interfingered with other Holocene sedimentary deposits (i.e., Qhb, Qhaf) within the project site.

Holocene natural levee deposits (Qhl) consist of loose, moderately-sorted to well-sorted sandy or clayey silt that grades into sandy or silty clay (Helley and Graymer 1997). Holocene basin deposits (Qhb) consist of very fine silty clay to clay. At its closest, Qhb is exposed on the surface 0.05 miles from the project site. Holocene alluvial fans and fluvial deposits (Qhaf) consist of brown or tan, medium dense to dense, gravely sand or sandy gravel that grades upward to sandy or silty clay. At its closest, Qhaf is exposed on the surface less than a mile from the project site.

Holocene sedimentary deposits, such as the Qhl on which the project site is located and the nearby Qhb and Qhaf, are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are determined to have a low paleontological sensitivity, in accordance with SVP (2010) standards. However, Holocene sedimentary deposits (i.e., Qhl, Qhb, and Qhaf) may grade downward into older, potentially fossiliferous alluvial deposits of Pleistocene age at moderate or unknown depths within the project site. Quaternary old (Pleistocene) sedimentary deposits have produced extensive vertebrate, invertebrate, and plant fossil collections throughout California, including Alameda County (PBDB 2021; Savage 1951; UCMP 2021). Therefore, Quaternary old (Pleistocene) deposits are assigned a high paleontological sensitivity.

Accurately assessing the boundaries between younger and older units is generally not possible without some form of radiometric dating, or fossil analysis, so conservative estimates of the depth at which paleontologically sensitive units may occur ensures impact avoidance. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than 10 feet throughout most of the San Francisco Bay region. Sensitive units could occur at depths shallower than 10 feet on basin margins and near contact points with high sensitivity units. The closest exposure of a Pleistocene age geologic unit (Quaternary old alluvial fan and fluvial deposits [Qpaf]) is mapped approximately 2.5 miles to the east and northeast of the project site (Graymer 2000; Helley and Graymer 1997). In addition, a Quaternary sedimentation rate of 1.5 millimeters per year was estimated from drilling at the East Bay Bridge in Oakland which also lies within the East Bay Plain (Marlow et al. 1995). Using this rate, it is unlikely that Pleistocene sediments will be encountered at depths less 10 feet below ground surface. Therefore, Quaternary young (Holocene) natural levee deposits (Qhl) are determined to have a low paleontological sensitivity near the surface, increasing to high below depths of 10 feet.

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990. The SHMA (PRC Chapter 7.8, Section 2690-2699.6) directs the

Department of Conservation CGS to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and the inclusion of appropriate mitigation to reduce earthquake-related hazards.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Alquist-Priolo Act, the State Geologist is responsible for identifying and mapping seismic hazards. CGS Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting and for recommending mitigation measures as required by PRC Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identify areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations prior to permitting most urban development projects in seismic hazard zones.

National Pollutant Discharge Elimination System

Construction projects which disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). In order to obtain coverage under the Construction General Permit, a project-specific Stormwater Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP outlines BMPs to reduce stormwater and non-stormwater pollutant discharges, including erosion control, minimizing contact between construction materials and precipitation, and strategies to prevent equipment leakage or spills.

California Building Code

Chapter 16 of the CBC contains specific requirements for structural design, including seismic loads. Chapter 18 of the CBC includes requirements for soil testing, excavation and grading, and foundation design.

San Leandro Municipal Code

SLMC Chapter 7.12 titled Grading, Excavations, and Fills includes a grading ordinance that seeks to mitigate hazards associated with erosion and land stability. The ordinance establishes requirements for grading permits, including submittal and construction requirements. An erosion and sedimentation control plan must be submitted with a grading permit application, along with a drainage plan and pollution control plan. Implementation of these plans will also help to ensure that the stormwater runoff from a construction site will meet applicable water quality standards. SLMC Section 7.12.270 states that no grading permit shall be issued for any site underlain by expansive

soils unless the grading plan includes mitigation measures to prevent structural damages which may be caused by conditions due to expansive soils. SLMC Section 7.5.175 discusses soils and foundations in accordance with the 2016 CBC to ensure that professionals have been retained to review the plans and specifications recommended in the soil investigation and provide soil site observation and provide field and final reports to ensure that all of the work associated with the project substantially conforms with the approved plans, specifications, and investigation. SLMC Section 7.5.170 includes specifications regarding seismic resistance and structural observations of the lateral system to reflect changes in the CBC.

Impact Analysis

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The nearest mapped active fault, the Hayward Fault, is approximately 2.7 miles east of the project site (USGS 2018). Additional fault zones are the San Andreas Fault located approximately 19 miles to the west and the Chabot Fault located approximately 5 miles to the east, both running north to south (USGS 2018). The project site is located in an area identified with high regional seismic activity (USGS 2018). It is reasonable to assume that the site would be exposed to strong ground shaking during the life of the project. No known surface expression of fault traces is known to cross the site; therefore, fault rupture hazard is not a significant geologic hazard at the site (Appendix GEO).

Project construction would be required to comply with the seismic safety requirements in the International Building Code, the CBC, and the City of San Leandro Building Code. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Furthermore, the project would not increase ground-shaking hazards at adjacent properties. Therefore, impacts related to strong seismic ground shaking would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project site exists within a zone identified for moderate liquefaction risk according to the Metropolitan Transportation Commission (MTC) and Association of Bay Area Government's (ABAG) Hazard Viewer Map (ABAG 2019).

Several geological layers could potentially experience liquefaction triggering that could result in post-liquefaction total settlement at the ground surface ranging from 0.1 to 2.7 inches based on the Yoshimine (2006) method (Appendix GEO). Differential settlements are anticipated to be up to two inches or less over a horizontal distance of 40 to 60 feet (Appendix GEO). Due to the potential for onsite occurrence of seismic-related liquefaction, proper site monitoring and recommendations specified in BMP GEO-1 will be implemented as part of the project. With implementation of BMP GEO-1 described under the Project Description, the impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

As stated in the City's 2035 General Plan Environmental Hazards section, the risk of landslides throughout the City is low, except for near the San Leandro Hills which are located approximately 4.9 miles east of the project site (City of San Leandro 2016a). The project site is included in the low landslide risk area. Therefore, impacts related to landslides would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Project construction, particularly demolition, grading, and site preparation, could result in temporary erosion and loss of topsoil from the project site. As the proposed project would disturb over one acre of land, the applicant would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ or 2009-0009-DWQ General Permit) to comply with CWA NPDES requirements. Compliance with these requirements would include preparation of a SWPPP, which would specify BMPs to quickly contain and clean up accidental spills or leaks. In addition, SLMC Section 7.12.230 states that an erosion control and sedimentation plan shall be prepared to the current "ABAG Manual of Standards for Erosion and Sediment Control Measures" and the "Handbook for Erosion and Sediment Control" which would reduce the potential for impacts related to erosion and loss of topsoil. However, construction and operation impacts related to soil erosion and loss of topsoil would remain potentially significant due to soil movement and exposure and would require BMPs GEO-2 and GEO-3 to further reduce erosion impacts related to soil cut and fill and runoff. With implementation of the required plans, permits, and BMPs GEO- 2 and GEO-3, substantial erosion or loss of topsoil would not occur at the project site and impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Due to the project site's soil characteristics, the project site was identified to have moderate liquefaction susceptibility, the potential to experience significant static settlements, and seismic and liquefaction-induced settlement (Appendix GEO).

According to the Geotechnical Investigation, the site was found to have shallow groundwater beneath the project site that was encountered at depths ranging from 17 to 22 feet below current grades with historic high groundwater levels mapped at depths ranging from approximately 10 to 20 feet below existing site grades. Shallow groundwater could significantly impact grading via impacts to potentially wet and unstable pavement subgrade, difficulty achieving compaction, and difficult underground utility installation especially considering the presence of moderately expansive soil that generally blankets the site (Appendix GEO). The use of vibratory equipment on the project site during the construction period on soils with high moistures could cause unstable conditions.

In addition, the presence of undocumented fill on the site increases the risk of future differential settlement due to static building loads (Appendix GEO). In compliance with CBC Section 1803.6, a review, field report, and final report would be required to ensure the project's plans, foundation, grading, and associated site work substantially confirms to the approved plans, specifications, and investigation.

Due to the project site's existing soil conditions, the project could be adversely impacted by lateral spreading, subsidence, or liquefaction due to seismic events and the soil's natural properties. BMPs GEO-4 through GEO-11 would address the instabilities caused by the unstable soil and the site's susceptibility to seismic-related liquefaction. With the implementation of BMPs GEO-4 through GEO-11 as recommended in the geotechnical report and compliance with the CBC and the SLMC, potential impacts associated with unstable soil would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project site is located on top of soil with a moderate shrink-swell potential, which is the primary descriptor of expansive soils (Appendix GEO). The significant volume change associated with expansive soils has the potential to damage planned structures by creating unequal elevation or subsidence on-site which can cause cracks in foundations, building settlement, lateral movement of foundations and retaining walls, and/or damage to pipelines.

SLMC Section 7.12.270 states that no grading permit shall be issued for any site underlain by expansive soils unless the grading plan includes mitigation measures to prevent structural damage which may be caused by conditions due to expansive soils. Appendix GEO includes detailed grading and foundation recommendations to reduce the potentially significant impacts due to expansive soils. Impacts due to expansive soils could include cracking of foundation, damage to utility lines, and damage to the building itself if left unaddressed. BMPs GEO-12 through GEO-15 would reduce impacts due to expansive soils to less than significant.

Compliance with existing state and local laws and regulations and implementation of appropriate mitigation would ensure that impacts associated with expansive soils would be minimized. Impacts associated with expansive soils would be less than significant through project design features described under the Project Description section as BMPs; therefore, this impact would not warrant further discussion in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project site would be served by the municipal sewer system and would not require the installation of an on-site septic tank or alternate wastewater treatment systems. Therefore, no impacts from septic systems or alternative wastewater disposal systems would occur and further analysis in the EIR is not warranted. This impact will not be discussed in the EIR.

NO IMPACT

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

As discussed in *Existing Setting*, the project site is located in an urbanized area and has been previously developed. In addition, project ground disturbance associated with the proposed warehouse mixed-use building and surface parking would be minimal. Given the nature of the proposed improvements (i.e., no subterranean components) and existing site conditions, project-related ground disturbance (i.e., excavations) would not be anticipated to include ground disturbance in previously undisturbed areas and would thus be unlikely to impact native (intact) fossiliferous deposits. Although project implementation would not be expected to uncover paleontological resources, for the potential to uncover such resources exists, and therefore the potential for impacts to paleontological resources would be potentially significant. However, BMP GEO-16 included as part of the project's design, as described in the Project Description, would reduce impacts to less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a 100-year GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2021).[7]

7 The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill (SB) 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita target of six metric tons (MT) of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375**: The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. MTC/ABAG were assigned targets of a 10 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. MTC/ABAG adopted its Plan Bay Area 2040: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area on July 26, 2017, which meets the requirements of SB 375.
- **SB 100**: Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24)**: The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

- **City of San Leandro 2021 Climate Action Plan**: The City adopted its current CAP on July 19, 2021 as a direct update to its 2009 CAP. The 2021 CAP outlines San Leandro's comprehensive strategy to reduce greenhouse gas emissions and quantify the reductions in order to meet its GHG emission targets.

