*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS	FOR COUNTY CLERK USE ONLY
Hayward Area Recreation & Park District 1099 "E" Street, Hayward, CA 94541	FILE NO: _____

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

[X] A - STATUTORILY OR CATEGORICALLY EXEMPT

$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

[ ] A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

$ 2,916.75 - STATE FILING FEE

$ 50.00 - COUNTY CLERK HANDLING FEE

[ ] B - ENVIRONMENTAL IMPACT REPORT (EIR)

$ 4,051.25 - STATE FILING FEE

$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

*****A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.*****

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2024

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Alameda
1106 Madison Street
Oakland, CA 94607

From: (Public Agency): Hayward Area Recreation and Park District
1099 E Street, Hayward, CA 94541
(Address)

Project Title: Mission & Mattox Interim Activation Project

Project Applicant: Hayward Area Recreation and Park District

Project Location - Specific:
20748 Mission Boulevard, Hayward CA

Project Location - City: Hayward Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:
The proposed project transforms a vacant lot into a temporary park by using colorful paint, furnishings, and planting to define recreational court spaces, picnic areas, and other programming.

Name of Public Agency Approving Project: Hayward Area Recreation and Park District

Name of Person or Agency Carrying Out Project: Meghan Tiernan

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 32, Section 15332
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The proposed project qualifies for an exemption under CEQA Guidelines Section 15332 as an infill development project is it: : (1) is consistent with the Alameda County Eden Area General Plan policies and land use designation, as well as the policies and zoning regulations identified in the Ashland and Cherryland Business District Specific Plan (ACBD Specific Plan); (2) is located within the unincorporated urbanized community of Ashland and within the Alameda County General Plan Urban Limit Line, surrounded by urban uses and is less than 5 acres in size; (3) has no value for endangered, rare or threatened species; (4) would not result in any significant effects related to traffic, noise, air quality or water quality; and (5) can be adequately served by all required utilities and public services. Additionally, this document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines Section 15300.2, and that the project qualifies for a CEQA Exemption as a Class 32 Infill Development Project.

Lead Agency
Contact Person: Meghan Tiernan Area Code/Telephone/Extension: 510-881-6712

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature: Meghan Tiernan Date: 5/7/24 Title: Capital Planning & Development Director

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 11, 2024

TO: Darcie DeLashmutt, Hayward Area Recreation and Park District

FROM: Shanna Guiler, AICP, Associate/Project Manager
Theresa Wallace, AICP, Principal

SUBJECT: CEQA Categorical Exemption – Mission & Mattox Interim Activation Project, Alameda County, California

This memorandum was prepared to support a Categorical Exemption under the California Environmental Quality Act (CEQA) for the proposed Mission & Mattox Interim Activation Project (proposed project) located at the northeast corner of Mission Boulevard and Mattox Road in the unincorporated community of Ashland, Alameda County. The proposed project would include construction of interim improvements to provide immediate recreation access to the site while Hayward Area Recreation & Park District (HARD) undertakes a master plan process to determine the final use of the site. A detailed project description is included in Attachment A.

Article 19 of the CEQA Guidelines includes, as required by Public Resources Code Section 21084, a list of classes of projects which have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the Mission & Mattox Interim Activation Project. This document demonstrates that the project qualifies for a CEQA Exemption as an Infill Development Project (Class 32), consistent with the provisions of CEQA Guidelines Sections 15332 and 15300.2 and provides information for the HARD decision-makers regarding a finding that the proposed project is exempt under CEQA. HARD is both the project proponent and Lead Agency for environmental review.

In summary, this document demonstrates that the proposed project qualifies for an exemption under CEQA Guidelines Section 15332 as an infill development project as it: (1) is consistent with the Alameda County Eden Area General Plan policies and land use designation, as well as the policies and zoning regulations identified in the Ashland and Cherryland Business District Specific Plan (ACBD Specific Plan); (2) is located within the unincorporated urbanized community of Ashland and within the Alameda County General Plan Urban Limit Line, surrounded by urban uses and is less than 5 acres in size; (3) has no value for endangered, rare or threatened species; (4) would not result in any significant effects related to traffic, noise, air quality or water quality; and (5) can be adequately served by all required utilities and public services. Additionally, this document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines Section 15300.2, and that the project qualifies for a CEQA Exemption as a Class 32 Infill Development Project.

EXEMPTIONS

Article 19 of the CEQA Guidelines includes, as required by Public Resources Code Section 21084, a list of classes of projects which have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the proposed project, and to demonstrate that the project qualifies for a CEQA Exemption as an Infill Development Project, consistent with the provisions of CEQA Guidelines Sections 15332 and 15300.2. Specifically, the information provided herein shows that:

a. The project qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment;

b. The analysis shows there are no exceptions to qualifying for the infill exemption, as identified in CEQA Guidelines Section 15300.2.

CEQA Guidelines Section 15332 is applicable to projects characterized as infill development meeting the following conditions:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city (community of Ashland in unincorporated Alameda County) limits on a project site of no more than 5 acres substantially surrounded by urban uses.

c. The project site has no value as habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e. The site can be adequately served by all required utilities and public services.

The analysis below provides substantial evidence that the project properly qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment. Additionally, the analysis shows there are no exceptions to qualifying for the categorical exemption, as identified in CEQA Guidelines Section 15300.2.

a) The project is consistent with applicable general plan designation and all applicable general plan policies as well as applicable zoning designation and regulations.

The project site is designated General Commercial (GC) in the Alameda County Eden Area General Plan.[1] The GC designation allows for a wide range of commercial uses that encompass small offices, local and regional retail establishments and automobile-oriented uses to meet the needs of Eden

[1] Alameda, County of, 2010. County of Alameda Eden Area General Plan. March.

Area residents, employees and pass-through travelers. Public uses are also allowed in areas with commercial designations.

The project site is also located within the Ashland-Cherryland Business District, as defined in the ACBD Specific Plan. The ACBD Specific Plan is a tool for implementing the General Plan and provides the standards for development within designated parts of unincorporated Alameda County. The ACBD Specific Plan area covers approximately 246 acres along a 3-mile stretch of East 14th Street/Mission Boulevard and a 1.5-mile section of Lewelling/East Lewelling Boulevard between 150th Avenue to the north, Rose Street to the south, and Hesperian Boulevard to the west. As unincorporated communities, Ashland and Cherryland are under the jurisdiction of Alameda County and are directly represented by the Alameda County Board of Supervisors.

According to the County's Zoning Map and the ACBD Specific Plan, the project site is zoned/designated as District Mixed Use (DMU), which is intended to provide a vibrant, walkable urban main street mixed-use commercial environment that supports public transportation alternatives and provides locally- and regionally serving commercial, retail, and entertainment uses, as well as a variety of urban housing choices. Parks are a permitted use within the DMU designation, and the ACBD Specific Plan encourages and allows for the use of public space for the development of parks and "parklets" along the corridors identified in the ACBD Specific Plan.

The ACBD Specific Plan defines "Park, Playground" as an "outdoor recreation facility owned and maintained by a public entity that may provide a variety of recreational opportunities, at no charge to the public, including playground equipment, open space areas for passive recreation and picnicking, and sport and active recreation facilities."

The proposed project would implement interim improvements to provide immediate recreation access to the site (i.e., park facilities), which is a permitted use consistent with the Alameda County Eden Area General Plan and ACBD Specific Plan.

Therefore, the proposed project adheres to the CEQA Guidelines Section 15332(a) criterion.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project site is a 2.6-acre parcel located at the northeast corner of Mission Boulevard and Mattox Road in Ashland, an unincorporated community in Alameda County between San Leandro to the north and downtown Hayward to the south. The project site is located within the Ashland-Cherryland Business District, at the major crossroads between Ashland and Cherryland.

The project site is currently vacant and generally consists of asphalt concrete and concrete pavement, with some trees and an unpaved area at the southern corner of the project site. The site was previously occupied by a vacant L-shaped industrial buildings consisting of warehouse and office spaces, which has since been demolished.

The project site is located in a developed area and is bordered on two sides by commercial and residential uses. Immediately to the east of the project site is a large surface parking lot and a

building associated with the Carpenters Local Union 713, Mattox Road to the south, Mission Boulevard to the west. Along the north edge are both a commercial use (a former restaurant and associated parking lot) and residential uses. Additional commercial and residential uses are located west and south of the project site across Mattox Road and Mission Boulevard, respectively, and additional residential uses are located further north and east of the project site. Land uses along Mission Boulevard consist of varied commercial uses, including small restaurants, car rentals, auto parts sales, fast food, appliance stores, and personal services.

Therefore, the proposed project adheres to the CEQA Guidelines Section 15332(b) criterion.

c) The project site has no value as habitat for endangered, rare, or threatened species.

With the exception of San Lorenzo Creek, virtually the entirety of the ACBD Specific Plan Area is developed or disturbed.[2] Developed areas within the ACBD Specific Plan Area include the existing communities of Ashland and Cherryland, which consist primarily of commercial/industrial development along East 14th Street/Mission Boulevard and East Lewelling Boulevard, with some residential development and public facilities located throughout. Few ruderal areas are also located throughout the ACBD Specific Plan Area on vacant lots scattered amongst the commercial/industrial and residential development. Ruderal plant communities are typically dominated by herbaceous plants (i.e., forbs) such as mustard (*Hirschfeldia incana*), fiddleneck (*Amsinckia menziesii*), and great valley phacelia (*Phacelia ciliata*), and include many non-native annual grasses such as ripgut brome (*Bromus diandrus*), wild oats (*Avena* spp.), and foxtail barley (*Hordeum murinum*).

Due to the project's location in an urban setting, no sensitive biological resources are present in the project site or area. The project site does not support suitable habitat for any special-status plant or wildlife species, and does not contain any riparian habitat, other sensitive plant communities, waters of the State, or wetlands or other jurisdictional waters of the United States that are under U.S. Army Corps of Engineers' jurisdiction pursuant to Section 404 of the federal Clean Water Act.

