YU MING CAROLYN CAMPUS SCHOOL EXPANSION PROJECT, CONDITIONAL USE PERMIT, PLN2024-00134

ENVIRONMENTAL CHECKLIST

TO SUPPORT A SECTION 15183 COMMUNITY PLAN EXEMPTION

FOR CONSISTENCY WITH THE ENVIRONMENTAL IMPACT REPORT FOR THE CASTRO VALLEY GENERAL PLAN EIR (SCH#2006032036)

Lead Agency:

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April 2026

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Table of Contents

Table of Contents ..... **ii**

I. Project Characteristics **1**

II. Executive Summary **3**

III. Background, Purpose, and Organization **4**

IV. Project Description **8**

V. Summary of CEQA Findings **24**

VI. Environmental Checklist **26**

A. Aesthetics 27
B. Agriculture and Forestry Resources 31
C. Air Quality 33
D. Biological Resources 41
E. Cultural and Tribal Cultural Resources 46
F. Geology and Soils 52
G. Greenhouse Gas Emissions and Energy 58
H. Hazards and Hazardous Materials and Wildfire 64
I. Hydrology and Water Quality 71
J. Land Use 77
K. Mineral Resources 79
L. Noise and Vibration 80
M. Population and Housing 87
N. Public Services 89
O. Recreation 91
P. Transportation 93
Q. Utilities and Service Systems 99
R. Mandatory Findings of Significance 103

Tables

Table 1: Building Square Footage, Lot Coverage, and FAR, Existing and with Project 10
Table 2: Existing and Proposed School Schedule 13
Table 3: School Special Events 15
Table 4: Modeled Noise Levels under Project Conditions 84
Table 5: Project Trip Generation Estimates 96

Figures

Figure 1: Project Location 17
Figure 2: Existing Conditions 18
Figure 3: Conceptual Site Plan 19
Figure 4a: Conceptual Building 1 Elevations 20
Figure 4b: Conceptual Building 2 Elevations 20
Figure 5: Project Site 3-D Model 21
Figure 6: Conceptual Landscape Plan 22
Figure 7: Proposed Drop Off and Pick Up Management Plan 23

Attachments

Attachment A: Project Consistency with Community Plans or Zoning, Per CEQA Guidelines Section 15183

Attachment B: Cultural Records Search, Native American Heritage Commission Response, Tribal Contact

Attachment C: Noise and Vibration Assessment

Attachment D: Enrollment Increase Transportation Assessment

I. Project Characteristics

1. Project Title: Yu Ming Carolyn Campus School Expansion Project. Conditional Use Permit, PLN2024-00134

2. Lead Agency Name and Address: Alameda County
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Hayward, CA 94544

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4. Project Location: 16248 Carolyn Street, Casto Valley, CA
Assessor's Parcel Number: 80A-188-1-5

5. Project Sponsor's Name and Address: Yu Ming Charter School
2501 Chestnut St.
Oakland, CA 94607

6. Existing General Plan Designations: Residential Low-Density Multi-Family (RLM), Castro Valley General Plan

7. Existing Zoning: Suburban Residential (R-S-D-20) 2,000 square foot per dwelling unit

8. Description of Project: Expansion of an existing charter school including the construction of two single-story classroom buildings and increased enrollment from 280 to 450 students. See Section IV. Project Description.

9. Surrounding Land Uses and Setting: Residential and commercial. See Section IV. Project Description.

10. Other Public Agencies whose Approval is Required: This project will require approval from the Alameda County Fire Department, Alameda County Public Works, and the Alameda County Building Department, see page 14 for full list.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

As discussed further under the Tribal Cultural Resources section, the California Native American tribes traditionally and culturally affiliated with the project area were contacted to inform them of the project. Conditions of Approval, as detailed in this document, were included per Tribal request. No further consultation was requested.

II. Executive Summary

The project site is within the planning area of the Castro Valley General Plan (CVGP) and associated 2007 Environmental Impact Report (EIR) (State Clearinghouse Number 2006032036) and consistent with allowable development for this site. The project is located in the community of Castro Valley in unincorporated Alameda County.

Yu Ming Charter School currently operates on the project site under a Conditional Use Permit, PLN2017-00083 which would be replaced with a new CUP. The project proposes to increase enrollment on the Carolyn Campus from a maximum of 280 students to a maximum of 450 students, and would expand from grades K-2 to TK-4. The existing portable classrooms would be removed and two one-story prefabricated buildings on permanent foundations would be constructed. Outdoor use areas (for play and lunch) would be reconfigured and a new TK/K play area constructed.

Public Resources Code Section 21083.3 provides a limited statutory exemption from CEQA for projects consistent with the general plan of a local agency and the associated certified environmental impact report. The California Environmental Quality Act (CEQA) Guidelines outline the process for determining the applicability of this statutory exemption in Sections 15168/15162 and 15183.

CEQA Guidelines Section 15168 provides that when a Programmatic EIR has been prepared and certified, later activities (such as the proposed project) determined by the lead agency as being within the scope of the EIR do not require subsequent environmental review, unless the criteria set forth in CEQA Guidelines Section 15162 triggering subsequent environmental review are met. CEQA Guidelines Section 15183 allows for streamlining the environmental review process for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.