BAAQMD Significance Thresholds

In the 2017 BAAQMD CEQA Air Quality Guidelines, the BAAQMD outlines an approach to determine the significance of projects. The BAAQMD recommends that lead agencies determine appropriate GHG emissions thresholds of significance based on substantial evidence in the record. The 2017 BAAQMD CEQA Air Quality Guidelines establishes the following significance thresholds for operational GHG emissions from land use development projects (BAAQMD 2017c):

- Compliance with a qualified GHG reduction strategy
- Annual emissions less than 1,100 MT of CO_2e per year
- Annual emissions less than 4.6 MT of CO_2e per service population (residents and employees) per year

The City of San Leandro's 2021 CAP is a qualified GHG reduction strategy per BAAQMD guidance as it includes a forecast of future GHG emissions and contains a goal for substantive GHG reductions (City of San Leandro 2021a). The 2021 CAP is consistent with the State's 2030 GHG reduction target of reducing emissions 40 percent below 1990 levels because San Leandro adopted the locally specific GHG reduction goal of reducing emissions 40 percent below 2005 levels (considered by the State to be equivalent to 1990 levels) by 2030. The CAP also quantifies existing and forecasts communitywide GHG emissions by sector within San Leandro and specifies measures that, substantial evidence demonstrates, would collectively achieve the specified emissions level if implemented on a project-by-project basis. In addition, the CAP includes a mechanism to monitor the plan's progress toward achieving the GHG emission reduction target and to require amendment if the plan is not achieving its specified levels through use of an implementation and monitoring tool with an annual update to City decision-makers (City of San Leandro 2021a). Furthermore, the City's CAP was adopted via public process and underwent CEQA review in the form of an Addendum to the City's 2035 General Plan EIR (City of San Leandro 2021c). As a result, the City's CAP is a qualified GHG reduction strategy in compliance with the requirements of CEQA Guidelines Section 15183.5(b)(1), and the first significance threshold recommended by BAAQMD is utilized in this analysis. The significance of the project's emissions is therefore determined based on whether the project would be consistent with the applicable measures of the City's CAP.

Methodology

Although the significance of the project's impacts related to GHG emissions are evaluated based on consistency with the City's CAP pursuant to CEQA Guidelines Section 15183.5, GHG emissions for project construction and operation were calculated using CalEEMod version 2020.4.0 for informational purposes and are included in Appendix AQ. CalEEMod calculates emissions of CO_2, CH_4, and N_2O associated with construction activities, energy use, area sources, waste generation, and water use and conveyance as well as emissions of CO_2 and CH_4 associated with project-generated vehicle trips (i.e., mobile sources). Emissions were modeled in accordance with the assumptions outlined in the Methodology section in Section 3, *Air Quality*. In addition, for the GHG emissions analysis, operational emissions were modeled for the year 2030 to be consistent with the State's next GHG emission reduction milestone target of achieving 40 percent reduction in 1990

GHG emission levels by 2030. To account for the continuing effects of the Renewables Portfolio Standard Program on reducing the GHG emissions intensity of electrical usage, the adjusted energy intensity factors shown in Table 13 were used to calculate GHG emissions associated with the project's electricity usage.

Table 13 PG&E Energy Intensity Factors

	2021 (lbs/MWh)	2030 (lbs/MWh)[2]
Percent procurement	28.5%[1]	60%
Carbon dioxide (CO_2)	204	114.13
Methane (CH_4)	0.033	0.018
Nitrous oxide (N_2O)	0.004	0.002

[1] Source: California Energy Commission 2019b; CAPCOA 2021

[2] RPS goal established by SB 100

Emissions of all GHGs are converted into their equivalent global warming potential in terms of CO_2 (i.e., CO_2e).

The project would not include septic tanks, and wastewater produced on the project site would be treated at the City of San Leandro Water Pollution Control Plant which does not use facultative lagoons (City of San Leandro 2021b). Therefore, this analysis assumes that 100 percent of the project's wastewater would be treated through aerobic processes. In addition, according to the project's landscape plan, the project would include water efficient irrigation systems in compliance with CALGreen standards.

Impact Analysis

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

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

CEQA Guidelines Section 15183.5 allows projects to tier from the programmatic GHG emissions analysis contained in a qualified GHG emissions reduction plan by identifying those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporating those requirements as mitigation measures applicable to the project (CEQA Guidelines Section 15183.5[a] and [b][2]). As discussed previously, the City's CAP is a qualified GHG emissions reduction plan under CEQA Guidelines Section 15183.5(b)(1). As a result, this analysis tiers from the GHG emissions analysis conducted for the City's CAP.

Table 14 evaluates the project's consistency with the applicable measures of the San Leandro CAP related to reducing GHG emissions. As shown therein, the project would be consistent with these goals and policies. Therefore, pursuant to CEQA Guidelines Section 15183.5(b)(2), no impact related to consistency with GHG emissions reductions plans would occur. This impact will not be discussed further in the EIR.

Table 14 Project Compliance with City of San Leandro CAP

Measure	Is the Project Consistent?
AT-2. Bicycle infrastructure. Expand San Leandro's bicycle network and supportive bicycle infrastructure, including funding buildout of the City's bicycle network as identified in the current Bicycle and Pedestrian Master Plan, to meet commute trip, non-commute trip, and recreational needs.	**Consistent.** The project would provide short-term and long-term bicycle racks on-site.
TE-2. Electric Vehicle (EV) charging stations. Increase the availability of publicly accessible EV charging stations at multifamily residential buildings, retail centers, offices, and public facilities.	**Consistent.** The project would install 15 EV chargers on-site in compliance with CALGreen Section 5.106.5.3.3.
WR-2. Construction and Demolition waste. Explore opportunities to exceed State requirements for construction and demolition materials by encouraging deconstruction and material reuse.	**Consistent.** The project would be required to comply with SLMC Chapter 3.7 and CALGreen, which would require 100 percent of asphalt and concrete and 50 percent of the remaining construction and demolition debris to be recycled.

GHG Emissions Quantification

As discussed earlier under the BAAQMD Significance Thresholds section, the significance of the project's GHG emissions is determined in this analysis by evaluating the project's consistency with the applicable measures of the City's CAP pursuant to CEQA Guidelines Section 15183.5. The following quantification of the project's GHG emissions is provided for informational purposes only and is not used to evaluate the significance of project impacts, which were determined to be less-than-significant in the above analysis.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98.9 percent of all GHG emissions by volume and are the GHG emissions that the project would emit in the largest quantities (Intergovernmental Panel on Climate Change [IPCC] 2007).

Project construction would generate GHG emissions from the operation of heavy equipment, motor vehicles, and worker trips to and from the site. As shown in Table 15, project construction would emit approximately 639 MT of CO_2e, which would result in approximately 21 MT of CO_2e per year when amortized over 30 years.

Table 15 Estimated Construction GHG Emissions

Metric	Emissions (MT of CO_2e)
Total	639
Total Amortized over 30 Years	21

MT of CO_2e = metric tons of carbon dioxide equivalent

See Appendix AQ for CalEEMod worksheets.

In addition to construction emissions, project operation would generate GHG emissions from new vehicle trips, including trucks, electricity and natural gas usage, area sources, and off-road equipment usage. The amortized emissions from construction were added to the operational emissions to determine the total combined annual emissions. Table 16 summarizes combined annual GHG emissions generated by project construction and operation based on the CalEEMod output files in Appendix AQ.

Table 16 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO_2e)
Construction	21
Operational	
Area	<1
Energy	110
Mobile	351
Off-Road	578
Solid Waste	105
Water	57
Total	**1,222**

MT of CO_2e = metric tons of carbon dioxide equivalent. Numbers may not add up due to rounding.
See Appendix AQ for CalEEMod worksheets.

As shown in Table 16, the project would generate approximately 1,222 MT of CO_2e per year. However, as discussed previously, the project would be consistent with the applicable GHG emission reduction measures of the City's CAP. Therefore, this impact would be less than significant pursuant to CEQA Guidelines Section 15183.5. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by Apex Companies LLC in December 2019. The full report is included in Appendix HAZ.

Setting

The project site property was flagged in 11 databases and at least one database indicated that a waste discharge permit is associated with the project site property. Upon review of the environmental records associated with the project site property, the site was not found to have any associated recognized environmental conditions (REC). Upon review of Environmental Data Resources, Inc. (EDR) listings, the project site property was labeled as a handler which does not presently generate hazardous waste (Appendix HAZ).[8]

There were several EDR listings for off-site facilities within a 1-mile radius of the project site. Several of these listings were not necessarily indicative of a contamination concern and were not further evaluated. However, the EDR listings detail five sites representing potential environmental concerns adjoining the site or located potentially upgradient of the site and which have not been issued regulatory closure for all listings of concern (Appendix HAZ).

Regulatory Setting

Construction General Permit

As the proposed project would disturb over one acre of land, the applicant would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) to comply with CWA NPDES requirements. Compliance with these requirements would include preparation of a SWPPP, which would specify BMPs to quickly contain and clean up accidental spills or leaks.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act regulates the transportation of hazardous materials to protect against the risks to life, property, and the environment inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste.

Department of Toxic Substances Control

Part of the Department of Toxic Substances Control (DTSC) involves implementing the California Code of Regulations (CCR), Title 22 regarding hazardous waste management, transfer, treatment, storage, identification, disposal, and site remediation. CCR Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed Division of Occupational Safety and Health Administration (CalOSHA) standards.

DTSC has classified polychlorinated biphenyls (PCB) as a hazardous waste when concentrations exceed 50 parts per million in non-liquids, and the DTSC requires that materials containing those concentrations of PCBs be transported and disposed of as hazardous waste. Materials such as

8 A handler refers to a generator of universal waste or the owner or operator of a facility that receives waste from another waste handler, accumulates waste, and sends universal to another waste handler (DTSC 2010).

transformers, fluorescent light ballasts, electrical equipment, and thermal insulation materials to be removed would be evaluated for the presence of PCBs and managed appropriately (USEPA 2021b).

Bay Area Air Quality Management District

The BAAQMD is the public agency that regulates the stationary sources of air pollution in the nine counties of the San Francisco Bay Area. BAAQMD's Regulation 11, Rule 2 governs the proper handling and disposal of asbestos-containing materials (ACM) for demolition, renovation, and manufacturing activities in the Bay Area.

San Leandro 2035 General Plan

The Environmental Hazard Element contains goals and policies related to hazardous material mitigation. Policy EH-4.8 discusses the City's hazardous spill response and clean-up programs. Goal EH-5 aims to protect residents and workers from risks associated with hazardous materials. Policy EH-5.1 works to implement Goal EH-5 via regulatory compliance and coordination with other entities for hazardous waste reduction, hazardous material facility siting, hazardous waste handling and disposal, public education, and regulatory compliance.