Therefore, the proposed project adheres to the CEQA Guidelines Section 15332(c) criterion.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality.

As described further below, the proposed project would not result in a significant effect on traffic, noise, air quality, and water quality, and adheres to the CEQA Guidelines Section 15332(d) criterion.

Traffic

The proposed project would implement interim improvements to provide immediate recreation access to the site. These improvements would largely entail colored asphalt paving on the existing surface to delineate recreation uses, including pickleball courts, kid's obstacle course, bike skills area, a multi-use court, and a roller-skating area. Other proposed improvements would include a

[2] Alameda, County of, 2015. Final Environmental Impact Report Ashland and Cherryland Business District Specific Plan. December.

picnic area, bench seating areas, shrub and tree plantings, off-street parking, an area for food trucks, and a drinking fountain.

The proposed project would provide off-street visitor parking spaces through the construction of two new parking lots, one located at the northeast corner of the site and accessible from Mattox Road and the other located at the southwest corner of the site and accessible from Mission Boulevard.

In order to estimate the number of trips that the project would add to the circulation system, the trip generation of the proposed land use was calculated using land use-based trip rates in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021). This publication includes surveyed trip rates for public parks. While the surveyed public parks contain a variety of amenities including sports courts/fields, playgrounds, picnic areas, and other active recreation areas, the survey data was collected prior to the increased popularity of pickleball. In 2023 LSA surveyed three multi-court pickleball facilities and calculated an average trip generation rate for pickleball courts. Table A summarizes the trip rates and net trip generation for the proposed park project using the ITE trip rates and supplemental pickleball rates.

Table A: Proposed Park Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Public Park (411)[1]		Acre	0.78	0.01	0.01	0.02	0.06	0.05	0.11
Pickleball Court		Court	44.78	3.74	1.90	5.64	2.44	1.66	4.10
Project Trip Generation									
Park Area	2.6	Acre	2	0	0	0	0	0	0
Pickleball Courts	9	Courts	403	34	17	51	22	15	37
Net Trip Generation			**405**	**34**	**17**	**51**	**22**	**15**	**37**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).
[2] Trip rates calculated by LSA as the average of three surveyed pickleball court facilities.

As Table A indicates, the majority of the trips to and from the proposed project would be generated by the pickleball courts. In total, the project is forecast to generate 405 average daily trips, of which 51 would occur in the AM peak-hour and 37 would occur in the PM peak-hour.

According to the Alameda County Transportation Commission, traffic impact studies are not required for projects that generate fewer than 100 net new peak-hour vehicular trips. As discussed above, the project is expected to generate fewer than 100 new peak-hour vehicular trips; therefore, a traffic impact study is not required. As compared to the existing traffic volumes on the arterial streets serving the project area, the nominal increase in peak-hour traffic generated by the proposed project would be below these established thresholds and would be considered less than significant.

CEQA Guidelines §15064.3, subdivision (b) seeks to evaluate a project's potential impact related to its vehicle miles traveled (VMT). Alameda County has not adopted guidelines for analysis of VMT. However, concurrent with certification of revised CEQA guidelines, State of California Governor's Office of Planning and Research released the *Technical Advisory On Evaluating Transportation Impacts in CEQA* dated December 2018[3] (Technical Advisory), which provides guidance on evaluation of potential impacts to VMT.

The Technical Advisory asserts that some types of land use can redistribute trips rather than create new trips. When these types of uses are constructed, shorter trips result as the users will tend to visit the opportunity closest to them. This has a benefit to VMT. For retail uses, the Technical Advisory suggests that retail uses of 50,000 square feet or less are local serving and would have a beneficial effect of reducing trip length and VMT.

Public parks are this type of local serving land use. Most park visitors will tend to travel to the nearest park. The highest trip generating component of the proposed project are the pickleball courts. The nearest pickleball courts are located in San Leondro approximately 2.5 miles from the project site. Placing these proposed courts within the proposed project would present an intervening opportunity that is likely to reduce trip length and VMT. It should also be noted that the area of the pickleball courts is less than 10,000 square feet, well below the local serving threshold suggested by the Technical Advisory.

The proposed project would present an intervening use as described above and is anticipated to result in a redistribution of trips, resulting in shorter trips. Therefore, in accordance with the Technical Advisory description of improved destination proximity, the project impacts related to CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

For the reasons outlined above, the proposed project is not anticipated to create or exacerbate any significant impacts to the surrounding intersections and roadway segments. Therefore, no significant traffic impacts would occur under CEQA.

Air Quality

The project site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Alameda County, and the rest of the San Francisco Bay Area Air Basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

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[3] State of California Governor's Office of Planning and Research. 2018. *Technical Advisory On Evaluating Transportation Impacts in CEQA.* April. Website: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf (accessed May 15, 2023).

Within the BAAQMD, ambient air quality standards for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

The BAAQMD has prepared CEQA Air Quality Guidelines[4] to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The following analysis has been prepared using methods and assumptions recommended in the BAAQMD's CEQA Guidelines.

Consistency with Applicable Air Quality Plans. The primary goals of the Bay Area Clean Air Plan are to attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect the climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, implementation of the proposed project would result in less-than-significant construction and operation-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

> ***Clean Air Plan Control Measures.*** The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-Greenhouse Gas (GHG) Pollutants Measures. The proposed project would not include any new buildings, stationary sources, agricultural activities, or publicly owned treatment works; therefore, the Stationary Source Measures, Building Control Measures, Agriculture Control Measures, Natural and Working Lands Control Measures, and Water Measures would not be applicable to the proposed project. Additionally, the Super-GHG Control Measures do not apply to individual projects and are not applicable to the project.
>
> The BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project involves the construction of recreation uses, including pickleball courts, kid's obstacle course, bike skills area, a multi-use court, and a roller-skating area. As discussed above, the proposed project would not result in a significant increase in the generation of vehicle trips or vehicle miles traveled (VMT). In addition, the project site is located within walking or bicycling distance from the surrounding residential and commercial areas; therefore, the project would support

[4] BAAQMD. 2022. CEQA Air Quality Guidelines. Website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines (accessed March 2024).

the ability of visitors to use alternative modes of transportation. As such, the project would not conflict with BAAQMD initiatives to reduce vehicle trips and VMT and would provide access to alternate means of transportation.

The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the project.

The Waste Management Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Clean Air Plan Implementation. As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan, and this impact would be less than significant.

Criteria Pollutant Analysis. The BAAQMD is currently designated as a non-attainment area for State and national ozone standards and national particulate matter ambient air quality standards. BAAQMD non-attainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following sections describe the proposed project's construction- and operation-related air quality impacts and CO impacts.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxide (NO_x), reactive organic gases (ROG), directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Best Management Practices for Construction-Related Fugitive Dust Emissions, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. These emissions would be temporary and limited to the immediate area surrounding the construction site.

The BAAQMD has developed screening criteria to provide lead agencies with a conservative indication of whether the proposed project would result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency would not need to perform a detailed air quality assessment of the proposed project's emissions. These screening levels are generally representative without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

For park land uses, the BAAQMD screening size for construction criteria pollutants is 10 acres. The proposed project would include a 2.6-acre park, which is well below the BAAQMD's screening criteria.

Additionally, construction-related activities would not overlap with operational activities, and would not include demolition, the simultaneous occurrence of two or more construction phases, extensive site preparation (e.g., grading, cut and fill, or earth movement), extensive material transport (e.g., soil import and export requiring a considerable amount of haul truck activity), or any stationary sources (e.g., backup generators) subject to BAAQMD rules and regulations. The proposed project would not include the demolition of any existing buildings but would include the removal of the existing asphalt paving and base rock and approximately 10,900 square feet of the site would be cleared and grubbed. Construction of the proposed project is not expected to result in extensive site preparation or material transport.

Therefore, construction activities associated with the proposed project are not anticipated to exceed established thresholds. For a project to have a less-than-significant impact related to fugitive dust emissions, the BAAQMD requires the implementation of Basic Best Management Practices for Construction-Related Fugitive Dust Emissions and implementation of Regulatory Compliance Measure (RCM) AIR-1 would be required.

RCM AIR-1: Consistent with the requirements of the Bay Area Air Quality Management District (BAAQMD), the following BAAQMD Basic Best Management Practices shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt tracked 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 (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads proving access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.
- A publicly visible sign shall be posted with the telephone number and person to contact at the County of Alameda regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's General Air Pollution Complaints phone number shall also be visible to ensure compliance with applicable regulations.

With RCM AIR-1, construction of the proposed project would not result in emissions that would result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

Mobile-source emissions include ROG and NO_X emissions that contribute to the formation of O_3. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy-source emissions would typically result from activities in buildings for which natural gas is used. As identified above, the proposed project would not include any new buildings; therefore, the proposed project would not generate energy-source emissions.

Typically, area-source emissions consist of direct sources of air emissions located at the project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment.

As discussed above, the BAAQMD has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency does not need to perform a detailed air quality assessment. For park land uses, the BAAQMD screening size for operational criteria pollutants is 175 acres. The proposed project would include a 2.6-acre park, which is well below the BAAQMD's screening criteria. Additionally, operational activities would not include stationary engines (e.g., backup generators) or any industrial sources subject to BAAQMD rules and regulations. Operational activities would also not overlap with construction-related activities. Therefore, based on the BAAQMD's screening criteria, the proposed project is not anticipated to exceed established thresholds. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is in non-attainment under applicable federal or State ambient air quality standards. Impacts would be less than significant.

Localized CO Impacts. Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area since the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening-level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the 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.

- The project 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, or below-grade roadway).

Implementation of the proposed project would not conflict with the Alameda County Transportation Authority's congestion management program for designated roads or highways, a regional transportation plan, or other agency plans. As demonstrated in Table A above, the proposed project would generate approximately 51 AM and 37 PM peak-hour trips. As such, the project's contribution to peak-hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards, and this impact would be less than significant.