This document serves as substantial evidence that the proposed project is within the scope of the CVGP EIR and that subsequent environmental review is not required since the project would not have effects that were not examined in the program EIR, and no substantial changes or new information has arisen that would result in new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. Pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Sections 15168/15162 and 15183, this document therefore serves as substantial evidence that the proposed project qualifies for streamlining as a project consistent with the CVGP and CVGP EIR and no further environmental review is warranted.

III. Background, Purpose, and Organization

Background

The project site is within the Castro Valley General Plan (CVGP) planning area. The CVGP was adopted in March 2012, and the associated CVGP EIR was certified. The CVGP land use designation is Residential Low Density Multi Family, which is intended for 13-22 dwelling units per acre.

The CVGP, being a general plan, was analyzed on a programmatic level in the CVGP EIR (State Clearinghouse Number 2006032036).

The CVGP EIR for Castro Valley is hereby incorporated by reference and can be obtained from the Alameda County Planning Department at 224 West Winton Avenue, Hayward, CA, and on the Alameda County website at: https://acgov.org/cda/planning/generalplans/index.htm.

Purpose

This document has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code §§ 21000 et seq.) and the CEQA Guidelines as implemented by Alameda County.

Public Resources Code Section 21083.3 provides a limited statutory exemption from CEQA pursuant to which projects may proceed without additional CEQA analysis. Section 21083.3(b) reads as follows:

"If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report."

CEQA Guidelines Section 15168 and the referenced Section 15162 (excerpted in full below) explain the relationship of a programmatic EIR such as the CVGP EIR to subsequent analysis of projects within the program area. As outlined in these sections, the proposed project would require further environmental review if the project would result in new or substantially more severe significant environmental effects than what was analyzed in the CVGP EIR. CEQA Guidelines Section 15183 further clarifies how CEQA assessment proceeds for projects consistent with a community plan or zoning, such as the CVGP and associated zoning.

This Environmental Checklist examines whether the project qualifies for a statutory exemption under Public Resources Code Section 21083.3 as a project consistent with the CVGP EIR, according to the criteria and process outlined in CEQA Guidelines Sections 15168/15162 and 15183.

CEQA Guidelines Code References

CEQA Guidelines Section 15168(c) provides that later activities in the program must be examined in the light of the program EIR – in this case, the CVGP EIR – to determine whether an additional environmental document must be prepared and specifies how a program EIR is used with those later activities.

15168. Program EIR

(c) Use With Later Activities. Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the program EIR as provided in Section 15152.

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.

(4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

(5) A program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed project description and analysis of the program, many later activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

CEQA Guidelines Section 15168 above indicates that the criteria in Section 15162 should be utilized for determining when additional environmental review is required for subsequent projects within a programmatic EIR (subsections a and b including applicable criteria are excerpted below):

15162. Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a Negative Declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

CEQA Guidelines Section 15183 outlines how to analyze a project consistent with a community plan or zoning, such as the CVGP and associated zoning (subsections a through c including applicable criteria are excerpted below). Findings regarding the proposed project's consistency with the CVGP and zoning are included as Attachment A to this document.

15183. Projects Consistent with a Community Plan, General Plan, or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

Documents Incorporated by Reference

Pursuant to CEQA Guidelines Section 15150, an environmental analysis may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference have been briefly summarized in the appropriate sections of this document. The following documents are hereby incorporated by reference:

The Castro Valley General Plan and associated Environmental Impact Report (State Clearinghouse Number 2006032036), adopted in 2012, which are available at the Alameda County Planning Department, 224 West Winton Avenue, Room 111, in Hayward, CA and on the County's website at: https://acgov.org/cda/planning/generalplans/index.htm.

The Scenic Route Element of the General Plan of Alameda County, adopted in May 1966 and amended May 5, 1994, available at the Alameda County Planning Department, 224 West Winton Avenue, Room 111, in Hayward, CA and on the County's website at: https://acgov.org/cda/planning/generalplans/index.htm.

Materials that are included in project files that are available for review at the Alameda County Planning Department, 224 West Winton Avenue, Room 111, in Hayward, CA include:

ACC Environmental Consultants, Phase I Environmental Site Assessment, December 11, 2024

ACC Environmental Consultants, Phase II Environmental Site Assessment, July 17, 2025

Rockridge Geotechnical, Geotechnical Investigation Proposed Classroom Building, Yu Ming Charter School, 16244 Carolyn Street, March 27, 2026

Organization

Section I, Project Characteristics presents a quick reference of the project details.

Section II, Executive Summary includes a summary of conclusions of this document.

Section III, Purpose and Organization (this section).

Section IV, Project Description details the proposed project.

Section V, Summary of CEQA Findings explains the findings of this document.

Section VI, Environmental Checklist details the potential environmental impacts of the project, including the impact findings of the CVGP EIR and explains whether the project would result in new or more significant environmental impacts than those identified in the CVGP EIR.

IV. Project Description

Background

Project applicant, Yu Ming Charter School ("Yu Ming") is non-profit, Mandarin immersion, tuition-free public charter school. Yu Ming currently has four campuses, including three in Oakland and the project site in the community of Castro Valley in unincorporated Alameda County, known as the Carolyn Campus referencing its location on Carolyn Street.