Impact Analysis

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

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would involve the demolition of the existing building and construction of an industrial office and warehouse, which typically would not use or store large quantities of hazardous materials. As the tenant of the project building has not yet been determined, there is the potential for trucks traveling to and from the project site to contain or transport hazardous materials. However, impacts associated with transport and other hazardous materials handling activities would be regulated to less than significant levels by DTSC and CalOSHA regulations. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during project demolition and construction. However, the transport, use, and storage of hazardous materials during project demolition and construction would be conducted in accordance with all applicable state and federal laws such as OSHA's materials handling regulation (29 CFR 1910.176) and OSHA's requirements for storing flammable and combustible liquids (29 CFR 1910.106). In addition, following the product labels on typical chemicals used in industrial office and warehouse land uses and storing these chemicals in a cool, dry place would further reduce impacts associated with the use of chemicals during project operation (FEMA 1993).

In addition, the existing structure may contain asbestos and/or lead-based paint (LBP) due to its age. Structures built before the 1970s were constructed typically with ACM. Because the buildings were constructed before the federal ban on the manufacture of PCBs, it is possible that the structure contains PCBs. Demolition of the existing structure could result in health hazard impacts to workers if not remediated prior to construction activities. However, demolition and construction activities would be required to adhere to BAAQMD, CalOSHA, and DTSC regulations which are the regulatory agencies that oversee ACM, lead, and PCBs risks respectively. With required adherence to

regulations regarding ACM, LBP, and PCBs, impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project is located 0.24 mile from a vocational school and 0.39 mile from the nearest public school, John Muir Middle School. Several other schools are located further than 0.25 mile but are still relatively near the site. As outlined above, demolition of the existing structures would possibly require removal and movement of materials contaminated by asbestos and lead-based paint, and excavation and construction activities could involve removal and movement of contaminated soils. Hauling of such materials may occur within 0.25 mile of school facilities. However, given required compliance with the rules and regulations described in questions (*a*) and (*b*) above, impacts to schools would be less than significant, and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

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

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. Pursuant to Government Code Section 65962.5, a search of the Cortese List, including DTSC's EnviroStor and the California State Water Board's GeoTracker, found that the site is not currently included on a list of hazardous materials sites (DTSC 2021; California State Water Board 2021).

According to Appendix HAZ, the project would be located on a site that has been included in the following databases: Waste Discharge System (WDS), NPDES, California Integrated Water Quality System Project (CIWQS), California Environmental Protection Agency Regulated Site Portal (CERS HAZ WASTE), Hazardous Waste Information System (HAZNET), Resource Conservation and Recovery Act Non-Generator/No Longer Regulated (RCRA), US Environmental Protection Agency Facility Index Systems (FINDS), and Enforcement and Compliance History Online (ECHO). These listings show a waste discharge permit is associated with the project site property for stormwater discharge. Record review for the permit shows that there have been no violations to date. The project site property is labeled as a handler of hazardous waste which does not presently generate hazardous waste.

Since the project site property operates as a handler of hazardous waste with no violations to date, it would be reasonable to assume that, under similar operating conditions, that the proposed project would not create a significant hazard to the public or to the environment. Therefore, the impacts would be less than significant. The impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport to the project site would be the Oakland International Airport, located approximately 2 miles to the west of the project site. The project site is not located within a Safety Compatibility Zone as designated by the Oakland Airport Land Use Compatibility Plan (Alameda County Community Development Agency 2010). The proposed project would not subject people working at the site to safety hazards or excessive noise. Therefore, there would be no impact. This impact will not be discussed further in the EIR.

NO IMPACT

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

Project construction would occur within the project site and no street closures are expected to occur. The proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan including the Local Hazard Mitigation Plan which was updated in 2016 (City of San Leandro 2016b). The proposed project would be accessible by three vehicular driveways, one off Williams Street, and two off Merced Street, which would provide sufficient ingress and egress for vehicles that would access the project site. As such, there would be no impact on site accessibility for evacuation from the site. This impact will not be discussed further in the EIR.

NO IMPACT

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

The project site is in a developed urban area and is not within or adjacent to a designated very high wildland fire hazard area (California Department of Forestry and Fire Protection [CAL FIRE] 2008). Therefore, the project would not expose people or structures to a significant loss, injury, or death involving wildland fires. There would be no impact. This impact will not be discussed further in the EIR.

NO IMPACT

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10 Hydrology and Water Quality

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

Setting

The project site is located between the Shoreline Watershed to the north and the Estudillo Canal Watershed to the south (City of San Leandro 2016b). Groundwater beneath the project site comes from the Santa Clara County Valley East Bay Plain which is designated as a medium priority basin by the California Department of Water Resources (DWR 2019). The East Bay Plain is made up of two major groundwater basins, the San Pablo Basin and the San Francisco Basin, which flows towards the San Francisco Bay. Groundwater was observed during reconnaissance for the geotechnical study at depths ranging from 17 to 22 feet below current grades (Appendix GEO).

The project site is approximately 2 miles southwest of the San Leandro Creek and approximately one mile northeast of the Oyster Bay Regional Shoreline which abuts the San Francisco Bay. The City of San Leandro receives approximately 20 inches of precipitation annually, with rainfall concentrated in the winter months (Cal-Adapt 2021). The proposed project site has two drains on site, Drain 2743 and 2206. The project site has not been identified to be at risk of flooding or to be affected by tsunamis (FEMA 2018; DOC 2021). The project site is generally flat and almost entirely covered by impervious surfaces.

Regulatory Setting

Clean Water Act

Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. The NPDES permit process regulates those discharges (CWA Section 402). NPDES permitting authority is administered by the State Water Resource Conservation Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). The project site is in a watershed administered by the San Francisco Bay RWQCB (California State Water Board 2017).

Individual projects in the City that disturb more than one acre are required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPPP describing BMPs the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

Section 401 of the CWA requires that any activity that would result in a discharge into waters of the U.S. be certified by the RWQCB. This certification ensures that the proposed activity does not violate State and/or federal water quality standards. Section 404 of the CWA authorizes the U.S. Army Corps of Engineers to regulate the discharge of dredged or fill material to the waters of the U.S. and adjacent wetlands. Discharges to waters of the U.S. must be avoided where possible and minimized and mitigated where avoidance is not possible. Section 303(d) of the CWA requires states to establish total maximum daily load (TMDL) programs for streams, lakes, and coastal waters that do not meet certain water quality standards.

National Pollutant Discharge Elimination System

The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the SWRCB. The SWRCB establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface waterbody. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the federal CWA. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (SWRCB, Title 23, Chapter 9, Section 2200). The RWQCB establishes and regulates discharge limits under the NPDES permits.

NPDES Statewide Construction General Permit

Construction projects that disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide NPDES General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). To obtain coverage under the Construction General Permit, a project-specific SWPPP must be prepared. The SWPPP outlines BMPs to reduce stormwater and non-stormwater pollutant discharges including erosion control, minimize contact between construction materials and precipitation, and implement strategies to prevent equipment leakage or spills.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) was enacted to half overdraft and bring groundwater basins into balanced levels of pumping and recharge. It requires local agencies to adopt sustainability plans for high- and medium-priority groundwater basins.

California Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, creation of narrative and numerical water quality standards, and implementation procedures. The criteria for state waters in the region are contained in the *Water Quality Objectives* Chapter of the Basin Plan for the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017). The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements and through the development of TMDLs. Anyone proposing to discharge waste that could affect the quality of the waters of the State must make a report of the waste discharge to the RWQCB or SWRCB as appropriate, in compliance with Porter-Cologne.

State Updated Model Water Efficient Landscape Ordinance (Assembly Bill 1881)

The updated MWELO required cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated MWELO. The City of San Leandro follows standards for sustainable landscape practices in accord with the current version of the StopWaste Bay Friendly Landscape protocols. In May of 2015, the governor issued Executive Order B-29-15 requiring the state to revise the MWELO to increase water efficiency standards for new and retrofitted landscapes through more

efficient irrigation systems, greywater usage, onsite stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

East Bay Municipal Utilities District Urban Water Management Plan

The City of San Leandro's water comes from the EBMUD. In the Urban Water Management Plan (UWMP), EBMUD assesses water supplies against expected water demands for a 30-year planning horizon and outlines actions to deal with future uncertainties which includes a diversified and resilient portfolio as well as recycled water and conservation programs.

City of San Leandro 2035 General Plan

The City General Plan Environmental Hazard and Open Space and Conservation Element contains goals and policies related to water quality and conservation. Goal EH-4 focuses on maintaining and improving water quality of San Leandro's creeks, wetlands and offshore waters. Policy EH-4.1 focuses on controlling urban runoff control using best management practices and water pollution control measures. The Open Space and Conservation Element contains policies related to water conservation (OSC-7.2), drought-tolerant landscaping (OSC-7.3), and water fixture and appliance efficiency (OSC-7.4).

San Leandro Municipal Code

SLMC Section 3.15.215 focuses on reduction of pollutants in stormwater through best management practices. SLMC Section 7.12.230 specifies the details and measures that must be included in erosion control and sedimentation control, and drainage plans to reduce risk of erosion, runoff, or sedimentation. SLMC Section 7.12.235 outlines the specifications for a pollution control plan to identify all construction or contractor activities that could cause pollutants in stormwater.

Impact Analysis

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

Construction

During grading activities, the project site's soils would be exposed to wind and water erosion that could transport sediment into local stormwater drainages which would degrade surface water quality (siltation). Also, accidental spills of fluids or other fuels from construction vehicles and equipment, or miscellaneous construction materials and debris, could be mobilized and transported off-site via surface runoff. These contaminant sources could degrade the water quality of receiving water bodies (i.e., the San Francisco Bay located approximately 1 mile west of the project site), potentially resulting in a violation of water quality standards.

The proposed project would be subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) – NPDES Permit Order No. R2-2015-0049, and the provisions set forth in Section C.3 *New Development and Redevelopment*. Under the conditions of the permitting program, the applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWPPP for construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. Because the proposed project would disturb at least one acre of land, the project must provide stormwater treatment and would be required to obtain coverage

under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ or 2009-0009-DWQ General Permit).

Further, in accordance with SLMC Chapter 3.15 (Stormwater Management and Discharge Control), prior to the issuance of building permits all construction projects within the City would be required to implement site-specific BMPs for erosion control and would be required to submit a stormwater control plan to prevent erosion during construction. Therefore, with compliance with construction-related water quality and erosion control requirements, project construction would not violate water quality standards, substantially alter the drainage pattern of the area such that substantial erosion or siltation would occur and would not degrade water quality. Impacts during construction would be less than significant.

Operation

The proposed project would maintain approximately the same area of impervious surfaces on the site compared to existing conditions. The surface of the proposed project would remain primarily impervious. Impervious surfaces can carry a variety of pollutants, including oil and grease, metals, and sediment and pesticide residues from roadways, parking lots, rooftops, and landscaped areas depositing them into adjacent waterways via the storm drain system.