Health Risk on Nearby Sensitive Receptors. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the proposed project are single-family residences north and northwest of the project site located within 50 feet of the project construction boundary.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement RCM AIR-1 described above. With implementation of this regulatory measure, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation. Impacts would be less than significant.

Odors. During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. Additionally, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

Noise

Existing Noise Environment. The primary existing noise source in the project area is vehicle traffic on Mission Boulevard and Mattox Road.

To assess existing noise levels, LSA conducted two long-term noise measurements in the vicinity of the project site. The long-term noise measurements were recorded for 24 hours between February 22 and February 23, 2024. The long-term noise measurements captured hourly L_{eq}[5] data. Sources

[5] L_{eq}: Equivalent Continuous Noise Level - The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.

that dominate the existing noise environment include traffic on Mission Boulevard and Mattox Road. Noise measurement data collected during long-term noise monitoring are summarized in Table B and shown on Figure 5 (Attachment B). Noise measurement sheets are provided in Attachment C.

Table B: Long-Term Noise Level Measurements

Location	Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[2] (dBA L_{eq})	Average Daily Noise Level (dBA L_{dn})
LT-1: On the northwest property line border, approximately 320 feet from the Mission Boulevard centerline	59.4-73.2	56.0-62.9	68.4
LT-2: On a storage container next to Mattox Road on the southeast property line border, approximately 95 feet from Mattox Road center divider	56.7-63.6	50.8-58.8	63.3

Source: Compiled by LSA (2024).
[1] Noise levels during the hours from 7:00 a.m. to 10:00 p.m.
[2] Noise levels during the hours from 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Project Noise Compatibility Assessment. The Land Use Compatibility for Community Noise Environment in the Noise Element of the County of Alameda Eden Area General Plan indicate that noise levels of 65 dBA L_{dn} to 80 dBA L_{dn} for neighborhood parks are conditionally acceptable. Existing traffic noise levels along Mission Boulevard range between 63.3 and 68.4 dBA L_{dn} at 50 feet from the roadway. Therefore, the proposed project is considered compatible with the County's Land Use Compatibility for Community Noise Environment.

Short-Term (Construction) Noise Impacts. Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on the access road leading to the site. Although there would be a relatively high single-event noise exposure from passing trucks during project construction, which generate a noise level of 84 dBA L_{max}[6] at a distance of 50 feet, the effect on longer-term (hourly or daily) ambient noise levels would be small. Based on Table 4-1 in the Circulation Element in the County of Alameda Eden Area General Plan, Mission Boulevard has an average daily traffic (ADT) volume of 27,000 and an estimated peak-hour traffic volume of 2,700. Because construction-related vehicle trips would not approach hourly/daily traffic volumes of 2,700/27,000 vehicles on Mission Boulevard, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commutes and equipment transport to the project site would be less than significant.

[6] L_{max}: The maximum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.

The second type of short-term noise impact is related to noise generated during demolition, site preparation, site construction, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table C lists typical construction equipment noise levels recommended for noise impact assessments for typical construction equipment included in the FHWA Roadway Construction Noise Model[7], based on a distance of 50 feet between the equipment and a noise receptor.

Table C: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

Typical noise levels range up to 85 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and

[7] Federal Highway Administration. 2006. Roadway Construction Noise Model. January.

front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of a front-end loader and a dump truck. Noise associated with the use of construction equipment for the site preparation phase is estimated to be between 80 dBA L_{max} and 84 dBA L_{max} at a distance of 50 feet from the active construction area. As shown in Table C, the maximum noise level generated by a front-end loader is assumed to be approximately 80 dBA L_{max} at 50 feet. A dump truck would generate approximately 84 dBA L_{max} at 50 feet. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 85 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, [8] the worst-case combined noise level during this phase of construction would be 81 dBA L_{eq} at a distance of 50 feet from the active construction area.

The closest sensitive receptors to the proposed project are single-family residences north and northwest of the project site located within 50 feet of the project construction boundary. These sensitive receptors would be exposed to construction noise levels of 85 dBA L_{max} (81 dBA L_{eq}) or higher. As the existing multi-family residences have a 6-foot high property wall, the wall would provide a minimum noise level reduction of 5 dBA and construction noise levels would be reduced to 80 dBA L_{max} (76 dBA L_{eq}). Although construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, noise impacts would cease once project construction is completed. Compliance with Section 6.60.070 of the County's Municipal Code, which limits construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on weekends would minimize construction noise. In addition, the project contractor will implement minimization measures, as outlined in the project description, in compliance with Section.60.070 of the County's Municipal Code, to further minimize construction noise. Therefore, noise generated by construction activities would be less than significant.

Traffic Noise Impacts. The project-related traffic noise increase on Mission Boulevard would be 0.1 dBA because the proposed project would generate an average daily traffic (ADT) volume of 405 and Mission Boulevard has an existing average daily traffic (ADT) volume of 27,000 based on Table 4-1 in the Circulation Element in the County of Alameda Eden Area General Plan. Therefore, project-related traffic noise on off-site sensitive receptors would be less than significant.

Operational Noise Impacts. The proposed project would construct interim recreation improvements, including pickleball courts. The proposed project would generate noise from pickleball activities. The closest off-site uses are the single-family residences, approximately 150 feet northwest of the acoustical center of the pickleball courts. The reduction of pickleball activities noise levels would be provided primarily by distance attenuation to off-site uses.

[8] The usage factor accounts for the fraction of time that the equipment is in use over the specified period of time.

Assuming each court is hosting a doubles game, with each court generating an average noise level of 64.9 dBA L_{eq} at 25 feet, based on measurements conducted by LSA for a similar pickleball project[9], pickleball activity noise levels are estimated to approach 61.1 dBA L_{eq} at the residential uses approximately 150 feet away from the acoustical center of the pickleball courts. Although this noise level would exceed the County's exterior daytime (7:00 a.m. to 10:00 p.m.) noise standards of 50 dBA L_{eq}, it would not cause an increase of 3 dBA or more over the ambient daytime noise level, which is measured at an average of 66.3 dBA L_{eq} near the northern boundary of the project site closest to the residential uses. Additionally, the project proposes to install an acoustic barrier, consisting of SLN/CR panels, along the western and northern boundaries of the pickleball courts. These panels utilize nanotechnology to convert sound into heat and are specifically designed to address the 1.2kHz frequency of pickleball noise.[10] Based on performance data provided by the manufacturer, SLN/CR, the barrier would have a Pickleball Sound Transmission Loss (PSTL) of 17 dB, which would further reduce the noise levels generated during pickleball activities. The expected pickleball noise level at the nearest residence is expected to be approximately 44 dBA L_{eq} with the acoustic barrier installed.

Based on the analysis presented above, although construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, noise impacts would cease once project construction is completed. Operation of the proposed project would not expose noise-sensitive receptors or generate excessive noise levels and would not substantially increase ambient noise levels in the project vicinity above existing without project noise levels. Therefore, noise levels generated by project construction and operations would be less than significant.

Vibration Impacts. The proposed park would not generate vibration. In addition, vibration impacts generated from project-related traffic on the adjacent roadways (Mission Boulevard and Mattox Road) are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, no vibration impacts from long-term operation of the project would occur.

Construction of the proposed project would generate vibration from the use of construction equipment. Table D shows the peak particle velocity (PPV) and vibration velocity decibels (VdB) values at a distance of 25 feet from the construction vibration source. As shown in Table D, loaded trucks generate approximately 0.076 PPV [in/sec] of ground-borne vibration when measured at a distance of 25 feet, based on the Transit Noise and Vibration Impact Assessment Manual[11]. Outdoor site preparation for the project is expected to use a loaded truck. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is

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9 LSA Associates Inc., 2024. *Noise Impact Analysis Memorandum for the Newport Pickleball Courts in Newport Beach, California.*

10 SLN/CR. 2024. Website: https://www.slncr.com/

11 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September.

measured between the nearest off-site buildings and the construction activity area because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$L_vdB\ (D) = LvdB\ (25\ feet) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Table D: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks[2]	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The single-family residential building to the northwest is the closest building to the project site and would be located approximately 50 feet from the operation of loaded trucks. Based on the equation above, vibration levels at the closest residential building would be 0.027 PPV [in/sec]. This vibration level would not exceed the FTA damage threshold of (0.2 PPV [in/sec] for non-engineered timber). Therefore, vibration generated by construction activities would be less than significant.

Aircraft Noise. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airports to the project site are the Hayward Executive Airport and Oakland International Airport, which are located approximately 2 miles southwest and 6.1 miles northwest of the project site, respectively. Based on the Hayward Executive Airport Land Use Compatibility Plan[12] and Oakland International Airport Land Use Compatibility Plan[13], the project site is outside the 55 dBA CNEL airport noise contour of the Hayward Executive Airport and 60 dBA CNEL airport noise contour of the Oakland International Airport. In addition, the proposed project site is not within the vicinity of a

[12] Alameda County. 2012. Hayward Executive Airport - Airport Land Use Compatibility Plan. August.
[13] Alameda County. 2010. Oakland International Airport - Airport Land Use Compatibility Plan. December.

private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and impacts would be less than significant.

Water Quality

The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate the quality of surface water and groundwater bodies throughout California. In unincorporated Alameda County, water quality is under the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB).

The project site is currently vacant and generally consists of asphalt concrete and concrete pavement, with some trees and an unpaved area at the southern corner of the project site. Under existing conditions, the 114,050-square foot project site consists of approximately 91,755-square feet of impervious surface area (80.5 percent of the project site). Under existing conditions stormwater runoff sheet flows onto adjacent properties, into existing storm drains in the area, and into the existing landscaped areas, which overtop into the storm drain system. No creeks or streams are located on or adjacent to the project site. San Lorenzo Creek, separated from the project site by I-238, Mattox Road, and intervening development, is the only surface water in proximity to the project site.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act [CWA]). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the San Francisco Bay RWQCB.