Project Site and Vicinity

Location

This approximately 2.6-acre (133,004 sq. ft.) project site (Assessor's Parcel Number 80A-188-1-5) is located at 16248 Carolyn Street in the community of Castro Valley in unincorporated Alameda County. It is approximately 200 feet from the Carolyn Street exit off of northbound I-580. The entrance to the site is on Carloyn Street approximately 80 feet northeast of Foothill Boulevard. Lindview Drive borders the project site to the northeast (see **Figures 1 and 2**). A second driveway to the project site off of Foothill Boulevard is currently not in use. Bicycle access to the Carolyn Street campus is provided by a driveway on Carolyn Street and an easement from Foothill Boulevard. Additional pedestrian access is provided to the site by sidewalks surrounding the administration building (former church).

Until the current school year, the project site was owned by Epiphany Lutheran Church, which leased a portion of the site to the school. The project site and existing buildings are now owned by the applicant.

Existing Conditions

The project site contains the former Epiphany Lutheran Church on the western side (now the administrative building), the multi-use former Friendship Center (now known as the multi-purpose room or MPR) on the northern corner, and 6 portable classroom buildings on the southeast side of the lot. The center of the project site is paved and contains a parking lot for use by the school and church. A playground and picnic tables for use by the school are on the northeast border between the classrooms and the MPR.

The Carolyn Campus has 242 students enrolled for the 2025-2026 school year in Kindergarten (K) through 2nd grade, with a cap of 280 students. The campus employs a staff of 21 people. Recess takes place at the outside playground or within the MPR, with each grade level (80-90 students) having separate recess times. Lunch is eaten at the picnic tables outside or within the MPR. Each grade level has a separate lunch plus recess period.

The existing campus accommodates all classrooms within the 6 existing portable classroom buildings. These buildings are configured for 12 classrooms that can accommodate 30 students each. The CUP limits the student occupancy, so the full use of these classrooms is not currently realized. The MPR accommodates uses similar to that of a school multi-purpose room, including larger group activities, indoor PE, indoor lunch use on rainy days, meetings, etc. The perimeter rooms in the MPR are used for breakout spaces, administrative uses, and the school kitchen. It also houses a stage for small group performances and presentations. With the school's recent purchase of the entire property, some on-site administrative uses are planned to move to the former church building.

Surrounding Land Uses

The project site is located in an area that contains a mix of residential uses and local businesses. Residential uses surround the project site with the exception of the northwest side, which is occupied by a gas station and automotive repair building on Foothill Boulevard. Across Foothill Boulevard is an interchange for I-580. I-580 is approximately 365 feet from the project site.

Regional Access

Regional access to the site is provided by the I-580 freeway.

General Plan and Zoning Designations

General Plan Land Use Designation

The Castro Valley General Plan designates the project site Residential Low-Density Multi-Family. The Residential Low-Density Multi-Family classification is intended for townhouses and low-density multi-family residential uses such as garden apartments and condominiums. Typical lot sizes are 2,000 square feet per unit. Residential densities range from 18-22 units per net acre. As a charter school available to Castro Valley residents, Yu Ming follows the intent of the CVGP and its goals, specifically:

> Community Facilities Goal 8.1-1: Provide and maintain adequate sites and facilities to meet education, cultural, recreation, health care, and related needs of all present and future Castro Valley residents. Make optimal use of facilities while minimizing disruption to neighborhoods resulting from the expansion and use of public facilities.

Zoning

The project site is zoned Suburban Residential (R-S-D-20) 2,000 square foot per dwelling unit District. Community Facilities are listed as a conditional use in the R-S-D-20 District. The Zoning Ordinance further defines a Community Facility as a school.

Proposed Project

Figures follow the descriptive text, showing the existing conditions (**Figure 2**) and conceptual project site plan (**Figure 3**), building elevations (**Figures 4a and 4b**), a 3-D model view (**Figure 5**), and landscape plan (**Figure 6**).

Enrollment

The school proposes to increase the enrollment on the project site from a maximum of 280 students to a maximum of 450 students, with the increase phased over multiple school years.

The school currently serves up to 280 students in grades K-2. Under the project, the school would first increase enrollment to 340 students in existing buildings, extending the grades served up to 3rd grade. The following year, the school proposes to increase their enrollment to a maximum of 360 students, offering half-day Transitional Kindergarten (TK) classes in both the morning and afternoon, with a class size of 20 students, again by utilizing existing buildings. In future years, with completion of the two new buildings (see below), the school proposes to increase enrollment to 450 students, extending the grades served up to 4th grade, no sooner than the 2030-2031 school year.

Site Development

The project site was owned by Epiphany Lutheran Church who leased a portion of the site to the project applicant, Yu Ming Charter School. The project site and existing buildings have recently been sold to the applicant. The existing conditions are shown in Figure 2. The school currently holds classes in 6 portable buildings on the southeast side of the site and uses the MPR on the north side of the site, which has a kitchen and large multi-purpose room, for indoor school lunch and physical education/gym, as well as assemblies. The church building is expected to be used for administrative purposes, and is not proposed as a classroom space. Both the MPR and church may undergo minor interior renovations related to movement of the administrative functions to the former church building and use of the freed-up space in the MPR for classrooms and ADA accessibility.