The proposed project would replace impervious surfaces in excess of 10,000 square feet, and thus would be required to comply with the C.3 provisions set by the RWQCB. The proposed project would be required to meet criteria including: 1) incorporate site design, source control, and stormwater treatment measures into the project design; 2) minimize the discharge of pollutants in stormwater runoff and non-stormwater discharge; and 3) minimize increases in runoff flows as compared to pre-development conditions. A Stormwater Control Plan (SCP) that details the site control, source control, and stormwater measures that would be implemented at the site would be required to be submitted to the City prior to the issuance of building permits. In addition, the project would be required to implement Low Impact Development (LID) features pursuant to SLMC Chapter 3.15 regarding stormwater management and discharge control. The Alameda County Clean Water Program's C.3 Guidebook provides guidance on how to meet the C.3 requirements (Alameda County Clean Water Program 2017b).

The proposed project would, in accordance with C.3 requirements, be designed to direct runoff from roofs and sidewalks into vegetated areas along the perimeter of the site and would include landscaped bioretention swales to treat runoff before entering the stormwater system. The project would incorporate bioretention swales and direct runoff from roofs and pavement to vegetated areas, in compliance with the Alameda County Clean Water Program Addendum. Furthermore, the project would be required to comply with BMPs such as HYD-1 detailed in the Project Description which would require compliance with the MWELO with features such as limited turn on-site and onsite stormwater capture through bioswales which would improve on-site water quality. The project, in compliance with the provisions of NPDES Section C. 3, a SWPPP, a stormwater control plan, and the MWELO would not result in adverse effects on water quality or violate water quality standards or waste discharge requirements during construction or operation. With implementation of the measures contained in these plans, excessive stormwater runoff, substantial erosion or siltation on- or off-site would not occur and the potential for the project to violate water quality standards and substantially degrade water quality would be reduced. Therefore, the proposed project would have a less than significant impact on water quality. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

EBMUD's UWMP (2020) anticipates future growth in the region that includes the proposed project, as allowed under existing land use and zoning designations. EBMUD currently uses surface water primarily from Mokelumne River watershed, with supplemental water supply from East Bay area watersheds (EBMUD 2020a). Therefore, no incremental increase in demand on groundwater supplies would occur as EBMUD does not use groundwater as a source of water.

The proposed project would maintain approximately the same amount of square footage of impervious surfaces as the existing project setting. The existing drainage system would not be affected by the project, allowing runoff from new impervious surfaces to percolate into the groundwater as it does under existing conditions. The project would not directly interfere with the groundwater table because impervious surfaces on the site would remain approximately same. Impacts related to depletion of groundwater supplies and groundwater recharge would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

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

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Project site drainage facilities currently flow to the north and southeast of the project site and outfall into the City's current storm drain system. The project would continue to utilize the existing drainage facilities.

Construction

Construction activities would involve site preparation, grading, excavation, paving, and other earth-disturbing activities that could temporarily alter existing drainage patterns. Compliance with the SWRCB's NPDES Construction General Permit, the SWPPP, and SLMC Chapter 3.15 which regulates stormwater and discharge within the city would reduce the risk of short-term erosion and increased runoff resulting from drainage alterations during construction. The San Leandro Creek located approximately 1 mile north of the project site is the nearest watercourses to the site and does not

flow through or adjacent to the site. Project construction would not alter the course of this creek or other stream or river as there are no other surface water features identified in the project vicinity. As project construction would not alter the course of surface water features in the project vicinity or add impervious surfaces that would result in a permanently altered drainage pattern, risk of flooding and flood flows would not substantially increase. Therefore, impacts would be less than significant.

Operation

As described above under criteria (a), the project would approximately maintain the amount of impervious surfaces on the project site, and would maintain the existing drainage pattern on the project site. Therefore, the project would not alter existing drainage patterns and would continue to connect to the existing municipal stormwater drainage system in the area.

New impervious surfaces could increase the rate and/or amount of surface runoff from sheet flow to channelized flow. Surface water runoff rate and amount is determined by multiple factors, including the amount and intensity of precipitation, amount of other imported water that enters a watershed, and amount of precipitation and imported water that infiltrates to the groundwater. Infiltration is also determined by several factors, including soil type, antecedent soil moisture, rainfall intensity, the amount of impervious surface in a watershed, and topography. The rate of surface runoff is largely determined by topography. Runoff that does not infiltrate and flows off site would be captured in the San Leandro storm drain system, and ultimately discharge to local surface waters. In addition, the proposed project's bioswales[9] would capture and treat stormwater runoff which would further reduce the amount of polluted runoff from the site.

As discussed above in criterion (a), applicable regulations that would limit pollutant discharges, including sediment and silt, from the project include SLMC Chapter 3.15. SLMC Chapter 3.15 requires measures to reduce and eliminate stormwater pollutants and BMPs to control stormwater runoff from construction sites, in addition to obtainment of grading permits. Moreover, on-site development and any associated off-site improvements greater than one acre in size would be required to comply with the NPDES Construction General Permit, which requires the development of a SWPPP, as described above. Thus, the proposed project would not substantially increase stormwater discharge, substantially alter drainage patterns on-site or the surrounding area, redirect flood flows, contribute substantial amounts of polluted runoff, or contribute runoff that would result in flooding on- or off-site or exceed the capacity of the existing on-site or off-site stormwater drainage system. The project would not result in a substantial increase in erosion or siltation. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project is not located in an area predicted to be in a flood hazard, tsunami, or seiche zone (Zone X, Map 06001C0258H) (FEMA 2018; DOC 2021). Therefore, the project would not be at risk of releasing pollutants due to inundation from a tsunami, seiche, or flooding. Impacts would be less than significant. This impact will not be discussed in the EIR.

NO IMPACT

9 A bioswale is a long, channeled depression or trench that receives rainwater runoff and has vegetation and organic matter to slow water filtration and filter out pollutants (Merriam-Webster n.d.).

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

The project would be served by EBMUD, which maintains a UWMP (EBMUD 2020a). This plan contains water quality goals more stringent than regulatory standards. EBMUD utilizes water treatment plants to ensure water quality standards and goals are met. The project would not interfere with the ability of EBMUD to maintain water quality standards, as described in the UWMP.

The project site is within the service area of EBMUD's Groundwater Service Area (EBMUD 2021). A Groundwater Sustainability Plan has not been adopted yet for the Groundwater Service Area. Because no groundwater management plans are currently adopted or approved for groundwater use in the project vicinity, and the project would not introduce more intensive uses or more water-demanding uses than allowed under existing zoning, no impact would occur. This impact will not be discussed further in the EIR.

NO IMPACT

11 Land Use and Planning

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

Setting

As stated in Section 2, *Project Description*, the project site currently has a land use designation of General Industrial and zoning designation of Industrial General District (IG).

Regulatory Setting

City of San Leandro 2035 General Plan

According to the Land Use Element of the 2035 General Plan, the General Industrial land use category is meant to contain a wide range of manufacturing, transportation, food and beverage processing, technology, warehousing, vehicle storage, office-flex, and distribution services. Floor area ratios of up to 1.0 are acceptable (San Leandro 2016a).

San Leandro Zoning Code

According to SLZC Chapter 2.12, the intent of the Industrial General zone is "To provide and protect existing industrial sites and allow for continued operation of existing general industry, subject to performance standards and buffering requirements to minimize potential environmental impacts."

Impact Analysis

a. Would the project physically divide an established community?

Project implementation would continue the existing pattern of industrial land use in the vicinity and would not cut off connected neighborhoods or land uses from one another. The project does not propose any new roads, physical barriers, or other development features which would physically or socially divide an established community or limit movement, travel, or other interaction between established land uses. Project construction would not physically or socially divide an established community. Therefore, no impacts would occur. This impact will not be discussed further in the EIR.

NO IMPACT

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

The project site is designated in the City's General Plan as General Industrial (City of San Leandro 2016a). The site is zoned as an Industrial General District (City of San Leandro 2020a). Surrounding and adjacent parcels are developed with industrial uses such as warehouses and distribution services in compliance with the designated land use and zoning district. The project would result in construction of a warehouse and office uses which are both compliant uses within the designated land use and zoning. The project's floor area ratio would be approximately 0.53 which would be less than the maximum acceptable floor ratio of 1.0 allowed under SLZC Section 2.12.316. Given the project's compliance with the designated land use and zoning of the project site, the project would have no impact regarding conflicts with existing land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating and environmental effect. Therefore, no impacts would occur. This impact will not be discussed further in the EIR.

NO IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
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?	☐	☐	☐	■

Setting

The project site is not identified as a mineral resource area or mineral resource zone on the DOC Mineral Land Classification Map (DOC 1996). Furthermore, the project site was identified as being within an area where no significant mineral deposits are present or likely to be present (DOC 1987). The City of San Leandro's General Plan notes that the City's principal mineral resources consist of a variety of volcanic rocks (City of San Leandro 2016b). The only quarry associated with San Leandro is located east of the City limits which is not located in close proximity to the project site.

Regulatory Setting

Surface Mining and Reclamation Act of 1975

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board requires all cities to incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. Some mineral resources can be found within Alameda County. However, there are no mineral resources in the San Leandro area subject to the Surface Mining and Reclamation Act (City of San Leandro 2016b; DOC 1987).

Impact Analysis

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project would not require the use of mineral resources valuable to the region and residents of the state.

No mineral resource recovery sites have been identified as potentially significant or valuable to the region or residents of the state on or near the project site (City of San Leandro 2016b; DOC 1987). Furthermore, no mining activity is planned to take place on the project site. Therefore, no impacts would occur. This impact will not be discussed further in the EIR.

NO IMPACT

13 Noise

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

Noise and Vibration Overview

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

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas adjacent to arterial streets are typically in the 50 to 60+ dBA range. Normal conversational noise levels are usually in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of

distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may be reduced by intervening structures: generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, and a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which residences in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows.

In addition to the instantaneous measurement of sound levels, the duration of sound is important because sounds that occur over a long period are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared sound pressure level within the measurement period, and L_{min} is the lowest root mean squared sound pressure level within the measurement period.

The time at which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.), or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by L_{dn} and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and L_{dn} are often used interchangeably.

The relationship between peak hourly L_{eq} values and associated L_{dn} /CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hour L_{eq} to L_{dn} or CNEL. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily L_{dn} /CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily L_{dn} /CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily L_{dn} /CNEL value. The project site is located in a an industrial urban area; therefore, the L_{dn} /CNEL in the area would be roughly equivalent to the measured L_{eq}.