Construction. Construction activities are subject to the SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2022-0057-DWQ, NPDES No. CAS000002.[14] Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's Construction General Permit. Because the proposed project would not involve construction activities resulting in greater than 1 acre of soil disturbance, the proposed project is not subject to the requirements of the Construction General Permit.

However, construction activities would still be subject to the requirements of Section 15.36.600 of the Alameda County Code, which contains requirements for stormwater management and discharge control during construction. Section 15.36.600, Erosion and Sediment Control requires all projects to conform to the following:

- Grading plans shall be designed with long-term erosion and sediment control as a primary consideration.

[14] NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002)

- No grading operations shall be conducted during the rainy season except upon a clear demonstration, to the satisfaction of the director of public works, that at no stage of the work would there be any substantial risk of increased sediment discharge from the site. In the event that rainy season grading is planned, the director shall have the authority to require the submittal of detailed erosion and sediment control plans covering each stage of the work.

- Should grading be permitted during the rainy season, the smallest practicable area of erodible land shall be exposed at any one time during grading operations and the time of exposure shall be minimized.

- Natural features, including vegetation, terrain, watercourses and similar resources shall be preserved wherever possible. Limits of grading shall be clearly defined and marked to prevent damage by construction equipment.

- Permanent vegetation and structures for erosion and sediment control shall be installed as soon as possible after the completion of grading or construction activities.

- Adequate provision shall be made for long-term maintenance of permanent erosion and sediment control structures and vegetation.

- No topsoil shall be removed from the site unless otherwise directed or approved by the director of public works. Topsoil overburden shall be stockpiled and redistributed within the graded area after rough grading to provide a suitable base for seeding and planting. Runoff from the stockpiled area shall be controlled to prevent erosion and resultant sedimentation of receiving water.

- Long-term post-grading stormwater runoff from the site may be subject to formal erosion and sedimentation control or other discharge controls in accordance with the provisions of Chapter 13.08 of the general ordinance code. In any case, post construction runoff shall not be discharged from the site in quantities or at velocities greater than the pre-grading volume or flow rate except into drainage facilities that are designed and constructed to receive such increased runoff, as approved by the director of public works.

- Permittee shall take reasonable precautions to ensure that vehicles do not track or spill earth materials into public roadways and shall immediately remove such materials if this occurs.

- The permittee shall ensure that erosion and sediment control best management practices (BMPs) as specified in the pollution prevention plan are applied throughout the project in order to control contamination of stormwater runoff and to capture any soil that is eroded.

Chapter 13.08 of the Alameda County Code requires preparation of a SWPPP if building or grading permits are required from the County Public Works Department. As the proposed project would not require building or grading permits from the County Public Works Department, Chapter 13.08 would not apply and preparation of a SWPPP is not required. Nevertheless, the proposed project would implement appropriate measures during construction activities in compliance with Section 15.36.600 of the Alameda County Code, as described above. If the Director of Public Works requires

the preparation of a SWPPP, HARD will prepare and submit a SWPPP to the County of Public Works prior to the initiation of any ground disturbing activities.

Operation. Project operations are subject to the California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, as amended by Order No. R2-2023-0019, NPDES Permit No. CAS612008 (Municipal Regional Stormwater NPDES Permit [MRP]). The MRP prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MRP requires co-permittees, which include Alameda County, to develop and implement standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable.

MRP Provision C.3 addresses post-construction stormwater management requirements for regulated projects. Regulated projects include new development and redevelopment projects that create or replace 5,000 square feet or more of impervious surface, and special land use categories that create or replace 5,000 square feet or more of impervious surface. As the proposed project would not create or replace 5,000 square feet or more of impervious surface at the project site, the proposed project would not be considered a regulated project. Therefore, the proposed project is not subject to MRP Provision C.3 and is exempt from hydromodification management requirements under MRP Provision C.3.g.

Implementation of the proposed project would slightly increase the amount of impervious surface at the project site by approximately 235-square feet, resulting in approximately 91,990-square feet (80.7 percent of the project site) of impervious surface area at the project site. As described in Attachment A, the proposed project would include installation of three gravel basins, as depicted in Figure 4 (Attachment B), which would collect and slow stormwater runoff from the site and may facilitate some stormwater infiltration. Excess stormwater would sheet flow to the existing storm drains in the area and adjacent landscaped areas, ultimately discharging into the surrounding storm drain system. The proposed project would generally maintain existing drainage conditions on the site. With implementation of the proposed project, stormwater would be collected on the site and would not be allowed to sheet flow onto adjacent properties.

The proposed project would not substantially increase the rate or amount of surface runoff from the project site or substantially change the quality of stormwater runoff. Therefore, the proposed project would not result in significant water quality impacts.

e) The site can be adequately served by all required utilities and public services.

The project site is located within an urban area. A variety of local and regional service providers in the project area provide and maintain utility and service system facilities associated with electricity, water, stormwater, wastewater, solid waste, and communications. In addition, Alameda County provides various public services, including fire and police protection, parks and recreation facilities, and other services (e.g., libraries, senior center).

The proposed project would implement interim improvements to provide immediate recreation access to the site. These improvements would largely entail colored asphalt paving on the existing

surface to delineate recreation uses, including pickleball courts, kid's obstacle course, bike skills area, a multi-use court, and a roller-skating area. Other proposed improvements would include a picnic area, bench seating areas, shrub and tree plantings, and a drinking fountain.

Development of the proposed project would generate additional water demand for landscape irrigation and domestic water supply. As outlined in the project description, two existing, inactive water meters currently exist on the project site. With implementation of the proposed project, one meter service would be reinstated; however, the anticipated water demand for the proposed project would be less than the water use associated with the prior industrial use. Therefore, development of the proposed project would not substantially increase water demand at the project site such that new or expanded water or wastewater treatment facilities would be required to serve the proposed project.

The proposed project would connect to existing water delivery systems within Mission Boulevard and existing pipelines are anticipated to have sufficient capacity to support project water flows. Therefore, the proposed project would not require the construction or expansion of new or existing water treatment facilities.

The project does not include a housing component that would increase the population in the area nor would it generate a higher demand for fire or police services, schools, parks, or other public facilities. Demand for public services would generally be the same as under existing conditions.

The project is situated in an urban area already served by all necessary municipal utilities (i.e., stormwater, water, wastewater, solid waste) and public services (i.e., police, fire, schools). The proposed project would be adequately served by all utilities and public services.

Therefore, the proposed project adheres to the CEQA Guidelines Section 15332(e) criterion.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

In addition to investigating the applicability of CEQA Guidelines Section 15332 (Class 32) to the project, this technical report assesses whether any of the exceptions to qualifying for the categorical exemption are present. The following analysis compares the criteria of CEQA Guidelines Section 15300.2 (Exceptions) to the project. In summary, LSA has determined that none of the exceptions are applicable to the project, and that a Categorical Exemption is the CEQA recommended finding.

a) Location. The project site is environmentally sensitive. For classes 3, 4, 5, 6, and 11, a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant.

The project does not qualify for an exemption under Classes 3, 4, 5, 6 or 11. The project is located within an urban developed area and is not located within a sensitive environment. In addition, the project would not result in any impacts on an environmental resource of hazardous or critical concern. Therefore, the exception under CEQA Guidelines Section 15300.2(a) does not apply to the project.

b) Cumulative Impact. None of the categorical exemptions apply if significant cumulative impacts will result over time from successive projects of the same type in the same place.

The CEQA Guidelines require a discussion of significant environmental impacts that would result from project-related actions in combination with "past, present, and probable future projects producing related or cumulative impacts"(CEQA Guidelines Section 15130[b][1][A]). Cumulative environmental impacts are those impacts that by themselves are not significant, but when considered with impacts occurring from other projects in the vicinity would result in a cumulative impact. Related projects considered to have the potential of creating cumulative impacts in association with the proposed project consist of projects that are reasonably foreseeable and that would be constructed or operated during the life of the proposed project.

The effects of the proposed project would generally be beneficial, as the proposed project would implement interim improvements to provide immediate recreation access to the vacant site while HARD undergoes the master plan process to determine the final use of the site. These park improvements would provide a new community park in an area of Alameda County that lacks parkland and recreational facilities. The proposed project would be located in an urban neighborhood that is already served by utilities and public services, as well as transportation. Any construction effects would be temporary, confined to the project vicinity, and reduced to a less-than-significant level by implementing ACBD Specific Plan policies, Alameda County General Plan policies, and other applicable regulatory requirements. No successive projects of the same type in the same place are known or expected to occur over time that would result in cumulatively considerable impacts. Therefore, the exception under CEQA Guidelines Section 15300.2(b) does not apply to the project.

c) Significant Effect. None of the categorical exemptions apply if there is a "reasonable possibility" that significant environmental impacts will result due to "unusual circumstances."

No unusual circumstances have been identified in or around the project site that would result in significant environmental impacts. As described above, the potential for significant adverse environmental impacts as defined under CEQA is negligible. The proposed project would be constructed within an existing urban area. With the implementation of identified project features, including standard conditions of approval, there would be no significant environmental impacts under CEQA. The proposed project would be consistent with the ACBD Specific Plan, as well as the Alameda County General Plan and the Alameda County Code. The provision of a new community park to serve the existing demand from residents would not introduce a new activity to the area that could result in a significant effect on the environment. Therefore, the exception under CEQA Guidelines Section 15300.2(c) does not apply to the project.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

The ACBD Specific Plan Area is located adjacent to I-238, which the County's Scenic Route Element (amended in May 1994) identifies as a scenic freeway. An officially designated State scenic highway, I-580, also provides views of the ACBD Specific Plan Area. However, due to intervening development

(e.g., retaining walls, urban development) the project site is not visible from either of these designated scenic highways. Further, the proposed project would not result in damage to a scenic resource within a highway officially designated as a State Scenic Highway as such resources (e.g., trees, historic buildings, rock outcroppings) are not present at the project site. The proposed project would represent an improvement to the visual quality and character of the project area through development of recreation improvements on a mostly undeveloped site. Therefore, no scenic resources within view of a State Scenic Highway would be altered as part of the project, and CEQA Guidelines Section 15300.2(d) does not apply to the project.