The current portable classrooms would be removed and replaced with two one-story classroom buildings in two phases. Modular buildings are proposed, which would simplify on-site construction through off-site fabrication of building components to be assembled on site. The buildings would be built on permanent foundations and would meet the California Building Code. Both proposed buildings would be located in the same approximate area as the existing portable classrooms and outdoor play area (discussed below). The proposed site plan is shown in Figure 3. The southern Building 1 would be 8,904 square feet. The northern Building 2 would be 9,027 square feet. Existing and proposed square footage of all buildings on site is shown in **Table 1**, as well as the lot coverage and floor area ratio (FAR**)**. The buildings would be approximately 11.5 feet in total height from finish grade. Elevations are shown in Figures 4a and 4b. Setbacks would be consistent with zoning allowances of 20 feet from the front property line, 10 feet from the side property line, and approximately 42 feet from the rear property line, where the minimum setback is 20 feet. A 3-D rendering of the project site is shown in Figure 5.

Table 1: Building Square Footage, Lot Coverage, and FAR, Existing and with Project

BUILDING	EXISTING	PROJECT
Existing Admin Building (former church)	5,914 sq. ft.	5,914 sq. ft.
Existing Multi-purpose Room	7,322 sq. ft.	7,322 sq. ft.
Existing Portables	8,704 sq. ft.	-
New Modulars	-	17,931 sq. ft.
Total Sq. Ft.	21,940	31,167
Lot Coverage	14%	21%
FAR	0.16	0.23

As detailed above, phased expansion of grades and enrollment is planned. In order to accommodate budget and enrollment demands, minor remodeling of the MPR would occur to accommodate TK and K classrooms prior to construction of the two new classroom buildings. The existing MPR and existing 6 classroom buildings (portables) can accommodate the following:

3 TK/K classrooms – 20 students per classroom

12 Grade level Classrooms – 30-32 students per classroom

Utilizing the existing spaces will allow the school to construct the new buildings in a phased approach that can accommodate expansion, budget and space on the site.

The finished build out, including construction of the two new buildings, would accommodate:

Building A

4 TK/K classrooms – 20 students each
5 Grade Level classrooms – 30-32 students each
Bathrooms
Custodial/storage space

Building B

7 Grade Level classrooms – 30-32 students each
3 Special Ed/Break out classroom spaces
Teacher lounge
Bathrooms
Custodial/storage space

Existing Multi-Purpose Room (former Friendship Center)

Specialized learning spaces
Multi-purpose room/ stage
Main office
Conference rooms
Bathrooms
Kitchen

Existing Administration Building (former church)

Administrative offices and conference areas

The new classroom buildings and associated site improvements would connect to existing utility services at the site for electrical, water, sewer, and storm drain. Other than on-site improvements and connections, no utility improvements are anticipated to be required.

Outdoor Use Areas

The site currently includes an outdoor lunch area to the northeast of the MPR and a play area between that and the current portable buildings. These are shown on Figure 2. The existing outside use area (including play and lunch areas) is approximately 3,395 square feet. While there are no regulations about the amount of outdoor space per student, for comparison purposes, under existing conditions, given the current limits of 86 students using the lunch and main play areas simultaneously, that is approximately 20 square feet per student.

The outdoor lunch area is proposed to be moved to the front of the MPR. The main play area would be located in a similar location to the existing outdoor use areas but would move a little to the northwest to accommodate the location of the proposed Building 2 and utilize the vacated lunch area. The play area would be comprised of age-appropriate play structures, artificial turf and paved play areas. In addition to the main play area, the project proposes to add an additional play area for the TK and K students located behind Building 1, next to the classrooms for those students. See Figure 3 for proposed play area locations. Further details of outdoor use are provided under Operational Details, below. The new outdoor use areas would be approximately 10,600 square feet. Under project conditions, the maximum number of students expected to use the space at any one time, including a maximum of 86

students at lunch, 86 students at recess in the main play area and 60 TK/K students in the separate play area, approximately 46 square feet per student.

Project construction activities would take place during summer months when the school is not in session (excluding interior work), and would not affect availability of outdoor use areas (see below for construction details).

There are currently no formal outdoor sports fields, courts, or programs and none are proposed as part of the project.

Parking

The project parking lot currently provides 43 striped parking spaces. However, eight parking spaces (consisting of two ADA spaces and six regular spaces) are located east of the existing fence that divides the site and are not currently available during typical school operations; thus, 35 parking spaces are currently available to accommodate the School's existing parking demand. The project would remove the fence that divides the site and reconfigure the parking lot to increase the total on-site parking supply to 45 parking spaces. There would be sufficient parking for all staff members and additional spaces for guests and visiting parents during school hours. Parking during special events (see below) would require additional parking on nearby streets. Please see the Transportation section for additional discussion on parking.

Construction

Construction of each of the new modular school buildings is proposed to be completed in its own construction phase, with an approximate construction schedule (lasting approximately 6 months each) as follows:

June: Removal of portable buildings, grading, and foundation
Mid-July: New buildings placed (approximately 2-3 days)
Mid-July to Mid-August: Exterior stucco and utility connections
Mid-August to November: Interior construction

The modular nature of the proposed buildings means that they are largely pre-fabricated off-site, allowing for building placement in a matter of days rather than a lengthy on-site exterior construction period. As shown in the schedule above, the heavy activity at the site - including removal of existing portables, grading and foundation work, and new building placement - could be accomplished entirely during the summer break when students are not on the site. School operations would resume in other buildings during the interior construction phase. Interior work generally involves the use of hand tools and would be contained within the building under construction and would not cause substantial disruptions (such as emission or noise) to concurrent school operations on other portions of the site.