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources in buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical

outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Regulatory Setting

California Code of Regulations

The CCR, Title 24, Section 1207.4 requires interior noise levels attributable to exterior sources to be at or below 45 dBA in any habitable room of a development based on the noise metric used in the noise element of the local general plan. All residential windows, exterior doors, and exterior wall assemblies would be required to have sound transmission class ratings that would ensure adequate attenuation of noise at a range of frequencies. The Noise Element of the City of San Leandro General Plan uses a noise metric of L_{dn}. Therefore, interior noise levels of the project would need to be at or below 45 dBA L_{dn} to be compliant with CCR requirements.

The City of San Leandro 2035 General Plan

The City's General Plan Noise Element defines sensitive receptors as residential areas, schools, childcare centers, hospitals, churches, libraries, and nursing homes. The General Plan provides noise and land use compatibility guidelines. Table 17 identifying areas where uses are acceptable, conditionally acceptable, normally unacceptable or clearly unacceptable based on ambient noise levels of 60 dB L_{dn}. Noise sources in the City primarily come from vehicular traffic, airport noise as well as the BART, where noise levels reach 65-67 dB CNEL at locations near the freeway and BART tracks. The General Plan projects little change to ambient noise levels through 2035.

Table 17 City of San Leandro Noise and Land Use Compatibility Guidelines

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

Notes: NA = not applicable

Source: City of San Leandro 2016b

Table 18 displays the general human response to different levels of groundborne vibration velocity levels as well as typical effects of vibration on buildings.

Table 18 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older structures such as those with plastered walls or ceilings
0.5	Severe – Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer structures

Source: California Department of Transportation 2020

The City of San Leandro does not have adopted thresholds for levels at which vibration would cause significant effects. Therefore, thresholds provided by the Federal Transit Administration (FTA) were used for this analysis. The FTA provides a construction vibration impact criterion of 0.4 peak particle velocity in inches per second (PPV in/sec) for structural damage to residential structures and 1.0 PPV in/sec or above for damage to more substantial construction, such as high-rise, commercial, and industrial buildings. Vibration levels above 0.24 PPV in/sec would be strongly perceptible to humans and cause annoyance (FTA 2018).

The following goal, policies and actions from the Noise Element apply to the proposed project:

Goal EH-7 Ensure that noise associated with the day-to-day activities of San Leandro residents and businesses does not impede the peace and quiet of the community.

Policy EH-7.1: **Noise Compatibility Table.** Ensure that potential noise impacts are considered when new development is proposed. Projects that could significantly increase noise levels should incorporate mitigation measures to reduce such impacts. Apply the standards shown in Chart 7-2 when evaluating applications for future development. Chart 7-2 specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and normally unacceptable for new development.

Action EH-7.1A: ***Review of Future Development Proposals.*** On an on-going basis, review future development proposals for compliance with the General Plan Noise and Land Use Compatibility standards in Chart 7-2. Require acoustical studies for projects that are likely to be exposed to noise levels that exceed the "normally acceptable" standard and for projects that are likely to generate noise in excess of these standards. Impose mitigation measures based on the findings. Noise studies should consider the effects of significant short term noise sources (such as passing trains or planes) as well as the average noise levels that may be experienced over a 24- hour period.

Policy EH-7.9: **Vibration Impacts.** Limit the potential for vibration impacts from construction and ongoing operations to disturb sensitive uses such as housing and schools.

Action EH-7.9A: **Vibration Impacts.** Adopt Standard Conditions of Approval or Construction Development Standards to reduce the potential for vibration related construction impacts for development projects near sensitive uses. Vibration impacts shall be considered as part of the project-level environmental evaluation and approval process for individual development proposals[10].

The City of San Leandro Municipal Code

SLMC Chapter 4.1 provides restrictions and regulations for noise within San Leandro. SLMC Section 4.1.1115(b) provides restrictions for construction activities adjacent to or across the street from residential uses. Under the SLMC, construction is restricted to the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 7:00 p.m. on weekends. All construction activities adjacent to or across the street from residential uses are prohibited on federal holidays. Pursuant to Section 4.1.1115(c), the SLMC also restricts sustained operation of mechanical devices from between the hours of 9:00 p.m. and 8:00 a.m., unless the device is enclosed within a sound insulated structure, preventing the noise from being plainly audible from any residential property line.

Impact Analysis

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

The proposed project would generate temporary noise increases during construction and long-term operation.

Construction

Pursuant to Section 4.1.1115(b) of the SLMC, construction activities are restricted between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and 7:00 p.m. and 8:00 a.m. on weekends. The SLMC does not establish noise level limits for construction occurring during these hours. In the absence of applicable local noise level limits, this analysis references guidance from the FTA *Transit Noise and Vibration Impact Assessment Manual* to establish a quantified threshold against which to assess the impact of construction noise (FTA 2018); FTA recommends that reasonable noise criteria may include those shown in Table 19. Construction would be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday; therefore, daytime noise criteria would be appropriate.

10 The City intends to adopt a Standard Condition of Approval for new non-residential land uses that are subject to CEQA and require the use of large construction equipment (e.g., vibratory roller, pile drivers) within 50 feet of sensitive receptors (e.g., residential dwelling, classroom): The Condition would stipulate that future proposed projects shall use the best available technology for construction equipment and permanent operations so that vibrations are reduced to a level consistent with FTA guidelines for annoyance and architectural damage. Methods to reduce construction-related vibration include the use of smaller and well-maintained equipment, use of static rollers instead of vibratory of rollers, drilling of piles as opposed to pile driving, limitations on construction hours, and guidelines for the positioning of vibration-generating equipment.

Table 19 Construction Noise Criteria

Land Use	Daytime L_{eq} (8-hour)	Nighttime L_{eq} (8-hour)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: FTA 2018

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition of existing structures, earthworks, building construction, loading, unloading, and placing materials and paving. Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some have high-impact noise levels. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving).

During construction, equipment goes through varying load cycles and is operated intermittently to allow for non-equipment tasks such as measurement.[11] Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (Federal Highway Administration [FHWA] 2018).[12] Reference noise levels for heavy-duty construction equipment were estimated using the FHWA Roadway Construction Noise Model (RCNM) and are included in Appendix NOI (FHWA 2006).

The nearest sensitive noise receptors in the project vicinity are residents 0.3 mile east of the project site and across I-880. Maximum noise levels of construction equipment are modeled at a distance of 50 feet. During a typical construction day, equipment may operate at an average distance of 1,465 feet west of the residences. A likely construction scenario includes simultaneous operation of a dozer and a front-end loader working during grading to excavate and move soil. At a distance of 50 feet, a dozer and a front-end loader would generate a noise level of 80 dBA L_{eq}. The nearest sensitive receptors are located 1,465 feet east of the site, resulting in project construction noise levels of 51 dBA L_{eq}, due to noise attenuation, which is under the applicable threshold of 80 dBA L_{eq}. Therefore, impacts from construction noise would be less than significant. This impact will not be discussed further in the EIR.

Operation

The primary on-site noise sources associated with project operation would include vehicle circulation noise (e.g., engine startups, alarms, parking) in the parking lot, mechanical sounds

11 Load cycle refers to the time interval between consecutive commencement of application of external load to an engine (Law Insider 2021a).
12 Duty cycle refers to the period or percentage of time associated with the activated state of operation in relation to the elapsed time of a full cycle (Law Insider 2021b). For example, if a piece of equipment cycles periodically at a regular rate for five minutes on and ten minutes off, it would have a total duty cycle of 15 minutes.

associated with automated gate opening, outdoor conversations, loading and unloading activity, and heating, ventilation, and air conditioning (HVAC) equipment on the rooftop of the structure. Because the City of San Leandro's General Plan and municipal code do not contain quantified thresholds for stationary noise sources, thresholds from the Alameda County Code of Ordinances are used in this analysis. Pursuant to the Alameda County Code of Ordinances, stationary sources of noise should not exceed 55 dBA L_{eq} during daytime hours from 7:00 a.m. to 10:00 p.m., or 50 dBA L_{eq} during nighttime hours from 10:00 p.m. to 7:00 a.m.

Parking Lot Noise

Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. The proposed project includes 74 standard parking stalls, 59 compact parking stalls, four accessible standard stalls, two accessible van stalls, one accessible standard electric vehicle stall, one accessible van electric vehicle stall, 16 electric vehicle charging stations, and 14 clean air/vanpool stalls. The nearest sensitive noise receptors are residences located approximately 0.3 mile east and 0.4 mile north of the site. Table 20 shows typical noise levels at 50 feet from various noise sources on parking lots. These are instantaneous noise levels which would occur for short bursts of time during the use of private vehicles on the project site.

Table 20 Maximum Noise Levels from Parking Lot Activity

Source	Maximum Noise Level (dBA) at 50 Feet
Autos at 14 mph	50
Car Alarm Signal	69
Car Alarm Chirp	54
Car Horns	69
Door Slams or Radios	64
Talking	36
Tire Squeals	66

Source: Gordan Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.

As shown in Table 20 above, instantaneous parking lot noise could reach a maximum estimated 69 dBA L_{max} at a distance of 50 feet. Given the proposed warehouse use, noise levels at the proposed parking lot would likely fluctuate depending on operating hours.

Based on the maximum noise levels shown in Table 20, the instantaneous nature of the parking lot activity, and the distance of residential properties from the project site, parking lot noise on the project site would not exceed the Alameda County Code of Ordinances noise standards for residential properties. Instantaneous noise would attenuate to an estimated 40 dBA L_{max} at adjacent sensitive receptors and would not result in average hourly noise levels exceeding the daytime or nighttime noise limits of 55 dBA L_{eq} and 50 dBA L_{eq}, respectively. The loudest individual noise sources in parking lot areas shown in Table 20, including car horns, car alarm signals, and tire squeals, would occur infrequently and would be instantaneous in nature.

Moreover, parking lot activity is a typical noise source in San Leandro, even near residential uses. For example, there are several parking lots that serve the commercial and retail buildings that are located south and west of the site. Estimated intermittent noise levels of up to 69 dBA also would not be unusually loud and intense, with respect to typical noise sources in a residential

neighborhood such as landscaping equipment. Therefore, the project would have a less than significant impact from parking lot noise.

Loading and Unloading

Primary noise sources of the proposed project would be typical of warehouses and would include noise associated with loading and unloading activity. SLZC Section 2.12.328(c) provides the following limitations on loading and unloading operations of commercial uses: "To reduce impacts on adjoining residents, those uses conducting loading and shipping activity between the hours of 10:00 p.m. and 7:00 a.m. shall avoid generating extraneous noise that can be heard by adjoining residents" (City of San Leandro 2020b). The loudest source of noise from loading and unloading would be back-up beepers from moving trucks. Similar to car alarm signals listed in Table 20, back-up beepers would reach a noise level of 69 dBA L_{max} at a distance of 50 feet. At a distance of 0.3 mile, back-up beepers would reach a noise level of approximately 40 dBA L_{max} at residences located east of the site, due to noise attenuation. Therefore, noise from back-up beepers would not result in noise levels at the closest residences that would exceed the Alameda County Code of Ordinances daytime or nighttime noise limits of 55 dBA L_{eq} and 50 dBA L_{eq}, respectively. Furthermore, similar to typical parking lot noise, the use of back-up beepers would occur infrequently and would be instantaneous in nature and thus would not cause a significant noise disturbance to a residential area.