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any listed compiled pursuant to Section 65962.5 of the Government Code.

A Phase I Environmental Site Assessment (ESA)[15] was prepared for the project site in August 2016. At the time the Phase I ESA was prepared, the project site was occupied by an L-shaped light-industrial building consisting of warehouse and office spaces. Review of historical records indicated that the project site consisted of orchards from at least 1939 to at least 1946 and has generally been developed similar to the then existing site conditions since approximately 1947. A warehouse building was constructed between 1964 and 1968. Prior building tenants include Coca-Cola Bottling and Peterson Metal Manufacturing. The Phase I ESA also identified one Recognized Environmental Condition (REC) - a former leaking underground storage tank (LUST) case associated with the site (Peterson Metal Manufacturing, 20478 Mission Boulevard). One, 8,000-gallon gasoline underground storage tank (UST) and dispenser piping was removed from the project site along with 5 cubic yards of soil in 1990. The tank excavation was reportedly backfilled with a mixture of the original tank overburden and imported pea gravel; however, testing has not been performed on the tank overburden material. The case was closed by the Alameda County Department of Environmental Health and the Regional Water Quality Control Board in 1995 under the current light-industrial land use. The case closure documentation noted that corrective action should be reviewed if land use changes. In addition, the review of regulatory database and site reconnaissance performed as part of the Phase I ESA identified two potential environmental concerns, including the site's historical use as orchards from 1939 to at least 1946 and the age of the light-industrial building. Because the project site historically supported orchards, it is possible that residual pesticides and related metals existing in the shallow soil. Further, the light-industrial building could contain asbestos containing building material and/or lead-based paint. Therefore, The Phase I ESA recommended preparation of a Phase II ESA, including soil and soil gas analysis in the vicinity of the former tank and an agrichemical assessment of shallow soils, and an asbestos and lead-based paint survey prior to demolition of the light-industrial building.

A Phase II ESA[16] was subsequently prepared for the project site in October 2016, and included a soil assessment to determine potential subsurface impairment associated with the former UST and past

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15 ENGEO Incorporated. 2016. *Phase I Environmental Site Assessment, Mission and Mattox, Hayward, California.* August 12.

16 ENGEO Incorporated. 2016. *Mission and Mattox, 20478 Mission Boulevard, Hayward, California, Phase II Environmental Site Assessment.* October 11.

agricultural use of the site and a soil gas assessment to evaluate potential vapor intrusion concerns. The soils assessment identified low detectable concentrations of TPH-d associated with the former UST and detectable concentrations of OCPs (including DDE and DDT), arsenic, and lead associated with the past agricultural use of the site. However, the concentrations of TPH-d and lead were determined to be well below the corresponding screening levels and the concentration of the OCPs were determined to be below the Regional Screening Levels (RSLs) established by the Environmental Protection Agency (EPA) Region 9 for residential land use. The reported arsenic concentrations exceed the current residential RSL; however, the concentrations were determined to be consistent with background concentrations observed in the San Francisco Bay Area and would not be considered an environmental concern. In addition, the soil gas assessment determined all reported concentrations of VOCs and TPH-g were below the EPA's RSLs established for indoor air assuming a residential exposure scenario. Therefore, the Phase II ESA concluded the project site does not appear to have been impacted by the former USR and past agricultural use of the site and residential development was a viable option for the site.

In addition, a recommended by the Phase I ESA, a Comprehensive Asbestos, Lead, & PCB Survey[17] was prepared prior to the demolition of the light-industrial building formally present on the project site.

Overall, as provided by the Phase I and Phase II ESAs prepared for the project site, the project site does not represent a substantial risk to human or environmental health due to a REC or potential environmental concern. The Phase II ESA concluded residential development was a viable option for the site. Because screening levels established for residential use and occupancy are typically more stringent than other land uses, development of the proposed project, which includes interim improvements to provide immediate recreation access to the site, would also be a viable option for the site and no further testing is required.

Small quantities of commercially-available hazardous materials (e.g., paint, cleaning supplies) would be routinely use at the project site and in the facility during operation. However, HARD would be required to comply with existing government regulations[18] in its use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health. Therefore, the exception under CEQA Guidelines Section 15300.2(e) does not apply to the project.

f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site does not include an identified historical resource. Limited new ground disturbance would occur as part of the proposed project. All construction would be confined to the project site.

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17 ACC Environmental Consultants. 2019. *Comprehensive Asbestos, Lead, and PCB Survey for the Planned Demolition Project, Industrial Building (vacant) – 20478 Mission Boulevard, Hayward, California, ACC Project No. 6058-004.00.* August 30.

18 The United States Environmental Protection Agency regulates "small-quantity generators" (SQGs) of hazardous wastes, which are defined as facilities that generate more than 100 kg (approximately 220 lbs.), but less than 1,000 kg (2,200 lbs.), of hazardous waste per month.

Project construction would not impair the significance of any historic structures. If cultural or scientific features are discovered during project construction, work shall be stopped and the archaeologist shall report such findings to Alameda County. Therefore, impacts related to archaeological resources, paleontological resources, and human remains would be less-than-significant. CEQA Guidelines Section 15300.2(f) does not apply to the project.

SUMMARY

On the basis of the evidence provided above, the project is eligible for a Class 32 Categorical Exemption in accordance with Section 15332, Infill Development Projects, of the CEQA Guidelines. Because the proposed project meets the criteria for categorically exempt infill development projects listed in CEQA Guidelines Section 15332 and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the project.

Attachments: A - Project Description
B – Figures
C – Noise Monitoring Sheets

ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A
PROJECT DESCRIPTION

The following describes the Mission & Mattox Interim Activation Project (proposed project) that is the subject of this Categorical Exemption (CE) prepared pursuant to the California Environmental Quality Act (CEQA). This attachment includes a description of the project site location, the existing site conditions, the project background, the proposed improvements, and required approvals and permits.

PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and the regulatory setting.

Project Location

The project site is a 2.6-acre parcel located at the northeast corner of Mission Boulevard and Mattox Road in Ashland, an unincorporated community in Alameda County between San Leandro to the north and downtown Hayward to the south. The project site is located within the Ashland-Cherryland Business District, at the major crossroads between Ashland and Cherryland. Figures 1 and 2 (Attachment B) show the regional location and project site, respectively.

Existing Conditions

The project site is currently vacant and generally consists of asphalt concrete and concrete pavement, with some trees and an unpaved area at the southern corner of the project site. The site was previously occupied by a vacant L-shaped light-industrial building consisting of warehouse and office spaces, which has since been demolished.

A former leaking underground storage tank (LUST) is associated with the project site. The case was closed by the Alameda County Department of Environmental Health and the Regional Water Quality Control Board in 1995,[1] under the light-industrial land use. The case closure documentation noted that corrective action should be reviewed if land use changes. However, the Phase II Environmental Site Assessment[2] prepared in 2016 concluded that the site did not appear to have been impacted due to the former LUST and residential development was a viable option for the site.

Surrounding Land Uses

The project site is located in a developed area and is bordered on two sides by commercial and residential uses. Immediately to the east of the project site is a large surface parking lot and a building associated with the Carpenters Local Union 713, Mattox Road to the south, Mission Boulevard to the west. Along the north edge are both a commercial use (a former restaurant and

1 Alameda County Department of Environmental Health. 1995. *Remedial Action Completion Certification StID 1359 – 20478 Mission Blvd, Hayward, CA 94541*. July 14.

2 ENGEO Incorporated. 2016. *Mission and Mattox, 20478 Mission Boulevard, Hayward, California, Phase II Environmental Site Assessment.* October 11.

associated parking lot) and residential uses. Additional commercial and residential uses are located west and south of the project site across Mattox Road and Mission Boulevard, respectively, and additional residential uses are located further north and east of the project site.

Land uses along Mission Boulevard consist of varied commercial uses, including small restaurants, car rentals, auto parts sales, fast food, appliance stores, and personal services. The Ashland Community Center and Park is approximately 0.5-mile northwest of the project site.

Regulatory Framework

The project site is located within the Eden Area Plan of the Alameda County General Plan and is designated as General Commercial (GC) with a High-Density Residential overlay, which permits residential uses as a secondary use. The GC designation allows for a wide range of commercial uses as well as public uses, such as parks. The project site is also located within the Cherryland District, as defined in the *Ashland and Cherryland Business District Specific Plan* (ACBD Specific Plan).

The ACBD Specific Plan area covers approximately 246 acres along a 3-mile stretch of East 14th Street/Mission Boulevard and a 1.5-mile section of Lewelling/East Lewelling Boulevard between 150th Avenue to the north, Rose Street to the south, and Hesperian Boulevard to the west. As unincorporated communities, Ashland and Cherryland are under the jurisdiction of Alameda County and are directly represented by the Alameda County Board of Supervisors.[3]

According to the County's Zoning Map and the ACBD Specific Plan, the project site is zoned/designated as District Mixed Use (DMU), which is intended to provide a vibrant, walkable urban main street, mixed-use commercial environment that supports public transportation alternatives and provides locally- and regionally-serving commercial, retail, and entertainment uses, as well as a variety of urban housing choices. Parks are a permitted use within the DMU designation, and the ACBD Specific Plan encourages and allows for the use of public space for the development of parks and "parklets" along the corridors identified in the ACBD Specific Plan.