Building 2 would be constructed first, followed by Building 1 starting in a subsequent year's spring break period. The earliest anticipated start of construction would be the 2029-2030 school year. Delayed commencement and/or completion of construction activities would not change the conclusions under CEQA.

While specific construction details are not known at this time, construction of modular buildings of this size would be expected to involve the use of typical light-to-medium construction equipment such as excavators, loaders, dump trucks, cranes, forklifts, aerial lifts, and concrete placement equipment.

Construction equipment would be used intermittently over a short duration due to the modular nature of the project. Construction of each of the proposed modular classroom buildings would generate temporary construction-related vehicle trips, including worker vehicles and delivery trucks. Daily trip generation is expected to average approximately 10 to 20 trips, with short-term peak days of up to approximately 40 trips during modular delivery and installation activities. Construction vehicles will have full use of the school parking lot during the summer, including during this peak activity. While school is in session, any construction vehicles needed for the interior work would park on site in the parking lot, and would not interfere with drop off and pick up operations.

Ground disturbance is anticipated to include minimal grading to level already generally-flat building pads and utility trenching.

Operational Details

Staffing

The school currently employs 24 faculty and staff on the Carolyn campus. As enrollment increases staffing would increase. With the addition of a class, a new teacher and aides are required. As with any school, staffing would be expected to fluctuate depending on enrollment. When enrollment expands to 360 students, 27 faculty and staff would be employed. At full enrollment of 450 students, the school would employ 30 full-time and 8 part-time faculty and staff.

Schedule

The school currently holds classes from about 8:15 AM to about 3:10 PM, with an early dismissal on Fridays at 1:10 PM, and the operational schedule of the school would not change as a result of the project, with the exception of the addition of a midday pick up and drop off for the half-day TK grade, when that is added. The school offers before-school care beginning 30 minutes before the start of the school day, and after-school care until 6 PM. Proposed expansion drop off would be modified to provide two school bell times, staggered by at least 20 minutes, with approximately similar number of students assigned to each drop off period to reduce the peak drop off demand. Pick up times are spread out more due to the after-school care period, with peak pick up demand roughly one-third of the morning peak drop off demand, and are expected to remain below peak drop off demand under project conditions without assigned staggered pick up bell times. **Table 2** shows the existing and proposed schedule with the project.

Table 2: Existing and Proposed School Schedule

	EXISTING MON-THURS	PROPOSED MON-THURS	EXISTING FRI	PROPOSED FRI
Before School Care	7:25 -7:55 AM	7:25 -8:00 AM	7:25 -7:55 AM	7:25 -8:00 AM
Morning Drop Off	7:55-8:15 AM	7:40-7:55 and 8:00-8:15 AM	7:55-8:15 AM	7:40-7:55 and 8:00-8:15 AM
School Hours	8:15 AM-3:00 PM	7:55 AM-3:00 PM	8:15 AM-1:00 PM	7:55 AM-1:00 PM
After School Pick Up	3:00-3:15 PM	No change	1:00-1:15 PM	No change
After School Care	3:15-6:00 PM	No change	1:00-6:00 PM	No change

No school bells would ring outside. Currently, music is played outside during pick up and drop off times, as allowed by the current CUP, and a loudspeaker is used during the pick up times to allow staff to announce when a student's ride is in the queue to increase efficiency of the pick up line. These uses would be expected to continue under the project conditions.

Pick up and Drop Off

The following student drop off and pick up procedures would change with the proposed increased enrollment:

- The driveway on Carolyn Street would be restricted to inbound traffic only
- Circulation through the parking lot would change from counterclockwise to clockwise
- The passenger loading area would move from the north side of the parking lot to the east side
- The driveway on Foothill Boulevard would be opened and would be outbound only for traffic exiting the project site

These changes would reduce queueing at the Foothill Boulevard intersection that currently spills back to the driveway on Carolyn Street. Currently three or four staff members assist with traffic flow during drop off and pick up times; this would increase to five with the project. See **Figure 7** for an illustration of the proposed drop off and pick up management plan.

The project proposes to implement the following additional strategies to decrease the potential inbound queueing at the project driveway to spillback onto Carolyn Street during pick up and drop-off times:

- Provide two school bell times, staggered by at least 20 minutes, with approximately similar number of students assigned to each drop off period to reduce the peak drop off demand
- Provide at least five staff to manage the student drop off
- Implement a carpool matching to encourage families to drive to and from the school in carpools to reduce the vehicle trip generation
- Monitor queueing during drop off/pick up times and implement additional demand management strategies. These strategies could include, but are not limited to more robust carpool matching, providing additional incentives for carpooling, or introduction of school bus service, if inbound queues continue to spill past Carolyn Street

Outdoor Activities

Students currently have recess breaks in the mornings and afternoons, as well as a lunch/recess period between 11 AM and 1 PM and can choose to eat in the MPR or the outdoor lunch area. Currently each grade has its own lunch/recess period; under the project there would be multiple grades eating lunch at the same time, with the overall lunch times remaining between 11 AM and 1 PM. The outdoor lunch area currently accommodates up to a maximum of 86 students at any one time, and any additional students would eat inside. This timing and capacity are not proposed to change with the increased enrollment under the project; while more students would be eating lunch at the same time, the additional students would rotate between lunch areas and the main play area.