Mechanical Equipment

Mechanical equipment includes HVAC equipment located on the roof of the proposed structure. Noise levels from large-scale rooftop-mounted commercial HVAC systems are typically in the range of 60 to 70 dBA L_{eq} at a distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2009). It is assumed that HVAC equipment on the rooftop of the new structure would not exceed this reference noise level for large-scale commercial facilities. Pursuant to the Alameda County Code of Ordinances, stationary sources of noise should not exceed 55 dBA L_{eq} during daytime hours from 7:00 a.m. to 10:00 p.m., or 50 dBA L_{eq} during nighttime hours from 10:00 p.m. to 7:00 a.m. Conservatively, HVAC equipment at the project site would be installed at a distance of more than 1,000 feet from the nearest sensitive receptors. At 1,000 feet, HVAC equipment would generate an estimated noise level range of 24 dBA L_{eq} to 34 dBA L_{eq}, without accounting for a shielding effect by rooflines and parapets. Therefore, HVAC equipment would not result in noise levels at the closest residences that would exceed the daytime or nighttime noise limits of 55 dBA L_{eq} and 50 dBA L_{eq}, respectively. Therefore, new HVAC noise would not generate a substantial increase in ambient noise levels at nearby sensitive receptors. On-site mechanical equipment would have a less than significant noise impact. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Project construction would intermittently generate vibration on and adjacent to the project site, which has the potential to damage buildings at high levels. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, and vibratory rollers for paving. It is assumed that pile drivers, which generate strong ground borne vibration, would not be used during construction. Vibration-generating equipment on the project site would likely be used at 75 feet from the nearest structure on the west.

Unlike construction noise, vibration levels are not averaged over time to determine their impact. The most important factors are the maximum vibration level and the frequency of vibratory activity. Therefore, it is appropriate to estimate vibration levels at the nearest distance to sensitive receptors that equipment could be used, even though this equipment would typically be located farther from receptors. As shown in Table 21, construction activity would generate vibration levels reaching an estimated 0.21 PPV in/sec at a distance of 25 feet, if vibratory rollers are used to pave asphalt. Vibration-generating equipment would be operated on a transient basis during construction.

Table 21 Vibration Levels for Construction Equipment at Noise-Sensitive Receptors

	PPV (in/sec)	L_v (VdB)
Equipment	**25 feet**	**25 feet**
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: FTA 2018

A maximum vibration level of 0.21 PPV in/sec during the potential use of vibratory rollers would not exceed 0.24 PPV in/sec, FTA's recommended criterion for strongly perceptible vibration from transient sources. In addition, the nearest structure is located 75 feet west of the project site, which would result in a vibration level of 0.062 PPV in/sec. Construction activity that generates loud noises (and therefore vibration) also would be limited to daytime hours on weekdays and weekends, which would prevent the exposure of sensitive receptors to vibration during evening and nighttime hours. As a result, construction-generated vibration would not result in substantial annoyance to people of normal sensitivity. In addition, the vibration level would not exceed the FTA's recommended criterion of 0.4 PPV in/sec for potential damage on reinforced structures from transient vibration sources. Therefore, the impacts of vibration on people and structures would be less than significant.

The proposed project would not generate significant sources of vibration during operation, based on the nature of the proposed use. Truck activity would occur traveling to and from the project; however, the truck activity would be typical of a warehouse use. As the project site is surrounded by similar industrial and warehouse uses, the vibration would be similar to that of activities already occurring in the project site's vicinity. Therefore, operational vibration impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The closest airport is the Oakland International Airport, which is approximately 2.0 miles west of the project site. According to Figure 3-3 of the Oakland International Airport Land Use Plan, the project would not be located within the noise contours of the airport. There are no private airstrips in the project vicinity. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports or a private airstrip. No impact would occur. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

Setting

According to the California Department of Finance (DOF), San Leandro has an estimated population of 87,289 with 32,640 housing units (DOF 2021). The average number of persons per household is estimated at 2.83. The ABAG provides projections for population in San Leandro through the year 2040. ABAG projects the population of San Leandro to be 106,585 by the year 2040 (ABAG 2017).

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

The project would not involve the construction of new residences and would therefore not directly induce substantial unplanned population growth in the City. The project would create jobs that could indirectly cause population growth through employee relocations to the project area. However, project operation is expected to require approximately 117 full-time employees.[13] This incremental increase in the City's employment would not induce substantial unplanned population growth.

The project would not involve the extension of roads or other infrastructure since it would be constructed within City limits and connected to existing infrastructure systems in the area. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

13 (213,895 square foot warehouse distribution use/2,500 square foot per employee) + (7,600 square foot office use/250 square foot per employee) = 117 employees (US Green Building Council 2022). Numbers may not add up due to rounding.

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

There are no existing housing units or temporary housing accommodations on the project site. Therefore, the project would not displace existing housing units or people. No impact would occur. This impact will not be discussed in the EIR.

NO IMPACT

15 Public Services

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

Setting

The City of San Leandro is classified as a Local Responsibility Area (LRA) by CAL FIRE. Rather than the State, the Alameda County Fire Department (ACFD), through a contract with the City, provides fire protection to the project site and responds to all fires, hazardous materials spills, and medical emergencies (including injury accidents) in the project area and the city. The ACFD operates five fire stations and one training facility in San Leandro and is divided into four branches: Operations, Communication and Special Operations, Administrative Support Services, and Fire Prevention. In addition to fire and emergency response, the ACFD provides permitting, inspection, and planning services through the Fire Prevention Branch. AFCD maintains a response time of five minutes or less for 90 percent of all emergency incidents (City of San Leandro 2016b).

The San Leandro Police Department (SLPD) provides police protection services in San Leandro. The Police Chief and two police captains administer SLPD, presiding over the Bureau of Operations and the Bureau of Services. The Bureau of Operations houses two units: the Patrol and Traffic Unit and the Investigations Unit. The Bureau of Services houses the Professional Standards and Support Services Units (SLPD 2020). As of 2021, SLPD had 90 sworn officers with a ratio of approximately

1.03 officers per 1,000[14] residents which is slightly lower than the SLPD's desired ratio of 1.04 per 1,000 residents (City of San Leandro 2016b).

The San Leandro Unified School District (SLUSD) serves the San Leandro area. In San Leandro, the SLUSD operates eight elementary schools, two middle schools, and three high schools. Schools nearest the project site include John Muir Middle School, 0.4 mile northwest of the project site; Woodrow Wilson Elementary, 0.6 mile northeast of the project site; Lincoln High School, 1.4 miles from the project site; and San Leandro Unified School District, 1.6 miles southeast of the project site.

The San Leandro Public Library currently operates one main facility, the San Leandro Main Library, and three branch facilities in the city: Manor Branch, South Branch, and Mulford-Marina Branch (City of San Leandro 2016b). The nearest library facility to the project site is the Mulford-Marina Branch, located at 13699 Aurora Drive, 1.5 miles southwest of the project site.

Impact Analysis

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project site is currently within the AFCD service area and project construction would be required to comply with applicable Fire Code standards. The project would incrementally increase the demand for fire and medical services. However, as discussed in Section 14, *Population and Housing*, the proposed project would not generate growth beyond that anticipated for the City as no residential units would be constructed as part of the project and the project would be built on an already developed parcel of land with the same land use and smaller building footprint compared to the existing building. In addition, warehouses do not typically generate a high demand for fire protection services. The project would also be subject to approval by AFCD prior to construction in compliance with General Plan Policy CSF-1.5 which requires the AFCD to review proposed development plans to ensure that sufficient provisions for emergency access and response are made, fire code requirements are satisfied, and adequate levels of service can be provided. Therefore, the proposed project would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

14 90 (sworn officers) / 87,289 (total population) *1,000 = ratio of officers per 1,000 residents

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

The project site is currently in an area served by the SLPD. Although the project would incrementally increase the demand for police services, the project site is located within close vicinity (approximately 5 miles) of the City's police headquarters. As described in Section 14, *Population and Housing*, the project would not result in population growth beyond expectations in Plan Bay Area 2040. In addition, warehouses do not typically generate a high demand for police protection services. The project would thus not require the construction or expansion of police protection facilities. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

The project site is currently served by SLUSD. As described in Section 14, *Population and Housing*, the project would not result in direct population growth through creation of residential units or substantial indirect population growth; therefore, the project would not result in a substantial increase in the number of students attending schools operated by SLUSD. In addition, pursuant to SB 50 (Section 65995(h)), payment of mandatory fees to the affected school district would reduce potential school impacts to a less than significant level under CEQA. Therefore, the proposed project would have a less than significant impact with respect to schools. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Please refer to Section 16, *Recreation*, for an analysis of impacts related to parks and recreation resources. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 14, *Population and Housing*, the project would not involve construction of residences and would generate approximately 117 new jobs which could be filled by the existing labor pool. Therefore, the project would not result in the need for other new or physically altered public facilities and would not result in significant impacts to San Leandro library services or facilities. This impact will not be discussed in the EIR.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
a. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

Setting

Open space and parks comprise approximately 1,000 acres in San Leandro, where 104 acres are City-owned parks and the remaining 896 acres are City amenities such as the municipal golf course, public marina, and open space. The 104 acres of City-owned parks include three community parks, 12 neighborhood parks, seven mini parks, and four special use recreation areas. Parks nearest the project site include Bonaire Park, 1.7 miles south of the project site, and Marina Park, 2.0 miles southwest of the project site. Marina Park, at 30-acres, is the largest of San Leandro's three community parks and includes picnic areas with barbecue grills, play apparatus, and a mile-long par course (City of San Leandro 2021d).

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

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

The project would incrementally increase the demand for recreational services. However, as discussed in Section 14, *Population and Housing*, the proposed project would not generate growth beyond that anticipated for the City as no residential units would be constructed. Furthermore, the project would not include the construction or expansion of new public recreation facilities. Impacts related to parks and recreational facilities would be less than significant. This impact will not be discussed in the EIR.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

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

Much of the analysis in this section is based on a transportation analysis prepared for the proposed project by Kimley-Horn in February 2021 and included as Appendix TRA.

Setting

Regional access to the site is provided by Williams Street to the north and I-880 to the east. The following descriptions are provided for roadways that would provide access to the site and are most likely to serve most of the project's generated vehicle, bicycle, and transit traffic.

Roadway Network

WILLIAMS STREET

Williams Street is an east-west, two-lane arterial roadway that extends from East 14th Street on the east to Neptune Drive on the west. Williams Street is a designated local truck route with sidewalks on both sides of the street.

MERCED STREET

Merced Street is a north-south, three- to four-lane collector roadway that extends from Williams Street in the north and connects to Willow Avenue to the south. Merced Street has a speed limit of 35 miles per hour and has sidewalks along the road.