PROJECT BACKGROUND

The Hayward Area Recreation & Park District (HARD) proposes to develop a new park on the project site as part of a larger multi-agency collaboration in Alameda County to revitalize the Ashland area – a historically underserved, park-poor community – that began in 2017. In 2019, as part of this process, several sites were identified where new parks would be suitable and would enhance the community by providing recreational, social, and economic opportunities. While HARD undertakes a master plan process to determine the ultimate park design, HARD proposes to implement interim improvements to provide immediate recreation access to the site.

As described above, the project site was previously occupied by a vacant L-shaped light-industrial building consisting of warehouse and office spaces, which has since been demolished. In addition, a former leaking underground storage tank (LUST) is associated with the project site.

[3] Alameda, County of, 2015. *Ashland and Cherryland Business District Specific Plan*. December.

The project site is located in the Ashland-Cherryland Business District, near the center of the Ashland community. The location provides unique opportunities to combine recreational, social and economic opportunities in one place, and to add green space to an area that historically has lacked parks and open spaces.

PROPOSED PROJECT

The following describes proposed park improvements, park operations and construction.

Proposed Park Features

While HARD undertakes a master plan process to determine the ultimate park design, HARD proposes to implement interim improvements to provide immediate recreation access to the site. These improvements would largely entail colored asphalt paving on the existing surface to delineate recreation uses, including pickleball courts, kid's obstacle course, bike skills area, a multi-use court, and a roller-skating area. Other proposed improvements would include a picnic area, bench seating areas, shrub and tree plantings, off-street parking, an area for food trucks, and a drinking fountain. Specific park components are described in more detail below. Figure 3 depicts the site striping plan for the project site.

- **Park Entrance.** Vehicle access to the park would be provided via two driveways, one located at the eastern corner of the site and accessible from Mattox Road and the other located at the western corner of the site and accessible from Mission Boulevard. Each driveway would include a vehicular swing gate and a parking lot would be provided at each entrance.

- **Recreation Uses.** Recreational areas would be delineated by colored asphalt paving and would include:

    - Nine pickleball courts located in the northern corner of the project site;

    - A kid's obstacle course located along the northeastern project site boundary, southeast of the pickleball courts;

    - A bike skills area located directly southwest of the kid's obstacle course near the center of the project site;

    - A multi-use court located in the center of the project site;

    - Two ping pong tables located southeast of the multi-use court; and

    - A roller-skating area located at the southwestern portion of the project site, west of the multi-use court.

- **Picnic and Seating Areas.** A shaded picnic area, featuring a drinking fountain, would be provided near the center of the project site between the eastern parking lot and the multi-use court. In addition, covered and uncovered picnic tables and bench seating would be provided throughout the site.

- **Landscaping**. Landscaping would be provided along the Mission Boulevard frontage from the proposed driveway at the western corner of the site and the eastern parking lot. The landscaped area would be irrigated through the implementation of an irrigation system which would tie into existing water infrastructure in Mission Boulevard.

- **Stormwater**. The proposed project would include installation of three gravel basins to accommodate surface drainage on site, as depicted in Figure 4 (Attachment B). The three gravel basins would capture and slow runoff prior to discharge into the existing storm drain system.

- **Utilities**. The proposed project would connect to existing utility infrastructure in the project area. Water and sewer mains are located along Mission Boulevard. Overhead electric lines are also located along Mission Boulevard. The proposed project would reinstate service to one of two existing water meters on the project site; no other utility services would be utilized.

Operation

The proposed project would be open daily to informal use, including picnicking, walking, jogging, bicycling, and use of general park facilities. The proposed park would be open from sunrise to sunset. The park could host a variety of programs such as reunions, picnics, parties, and informal sports games.

HARD would manage the design and construction of the proposed park, and following park construction, will manage the programming, operation and maintenance of the park. Maintenance activities would be performed by HARD staff. HARD maintenance activities would likely include facility cleaning, vegetation management, and maintenance of recreation facilities.

Construction

Construction of the proposed project would require the demolition of approximately 2,920 square feet of existing asphalt paving and base rock to create permeable gravel basins. Approximately 3,200 square feet of landscaped area would be cleared, grubbed, and planted with new shrubs to enhance the intersection of Mission Boulevard and Mattox Road.

Project construction would commence in fall 2024 and it is anticipated that improvements would be constructed over an approximately 6-month period. Consistent with the Alameda County Noise Element, construction would be limited to between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on weekends. Any work required to be performed after regular hours, or on holidays, shall be negotiated with the contractor and approved by HARD.

In addition, the project contractor will implement the following measures, including compliance with Section.60.070 of the County's Municipal Code, to minimize construction noise:

- The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on weekends.

- During all phases of project construction, the construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction.

- The construction contractor shall prohibit unnecessary idling of internal combustion engines.

- Construction haul truck and materials delivery traffic shall avoid residential areas, whenever feasible.

PROJECT APPROVALS

A number of permits and approvals would be required for the proposed project. While HARD is the CEQA Lead Agency for the project, other agencies also have discretionary authority related to the project and approvals. A list of these agencies and potential permits and approvals that may be required is provided in Table A.

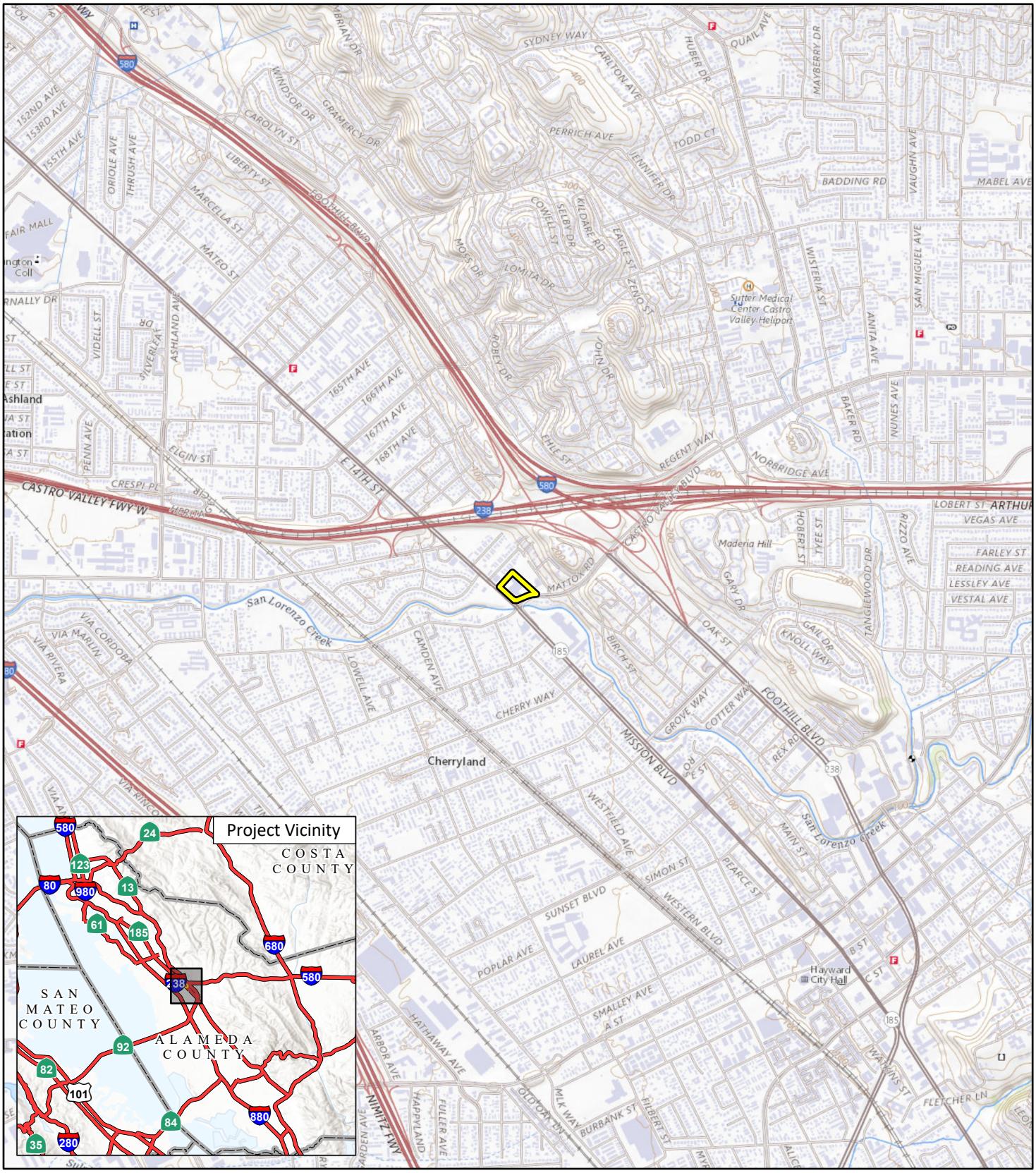
Table A: Potential Permits and Approvals

Lead Agency	Potential Permits/Approvals
Alameda County	• Conditional Use Permit

Source: LSA Associates, Inc., 2024.