The main outdoor play area is used throughout the school day, as well as during after-school care. This would remain the same under the project, with both morning and afternoon recess breaks. Up to 86 students could be using the main outdoor play area at any given time, which would be expected to overlap with peak usage of the outdoor lunch area. This is not proposed to change with the project.

The project would add an outdoor TK/K play area, which would accommodate up to 60 students at a time. Use of the outdoor TK/K play area could occur at the same time as the outdoor lunch area and main play area. During inclement weather, lunch and activities would occur inside classrooms, with rotating use of the MPR for indoor activity use.

Special Events

The school currently holds up to five annual special events attended by parents/guardians during the school year, and no additional events are proposed as part of the project. The school hosts one after school special event (Back to School Night), which is attended by staff and parents only. **Table 3** lists the details of the special events. All indoor events take place in the MPR.

Table 3: School Special Events

EVENT NAME AND MONTH	TIMING	LOCATION	EXISTING ATTENDEES ESTIMATE	EXPECTED ATTENDEES ESTIMATE WITH PROJECT
Kindergarten Welcome Day	Mid-Day (August)	Indoors	175 Students/Staff 75 Visitors	175 Students/Staff 75 Visitors
Back to School Night	After School (September)	Indoors	30 Staff 175 Visitors	34 Staff 225 Visitors
Halloween Parade	Mid-Day (October)	Outdoors	273 Students/Staff 50 Visitors	350 Students/Staff 75 Visitors
Winterfest Concert	Morning (December)	Indoors	273 Students/Staff 200 Visitors	350 Students/Staff 250 Visitors
Lunar New Year Performances	Morning (February)	Indoors	273 Students/Staff 200 Visitors	273 Students/Staff 200 Visitors

Special events are held on weekdays. Under existing conditions, special event attendees that do not fit in the parking lot would find parking in the surrounding neighborhood. (See further discussion of parking under topic C. Hazards in section P. Transportation and Circulation.)

The CUP allows amplified music in the MPR during indoor community meetings and performances. This would be expected to continue under project conditions.

As under existing conditions, prior to special events, a written notice would be sent to nearby residents within a radius pursuant to the new CUP.

List of Project Approvals Required

A new Conditional Use Permit would be required to be obtained to allow the proposed project with the construction of two new buildings and the increased enrollment from 280 students to a maximum of 450 students (with the additional 170 students).

Obtain proper/required permits through all applicable Federal, State, Local Laws and Regulations of Alameda County Ordinances.

The charter school shall meet the requirements of California Charter Schools Act and maintain all requirements set forth by the State.

All requirements of the following agencies shall be met:

a) Alameda County Building Inspection Department

b) Alameda County Public Works Agency, Land Development Services Division and Traffic Engineering Division