Regulatory Setting

SB 743 and Vehicle Miles Traveled

SB 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

SB 743 requires OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (PRC Section 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

Alameda County Countywide Transportation Plan

The 2020 Countywide Transportation Plan (2020 CTP) was adopted by the Alameda County Transportation Commission in November 2020, which details a 30-year transportation vision and guides the decision-making of the Alameda County Transportation Commission (Alameda CTC). The CTP serves to improve the transportation system within Alameda County to promote connectivity, sustainability, transit operations, public health, and economic opportunities (Alameda CTC 2020).

Screening Criteria

The City of San Leandro has not yet adopted a standard of significance for evaluating VMT. Therefore, guidance was provided by the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) and was used as the basis for the analysis. The Alameda CTC's Travel Demand Model (TDM) was used as the principal tool to determine VMT.

VMT Thresholds of Significance

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, the OPR *Technical Advisory* provides guidance to the types of redevelopment projects that would have a less-than-significant impact under CEQA:

- Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to less-than-significant transportation impact.

Impact Analysis

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

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

Through compliance with the Site-Specific Traffic Control Plan and Pedestrian Safety Plan due to the project's location along a road segment required to have a Temporary Traffic Control Plan and temporary sidewalk obstruction due to part of the project's construction requiring work in the public right-of-way with regards to driveway access, the project would not conflict with policies addressing the circulation system (City of San Leandro 2007a; City of San Leandro 2007b).

The previous use of the site was compared to the proposed project in terms of trip generation to determine whether it would lead to a net increase in VMT. The previous use is described as "general warehousing/distribution center for automotive parts," which coincides with the planned use and supports the assumption that the location and area from which employees would be drawn would be the same. Please refer to Section 3, *Air Quality*, under the Methodology subsection for further details on VMT estimates. Since VMT analyses do not include heavy vehicles, the determination of a net increase in VMT was based on employee trips for past use and the proposed development. The Trip Generation Manual was used to estimate the number of employees based on ratio of the number of daily trips that are produced by each employee compared to each thousand square-feet of building size. The proposed project would include construction up to 221,495 square-feet, which is 14,505 square-feet smaller than the previous building size of 236,000 square-feet. The proposed project would reduce overall employment compared to the previous use and would result in a net decrease in VMT. Therefore, the project would fall under the redevelopment exemption from a quantitative VMT analysis (Attachment TRA). This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would be developed on an existing parcel that is currently used as a warehouse/distribution center for automotive parts and would not alter or affect existing street and intersection networks. The project site currently has four driveways with two along Williams Street and two along Merced Street. The proposed project would remove one of the driveways along Williams Street; however, the parking lot that the current driveway along Williams Street serves would be removed under the proposed project. Aside from the removal of one of the driveways along Williams Street and its associated parking lot on the central northern portion of the project site, project site circulation would remain similar to current conditions. The project would be required to comply with City design standards for vehicular access and circulation and the current Fire Code. Compliance with these standards would prevent hazardous design features and would ensure adequate and safe site access and circulation. The proposed project would not introduce incompatible uses, including vehicles or equipment, to the site or the surrounding area, resulting in no impacts. This impact will not be discussed in the EIR.

NO IMPACT

d. Would the project result in inadequate emergency access?

The project site would be accessible via Williams Street and Merced Street. The proposed project would be required to comply with all building, fire, and safety codes and development plans would be subject to review and approval by the City's Community Development Department and the ACFD. Required review by these departments would ensure the circulation system for the project site would provide adequate emergency access. In addition, the proposed project would not require temporary or permanent closures to roadways and would result in no impacts. This impact will not be discussed in the EIR.

NO IMPACT

18 Tribal Cultural Resources

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

Regulatory Setting

AB 52 was enacted in 2015 and expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 states, "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the CRHR or included in a local register of historical resources as defined in PRC section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

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

A Sacred Lands File Search conducted by the NAHC in September 2021 showed no presence of a Native American Sacred Site near the project area. Consultation letters were sent out on September 14, 2021 to 16 tribal contacts culturally affiliated with the area as part of tribal outreach in order to request information on Sacred Sites and other types of tribal cultural resources near the project site, as well as inquire about Native American issues related to the project. None of the Native American tribes contacted requested consultation during the 30-day period. The Wilton Rancheria Tribe requested formal consultation on November 16, 2021, outside of the 30-day response period. A response letter and additional information was sent on December 1, 2021. No further response was received from the Wilton Rancheria tribe and as such, tribal consultation was concluded. The Native American outreach conducted is sufficient for the identification of potential cultural resource issues of concern to tribal organizations. However, because the project involves ground disturbance, there is the possibility of encountering undisturbed subsurface tribal cultural resources during construction of the project. Therefore, the project could result in potentially significant impacts to tribal cultural resources. This impact will be addressed in greater detail in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

19 Utilities and Service Systems

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

Setting

Potable Water

Potable water would be provided to the project by EBMUD. According to the EBMUD Urban Water Management Plan, EBMUD's water supply system collects, transmits, treats, and distributes up to 90 percent of water from its primary water source, the Mokelumne River. EBMUD's secondary water supply source is local runoff from East Bay watersheds, which is then stored in terminal reservoirs within EBMUD's service area. The water supply system consists of a network of reservoirs, pipelines, water treatment plants, pumping plants, and other distribution facilities and pipelines that convey Mokelumne River water. EBMUD's water supply system is designed and

constructed to deliver 325 million gallons per day (MGD) to its 1.4 million customers (EBMUD 2020a).

Wastewater

The City of San Leandro receives sewer and wastewater treatment services from the City Waste Pollution Control Division and the Oro Loma Sanitary District (OLSD). The project site itself is located within the City's sanitation district which sends its wastewater to the San Leandro Wastewater Treatment Plant.

The City Waste Pollution Control Division manages the San Leandro Wastewater Treatment Plant and maintains around two-thirds of sewers within City limits, primarily serving the northern portion of the City. The plant can treat up to 14 million gallons per day and treats an average dry weather flow of 7.6 million gallons per day.

Stormwater

The City of San Leandro manages stormwater and regulates discharge into storm drains. The City adheres with the SWRCB requirements for permitting for specific types of industrial and construction activities, such as obtaining a NPDES permit prior to construction. The City also participates in the Alameda County Clean Water Program, which facilitates local compliance with the CWA and provides BMPs for residents and businesses (Alameda Countywide Clean Water Program 2017).

Solid Waste

The City of San Leandro has two distinct service areas for refuse and recycling services: San Leandro Sanitary District and Oro Loma Sanitary District. The two service providers that serve these areas are Alameda County Industries (ACI) and Waste Management of Alameda County (WM). The project site is located in the San Leandro Sanitary District so ACI would be responsible for the project's solid waste management (City of San Leandro 2021e). As shown in Table 22, approximately 98 percent of the City's solid waste was sent to seven landfills in 2019: Altamont Landfill, Fink Road Landfill, North County Landfill and Recycling Center, Potrero Hills Landfill, Recology Hay Road Landfill, Redwood Landfill and Vasco Road Sanitary Landfill (CalRecycle 2021a).

Table 22 Estimated Landfill Capacities and Closure Date

Landfill Facility	Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)	Maximum Permitted Throughput (tons per day)	Anticipated Closure Date
Altamont Landfill	124,400,000	65,400,000	11,150	2025
Fink Road Landfill	14,640,000	7,184,701	2,400	2023
North County Landfill and Recycling Center	41,200,000	35,400,000	825	2048
Potrero Hills Landfill	83,100,000	13,872,000	4,330	2048
Recology Hay Road Landfill	37,000,000	30,433,000	2,400	2077
Redwood Landfill	26,077,000	26,000,000	2,300	2036
Vasco Road Sanitary Landfill	32,970,000	7,379,000	2,518	2022

Source: CalRecycle 2021a

Other Utilities

Gas and electric utilities would be provided to the project site by PG&E while electricity generation and procurement would be provided by EBCE. Telecommunication services including telephone and residential internet services are provided by AT&T and Comcast. Business internet services are provided by Lit San Leandro (City of San Leandro 2021f).

Regulatory Setting

State of California

CALIFORNIA GREEN BUILDING STANDARDS CODE

In January 2020, the State of California adopted CALGreen which establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels, including:

- Reducing indoor water use by 20 percent
- Reducing wastewater by 20 percent
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris
- Providing readily accessible areas for recycling by occupant

State Updated Model Water Efficient Landscape Ordinance (Assembly Bill 1881)

The updated MWELO required cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated MWELO. The City of San Leandro follows standards for sustainable landscape practices in accord with the current version of the StopWaste Bay Friendly Landscape protocols. In May of 2015, the governor issued Executive Order B-29-15 requiring the state to revise the MWELO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, onsite stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

City of San Leandro

SAN LEANDRO 2021 CLIMATE ACTION PLAN

There are 52 GHG reduction strategies included in the City's CAP which targets building electrification, residential energy efficiency, commercial energy efficiency, municipal renewable energy and energy efficiency, renewable energy, reducing auto dependency, active and alternative transportation, transportation electrification and low-carbon fuels, waste management, waste reduction and reuse, water efficiency, community consumption, and equity and just transition. Each of the 12 categories contain goals, strategies, and recommended actions necessary to implement them (City of San Leandro 2021a).

Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Water

EBMUD's UWMP is based on the growth projections for Alameda and Contra Costa County through the year 2050. As determined in the UWMP, there is adequate water supply available to serve anticipated growth in Alameda County. Furthermore, EBMUD adopted a 2020 Water Shortage Contingency Plan which aims to protect the water supply in the event of an emergency such as a drought or earthquake, and to implement and enforce regulations and restrictions for managing a water shortage (EBMUD 2020b). The project would not directly result in an increase in population within the City and thus, would not generate growth beyond that anticipated in the General Plan or the UWMP. The existing building is vacant and does not have any associated water use. However, if the building were to operate, it would have a total water use of 989,352 gallons per year.[15] The proposed project would have a total water use of 838,203 gallons per year.[16] The project would decrease water use on site by approximately 151,149 gallons per year or an approximately 15 percent decrease. Therefore, there would be sufficient potable water supply and infrastructure to accommodate the proposed project. Project construction and operation would not require relocation or construction of new or expanded water supply facilities. Impacts would be less than significant.