ATTACHMENT B

FIGURES



LSA

FIGURE 1

0 1000 2000
FEET

Mission & Mattox Interim Activation Project

Regional Location

SOURCE: USGS The National Map (2018)

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LSA

Project Location

FIGURE 2

N

0 75 150
FEET

SOURCE: Google Maps (2023)

Mission & Mattox Interim Activation Project

Project Site

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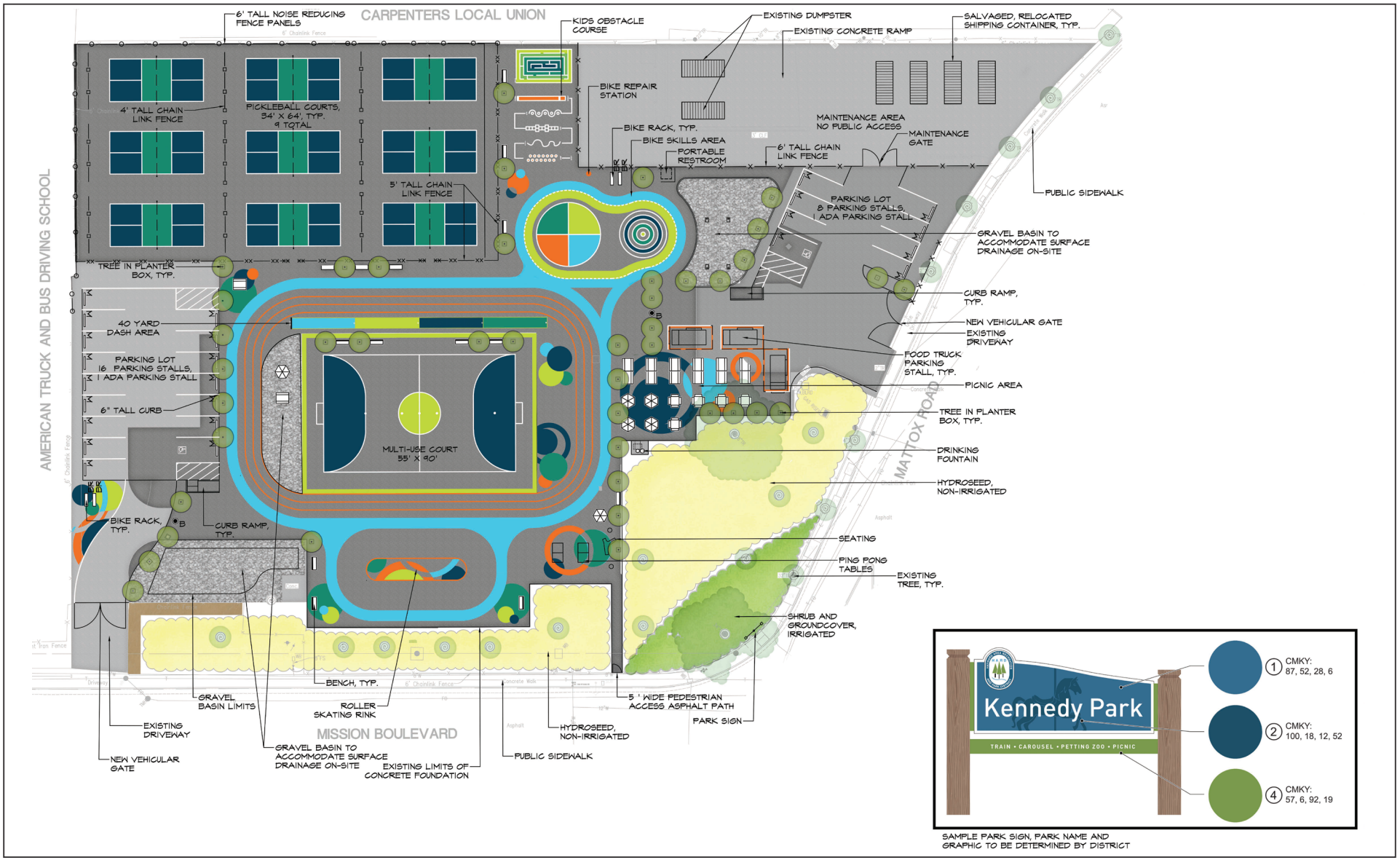

LSA

FIGURE 3

0 40 80

FEET

SOURCE: Cala and Associates

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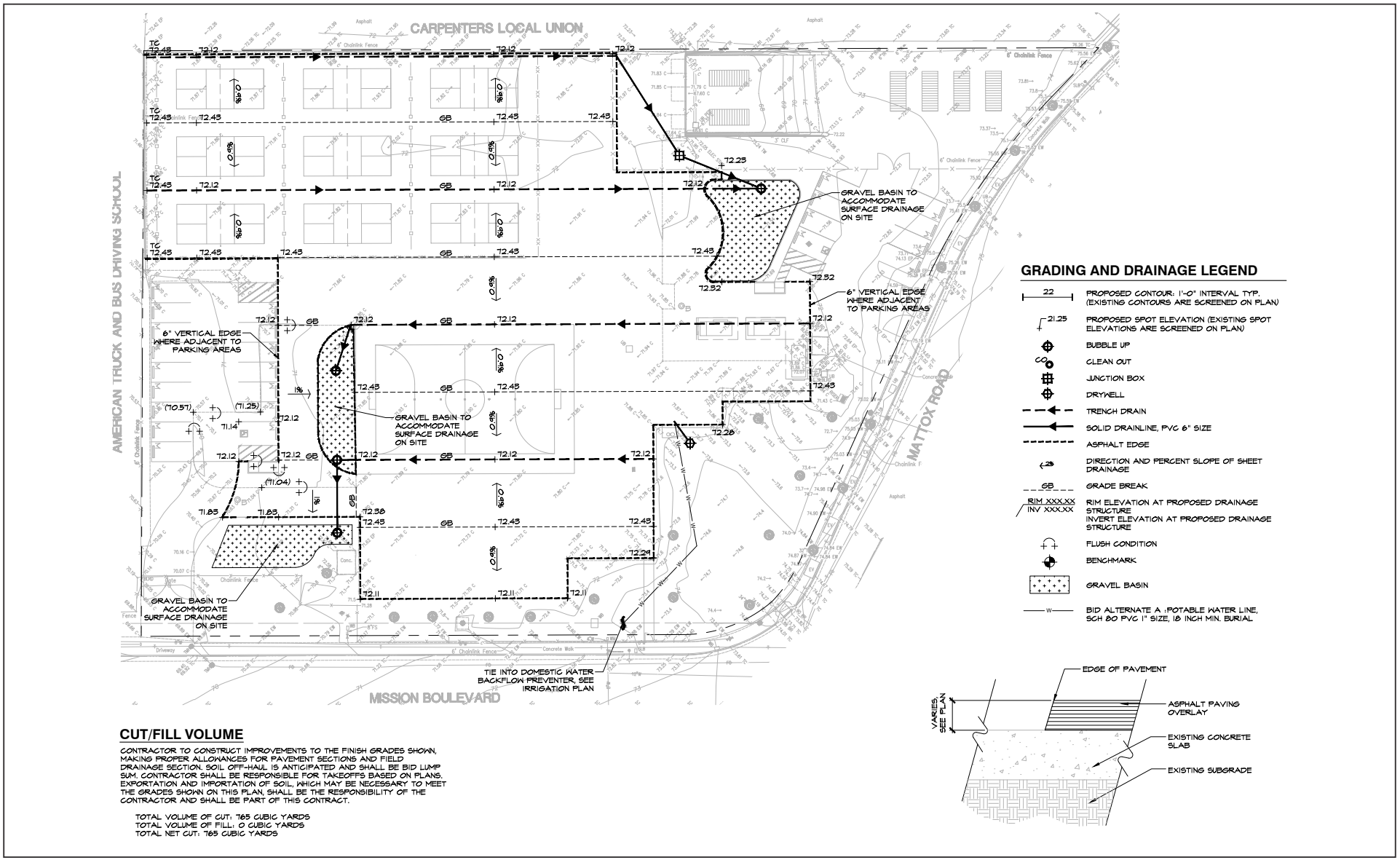
Mission & Mattox Interim Activation Project

Illustrative Plan



CUT/FILL VOLUME

CONTRACTOR TO CONSTRUCT IMPROVEMENTS TO THE FINISH GRADES SHOWN, MAKING PROPER ALLOWANCES FOR PAVEMENT SECTIONS AND FIELD DRAINAGE SECTION. SOIL OFF-HAUL IS ANTICIPATED AND SHALL BE BID LUMP SUM. CONTRACTOR SHALL BE RESPONSIBLE FOR TAKEOFFS BASED ON PLANS. EXPORTATION AND IMPORTATION OF SOIL, WHICH MAY BE NECESSARY TO MEET THE GRADES SHOWN ON THIS PLAN, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PART OF THIS CONTRACT.

TOTAL VOLUME OF CUT: 765 CUBIC YARDS
TOTAL VOLUME OF FILL: 0 CUBIC YARDS
TOTAL NET CUT: 765 CUBIC YARDS

LSA

FIGURE 4

0 50 100
FEET

SOURCE: Cala and Associates

I:\20241539\G\Grading_Plan.ai (4/5/2024)

Mission & Mattox Interim Activation Project
Grading Plan

LSA

Project Location

Noise Monitoring Locations

FIGURE 5

N

0 100 200

FEET

SOURCE: Google Maps (2023)

Mission & Mattox Interim Activation Project

Noise Monitoring Locations

J:\20241539\GIS\Pro\Mission & Mattox Interim Activation Project\Mission & Mattox Interim Activation Project.aprx (3/21/2024)

ATTACHMENT C

NOISE MONITORING SHEETS

Noise Measurement Survey – 24 HR

Project Number: 20241539
Project Name: Mission & Mattox Park

Test Personnel: Dana Kwan
Equipment: Spark 706RC (SN:18571)

Site Number: LT-1 Date: 2/22/24

Time: From 2:00 p.m. To 2:00 p.m.