c) Alameda County Fire Department

d) Alameda County Office of Education

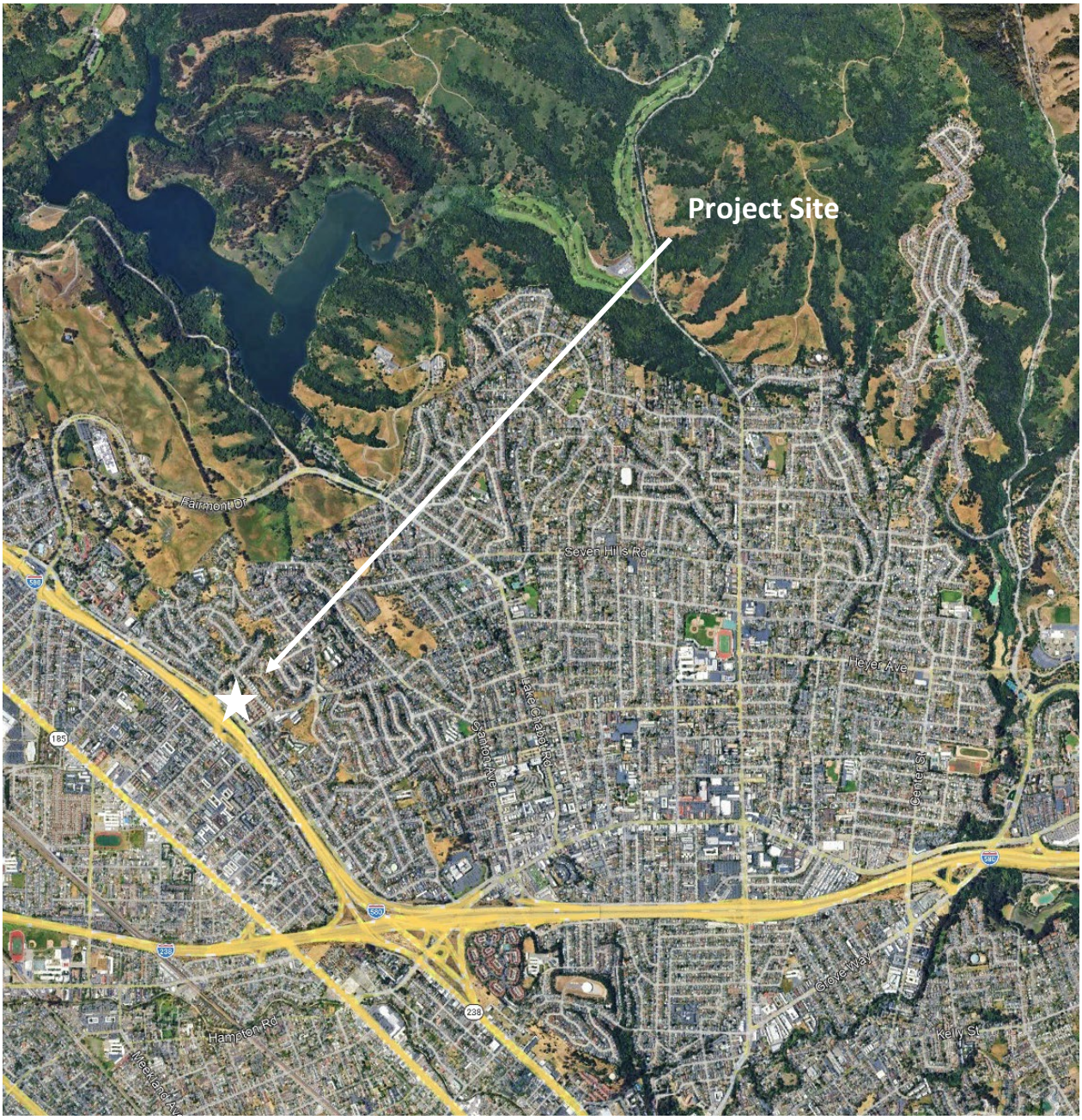


Figure 1: Project Location
Source: Google Earth, modified



Figure 2: Existing Conditions
Source: Google Earth, modified to show project site



Figure 3: Conceptual Site Plan
Source: tBP Architects, Project Plan Set, dated 3/10/2026

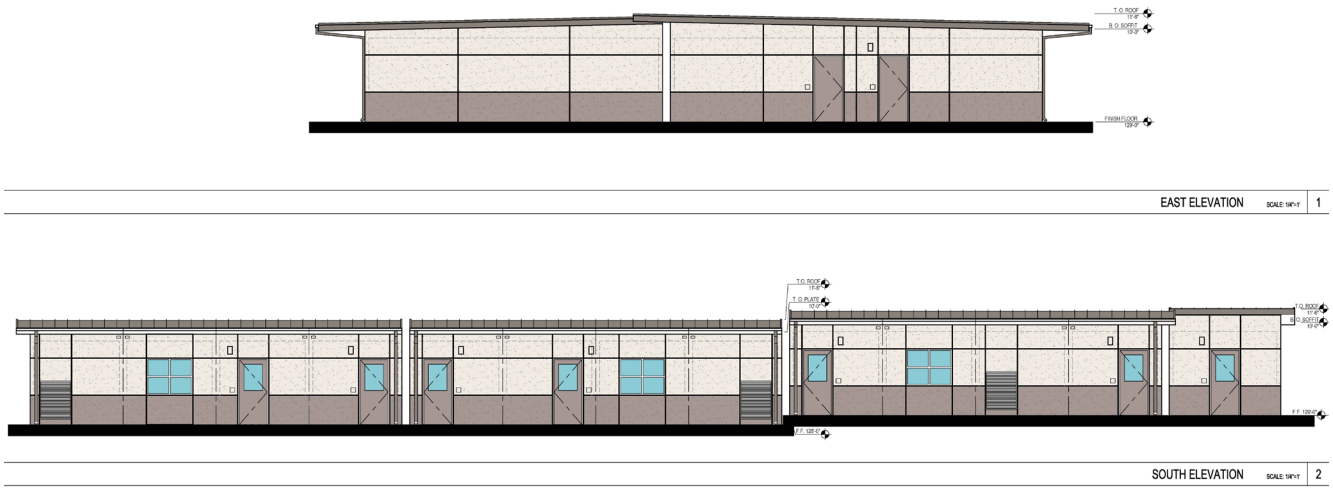


Figure 4a: Conceptual Building 1 Elevations
Source: tBP Architects, Project Plan Set, dated 3/10/26