Wastewater

Wastewater generated on the project site would be treated by the City Waste Pollution Control Division at the San Leandro Water Pollution Control Plant. The treatment facility discharges into the San Francisco Bay under a permit with the RWQCB. Since the Water Pollution Control Plant is considered a publicly owned treatment facility, operational discharge flows treated at the plant would be required to comply with applicable water discharge requirements issued by the RWQCB. Compliance with conditions or permit requirements established by the City, water discharge requirements outlined by the RWQCB, and regulations in the City's Sewer System Management Plan (SSMP) would ensure that wastewater discharges coming from the project site and treated by the system would not exceed applicable RWQCB wastewater treatment requirements. Moreover, the project site is located in an urban area within the boundaries of the EBMUD's water system. The existing building is vacant and does not have any associated wastewater generation. However, if the building were to operate, it would generate approximately 840,949 gallons per year.[17] The proposed

15 (19,121 square feet of office use x 14.6 gallons/square foot/year = 279,167 gallons/square foot/year) + (208,878 square feet of warehouse use x 3.4 gallons/square foot/year = 710,185 gallons/square foot/year) = 989,352 gallons/ square foot/year (U.S. Energy Information Administration 2017).
16 (7,600 square feet of office use x 14.6 gallons/square foot/year = 110,960 gallons/square foot/year) + (213,895 square feet of warehouse use x 3.4 gallons/square foot/year = 727,243 gallons/square foot/year) = 838, 203 gallons/square foot/year (U.S. Energy Information Administration 2017).
17 0.85 x 989,352 square feet/year = 840,949 square feet/year (USEPA 1996).

project would generate approximately 717,199 gallons of wastewater per year.[18] This would be a 15 percent decrease. Utility infrastructure would not require significant improvements other than infrastructure to service the proposed structures. Therefore, the project would not result in relocation or construction of new or expanded wastewater treatment facilities, and impacts would be less than significant.

Stormwater

The project would be designed and engineered with drainage features appropriate to accommodate the needs of the project associated with stormwater runoff flowing over the project's impervious surfaces instead of being able to soak into unpaved, pervious surfaces as discussed in more detail in Section 10, *Hydrology and Water Quality*. These drainage features would include the bioswale areas located around the project site, storm drain catch basins, storm drain junction boxes, and connection to the existing storm drain line to manage stormwater flows caused by stormwater runoff over the project's impervious surfaces. As discussed in Section 10, *Hydrology and Water Quality*, the project would be required to comply with state and local water quality regulations during construction and stormwater performance standards post-construction. SLMC Section 7.12.230 require the project to implement BMPs to prevent discharges from construction from degrading water quality in receiving waters. The proposed project would include protection of storm drain inlets using sediment controls; storage, handling and disposal of construction materials/wastes properly to prevent contact with stormwater; and prohibition of cleaning, fueling or maintaining of vehicles on site except in a designated area where washwater would be contained and treated. Furthermore, the project would qualify as a C.3 Regulated Project under the Clean Water Program since it would involve the construction of more than 10,000 square feet of total new impervious service and would be regulated under the MRP. Since the project would be a C.3 Regulated Project, it would be required to include site design measures such as direct runoff from sidewalks, walkways, driveways and parking lots to vegetated areas; source control measures for storm drains, floor drains, landscaping, refuse areas, loading docks, fire sprinklers, and architectural copper; and hydraulically-sized stormwater treatment measures pursuant to provision C.3.g of the MRP. Therefore, the project would not result in relocation or construction of new or expanded stormwater facilities, and impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if a project's demand for these services exceeds the capacity of local providers. PG&E would provide gas and electric utilities to the project site, while EBCE would provide electricity generation and procurement. AT&T would provide telecommunications and Lit San Leandro would provide internet services. Telecommunications are generally available in the project area, and facility upgrades would not likely be necessary. The project would be built on an infill site surrounded by similar land uses. Therefore, the project site would be adequately served by existing infrastructure and no new connections would be required.

Accordingly, the project would be accommodated adequately by existing electricity, natural gas, and telecommunication facilities and would not require improvements to existing facilities, or the provision of new facilities, that would cause significant environmental effects. Impacts to electricity,

18 0.85 x 838, 203 square feet/year = 712,472.55 square feet/year (USEPA 1996).

natural gas and telecommunications would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As described under criterion (a) above, the City's water supply is provided by EBMUD which draws its water primarily from the Mokelumne River and local runoff from East Bay watersheds. In the event of a drought where the Mokelumne River cannot serve projected customer demands, EBMUD, the U.S. Bureau of Reclamation (USBR) and Sacramento region parties executed a contract to develop joint water supply from the Sacramento River for emergency supplies (EMBUD 2020b). EBMUD's UWMP describes that there is adequate water supply available to serve anticipated growth in San Leandro (EBMUD 2020b). As stated above under criterion a, the existing building is currently vacant and has no associated water use. The proposed project would have a total water use of 838,203 gallons per year which would be approximately 0.4 percent of available water supply in a normal year in 2050 or 0.7 percent of available water supply in a multiple dry year in 2050 (EBMUD 2020b). As described in Section 13, *Population and Housing*, the project would not generate growth beyond that anticipated in the General Plan. Therefore, the proposed project would be consistent with the anticipated development and growth in the General Plan and is covered by the analysis in the UWMP. In addition, compliance with the MWELO which would ensure water is used efficiently on the project site, would further reduce water demand on the project site. EBMUD's existing water supply is sufficient to supply to the proposed project and reasonably foreseeable future, including normal, dry, and multiple dry years. Impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would generate solid waste during construction and operation. Handling of debris and waste generated during construction would be subject to the Construction & Demolition (C&D) Ordinance pursuant to SLMC Section 3.7.310, which requires applicants to recycle 100 percent of all asphalt/concrete and 50 percent of all other C&D debris from construction and demolition projects valued at $100,000 or greater at the time the building permit was issued. In 2017, California implemented the C&D waste management plan which requires a 65 percent waste diversion for all new construction, all commercial renovations, and most residential additions/alterations (City of San Leandro 2021g). Construction activities would generate substantial waste; however, compliance with the C&D Ordinance would aid in reaching AB 939 goals and the City's diversion requirement. Therefore, the project would not impair the attainment of solid waste reduction goals.

As noted above, solid waste from the project site would be collected by ACI and sent to one of the seven landfills, most likely the Altamont Landfill. Table 23 provides a summary of the project's solid waste generation.

Table 23 Solid Waste Generation

Use	Proposed Size	Solid Waste Generation Factor	Expected Generation (lbs/day)
Office	7,600	6 lb/1,000 sf/day	46
Warehouse	213,895 sf	62.5 lb/1,000 sf/day	13,368

Notes: sf = square feet; lbs = pounds. Figures rounded to nearest whole number.

Source: CalRecycle 2019

Project generated waste would be less than 0.06 percent of Altamont Landfill's daily allowable waste limit of 11,150 tons per day. Actual net waste generation could be lower as the current uses on the project site generate solid waste. The project would be required to comply with City and State plans and policies to reduce solid waste generation, including a requirement to divert at least 50 percent of solid waste and recyclables, as required by AB 939. The project's incremental increase in solid waste would not adversely affect solid waste facilities and impacts would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

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

Setting

The City of San Leandro is not located within a CAL FIRE designated Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2007). Wildfire risk is more severe in Oakland Hills than in San Leandro Hills, with the eastern edges of the Bay-O-Vista neighborhood and the Daniels Drive area of San Leandro designated as VHFHSZ (City of San Leandro 2016b). The project site is located within an urbanized area of the City and is surrounded by existing industrial, commercial and residential development and has a low susceptibility to wildfire. The nearest VHFHSZ is Daniels Drive located 3 miles northeast from the project site.

Impact Analysis

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

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

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

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

VHFHSZs in the City of San Leandro are located east of I-580 in the East Bay Hills. The project site is located within an urbanized are of San Leandro and is surrounded by existing urban development. The project site is not located within a State Responsibility Area (SRA) or near a VHFHSZ, with the nearest VHFHSZ located 3 miles northeast from the project site. Furthermore, since land within City limits is classified as a LRA, fire protection is provided by ACFD, which is responsible for wildfire prevention activities in the City. The California Fire Code specifies additional requirements that are enforced by the City's Building Department. The City also requires fire-resistant roofing materials in new construction projects (City of San Leandro 2016b). Therefore, impacts from wildfire hazards would be less than significant. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

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

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

As discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Compliance with BMPs implemented as part of the project's design would reduce impacts to bird and tree species to a less than significant level.

As discussed in Section 5, *Cultural Resources*, there is potential for the recovery of buried cultural materials during construction remains and an eligible historical resource could be on the project site. Impacts would be potentially significant and will be discussed in an EIR.

As discussed in Section 7, *Geology and Soils,* no paleontological resources were identified on site. Nevertheless, the potential for the recovery of buried paleontological materials during construction remains. Implementation of BMP GEO-16 would reduce impacts to previously undiscovered paleontological resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction.

As discussed in Section 18, *Tribal Cultural Resources,* the potential to discover unanticipated resources during development is a possibility. Impacts would be potentially significant and will be discussed further in an EIR.

As noted throughout the Initial Study, all other potential environmental impacts related to the quality of the environment would be less than significant. Impacts related to cultural resources and tribal cultural resources will be discussed in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

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)?

Cumulative projects include buildout of the City of San Leandro 2035 General Plan and approved projects within the City of San Leandro. This includes several approved residential, mixed-use, and office/retail developments near the San Leandro Bay Area Rapid Transit Station, manufacturing and industrial developments in the Mulford Gardens and Laqua Manor industrial areas, and two high growth projects near the Monarch Bay Golf Club and the Bayfair Shopping Center (City of San Leandro 2020c). Although the project site would be located 0.8 mile northeast of Mulford Gardens and 0.6 mile west of Laqua Manor, the proposed project would be consistent with the existing use of a general warehousing/distribution center, and therefore would not result in cumulative impacts with regards to approved and future projects.

Pursuant to *CEQA Guidelines* Section 15064(h)(3), cumulative impacts with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Water Supply, and Solid Waste. As discussed in these sections, impacts (including cumulative impacts) would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Agriculture, Land Use and Planning, and Mineral Resources. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). The project would be expected to decrease VMT compared to existing conditions. Cumulative impacts would be less than significant. Therefore, the project's impacts would not be cumulatively considerable with compliance to General Plan policies as well as State and Federal regulations. This impact will not be discussed further in the EIR.

LESS THAN SIGNIFICANT IMPACT

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

Effects to human beings are generally associated with air quality, geology and soils, hazards and hazardous materials, and noise impacts. As discussed in this Initial Study, the project would result in less than significant environmental impacts with respect to these issue areas with implementation of BMPs.

As discussed in Section 3, *Air Quality,* impacts related to construction fugitive dust emissions would be reduced to less than significant levels with the implementation of an air quality BMP focused on implementing methods during construction activities to reduce fugitive dust emissions during project construction. In addition, impacts due to criteria air pollutants would be reduced to less than significant levels with the implementation of an air quality BMP focused on low-emitting construction equipment.

As discussed in Section 7, *Geology and* Soils, impacts related to the risk of loss, injury, or death involving seismic-related ground failure would be reduced to less than significant levels with geology and soils related BMPs, which would reduce impacts to liquefaction, erosion, expansive soils, and paleontological resources and unique geologic features to a less than significant level.

As discussed in Section 9, *Hazards and Hazardous Materials*, impacts related to groundwater, vapor, or soil contamination would not be significant as a result of project implementation and would not have a cumulatively considerable contribution to significant cumulative hazards impacts. As discussed in Section 13, *Noise*, the project would not generate significant impacts related to ambient noise or ground-borne vibration. Therefore, the project would not cause substantial adverse effects on human beings. This impact will not be further discussed in the EIR.

LESS THAN SIGNIFICANT IMPACT

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