Site Location: On a pole next to Mission Boulevard on the northwest property line border, approximately 320 feet from the Mission Boulevard centerline

Primary Noise Sources: Traffic from Mission Boulevard and Mattox Road

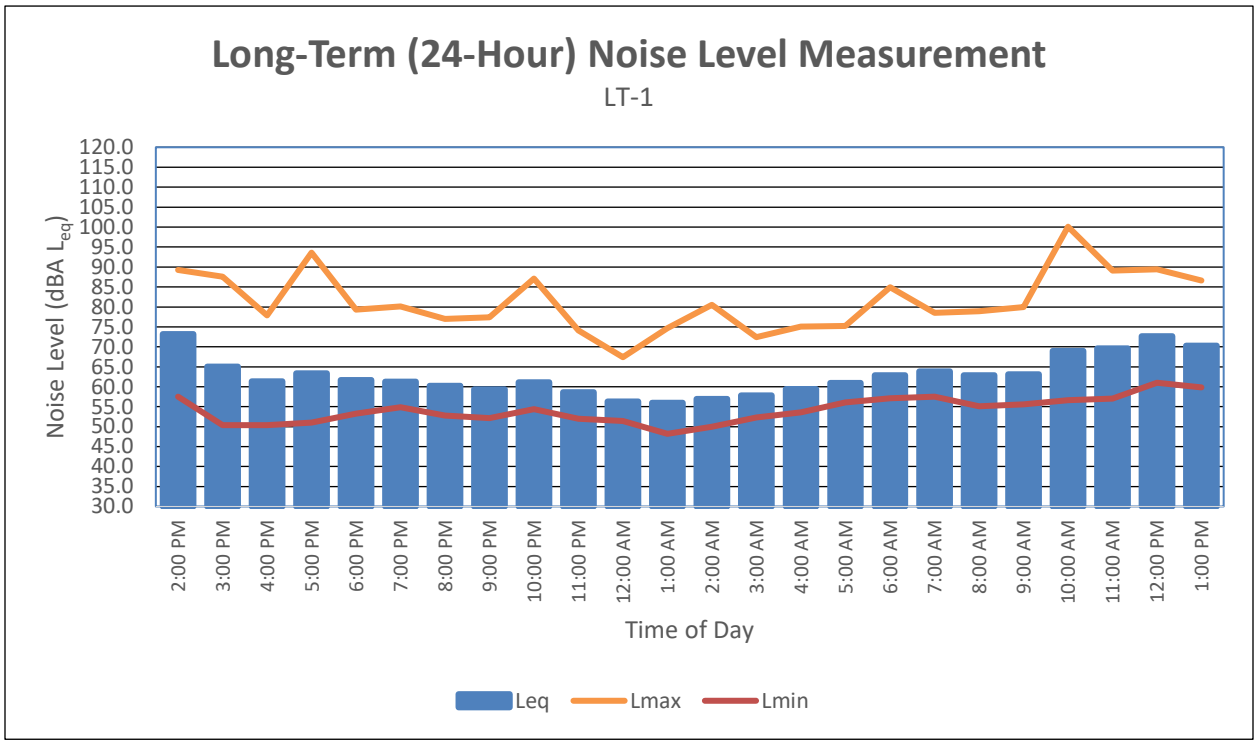
Comments: Occasional yelling from American Truck Driving School next door

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
2:00 PM	2/22/24	73.2	89.3	57.5
3:00 PM	2/22/24	65.0	87.6	50.4
4:00 PM	2/22/24	61.3	77.9	50.4
5:00 PM	2/22/24	63.4	93.6	51.0
6:00 PM	2/22/24	61.7	79.3	53.3
7:00 PM	2/22/24	61.3	80.1	54.9
8:00 PM	2/22/24	60.2	77.0	52.8
9:00 PM	2/22/24	59.4	77.4	52.1
10:00 PM	2/22/24	61.1	87.1	54.4
11:00 PM	2/22/24	58.6	74.1	52.0
12:00 AM	2/23/24	56.3	67.4	51.4
1:00 AM	2/23/24	56.0	74.7	48.2
2:00 AM	2/23/24	57.0	80.5	50.0
3:00 AM	2/23/24	57.9	72.4	52.3
4:00 AM	2/23/24	59.4	75.1	53.6
5:00 AM	2/23/24	60.9	75.2	56.1
6:00 AM	2/23/24	62.9	84.9	57.1
7:00 AM	2/23/24	63.9	78.5	57.5
8:00 AM	2/23/24	62.9	78.9	55.1
9:00 AM	2/23/24	63.1	80.0	55.6
10:00 AM	2/23/24	68.9	100.1	56.6
11:00 AM	2/23/24	69.6	89.1	57.0
12:00 PM	2/23/24	72.7	89.4	61.0
1:00 PM	2/23/24	70.3	86.6	59.8

Source: Compiled by LSA Associates, Inc. (2024).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level


Long-Term (24-Hour) Noise Level Measurement
LT-1
Noise Level (dBA Leq)
120.0
115.0
110.0
105.0
100.0
95.0
90.0
85.0
80.0
75.0
70.0
65.0
60.0
55.0
50.0
45.0
40.0
35.0
30.0
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
Time of Day
Leq
Lmax
Lmin

Noise Measurement Survey – 24 HR

Project Number: 20241539
Project Name: Mission & Mattox Park

Test Personnel: Dana Kwan
Equipment: Spark 706RC (SN:17815)

Site Number: LT-2 Date: 2/22/24

Time: From 3:00 p.m. To 3:00 p.m.

Site Location: On a storage container next to Mattox Road on the southeast property line border, approximately 95 feet from Mattox Road center divider

Primary Noise Sources: Traffic from Mission Boulevard and Mattox Road

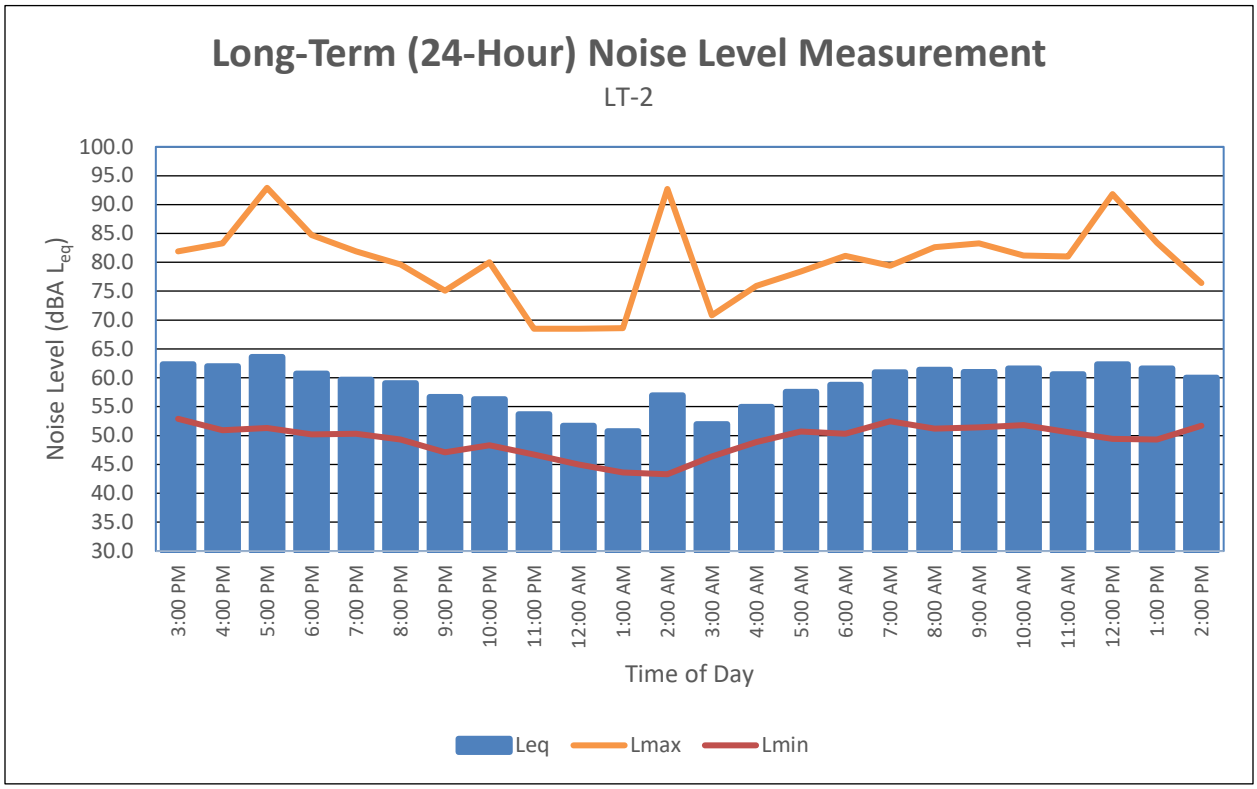
Comments:

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
3:00 PM	2/22/24	62.3	81.9	52.9
4:00 PM	2/22/24	62.0	83.3	50.9
5:00 PM	2/22/24	63.6	92.9	51.3
6:00 PM	2/22/24	60.7	84.7	50.2
7:00 PM	2/22/24	59.7	81.9	50.3
8:00 PM	2/22/24	59.1	79.6	49.3
9:00 PM	2/22/24	56.7	75.1	47.1
10:00 PM	2/22/24	56.3	80.0	48.3
11:00 PM	2/22/24	53.7	68.5	46.7
12:00 AM	2/23/24	51.7	68.5	45.0
1:00 AM	2/23/24	50.8	68.6	43.6
2:00 AM	2/23/24	57.0	92.7	43.3
3:00 AM	2/23/24	52.0	70.8	46.4
4:00 AM	2/23/24	55.0	75.9	48.9
5:00 AM	2/23/24	57.6	78.4	50.7
6:00 AM	2/23/24	58.8	81.1	50.3
7:00 AM	2/23/24	61.0	79.4	52.5
8:00 AM	2/23/24	61.4	82.6	51.2
9:00 AM	2/23/24	61.0	83.3	51.4
10:00 AM	2/23/24	61.6	81.2	51.8
11:00 AM	2/23/24	60.6	81.0	50.6
12:00 PM	2/23/24	62.3	91.8	49.4
1:00 PM	2/23/24	61.6	83.4	49.3
2:00 PM	2/23/24	60.0	76.4	51.7

Source: Compiled by LSA Associates, Inc. (2024).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level


Long-Term (24-Hour) Noise Level Measurement
LT-2
Noise Level (dBA Leq)
100.0
95.0
90.0
85.0
80.0
75.0
70.0
65.0
60.0
55.0
50.0
45.0
40.0
35.0
30.0
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
Time of Day
Leq
Lmax
Lmin