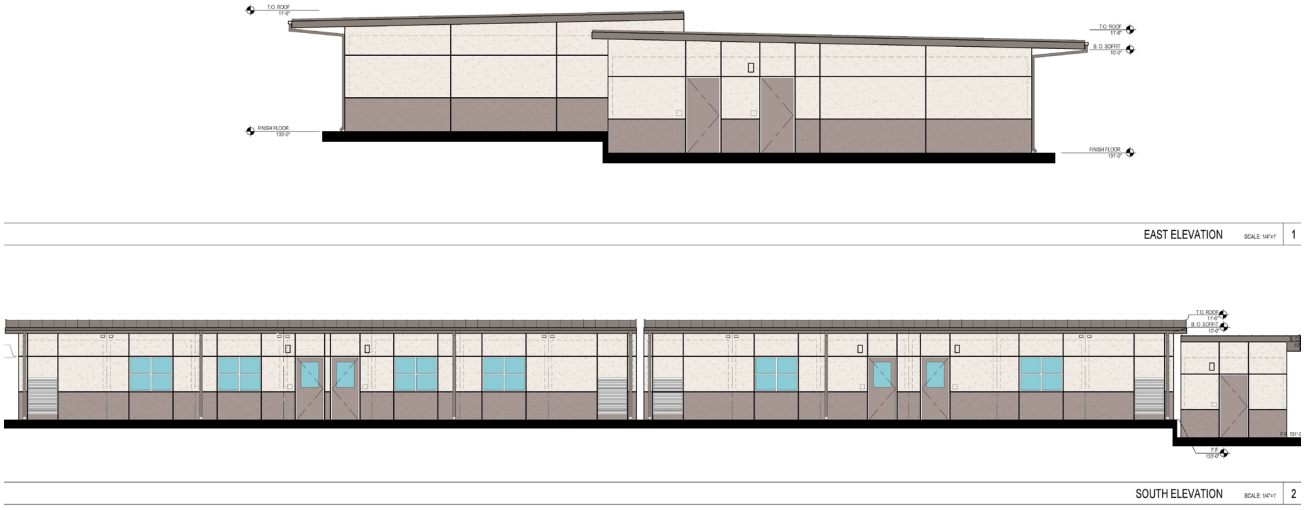


Figure 4b: Conceptual Building 2 Elevations
Source: tBP Architects, Project Plan Set, dated 3/10/26



Figure 5: Project Site 3-D Model
Source: tBP Architects, Project Plan Set, dated 3/10/26



Figure 6: Conceptual Landscape Plan
Source: tBP Architects, Project Plan Set, dated 3/10/26

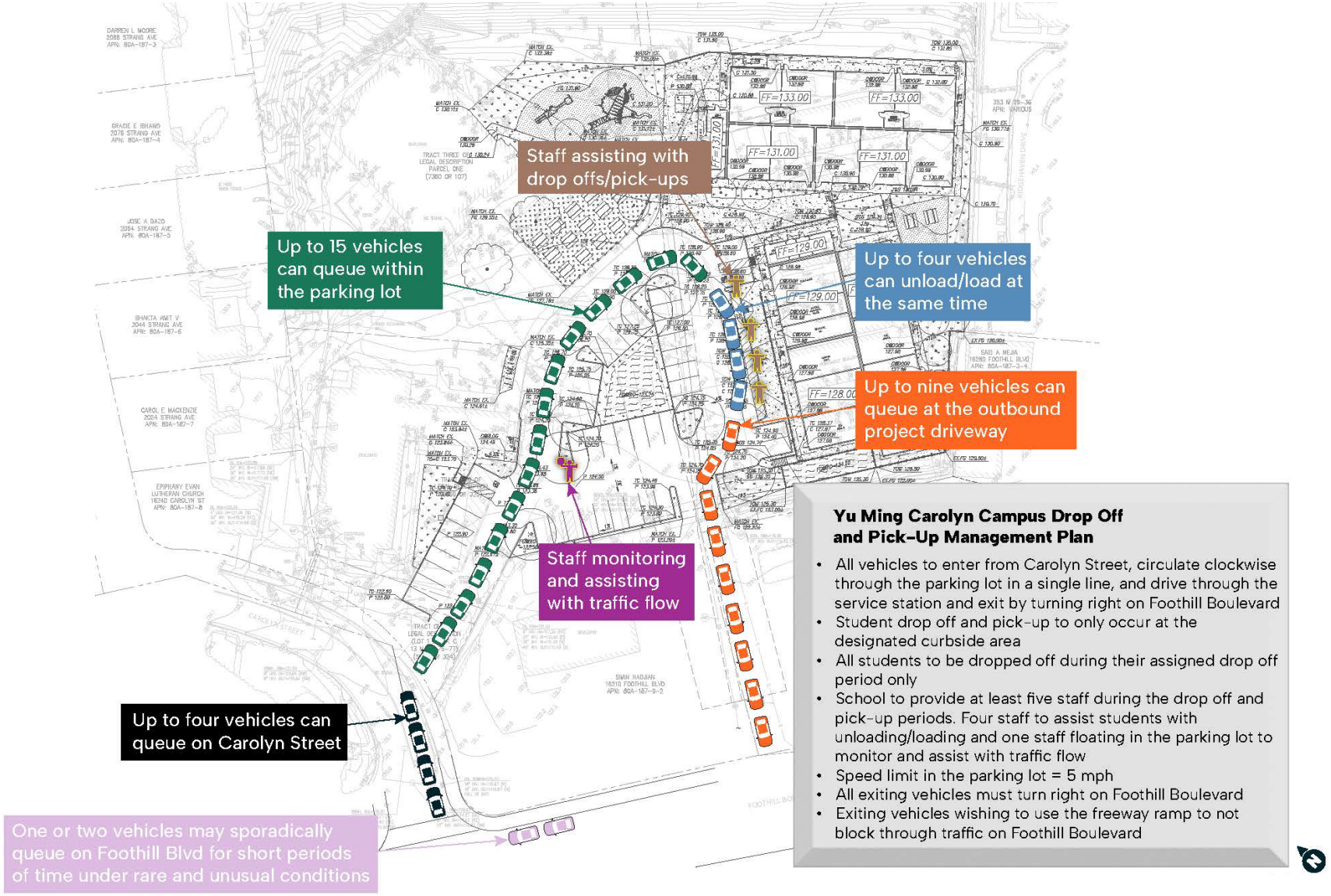


Figure 7: Proposed Drop Off and Pick Up Management Plan
Source: Fehr & Peers

V. Summary of CEQA Findings

This Environmental Checklist demonstrates that none of the conditions described in CEQA Guidelines Sections 15162 or 15168 have occurred because, as proposed, the project would not result in new or substantially more severe significant environmental effects than what was analyzed in the CVGP EIR; therefore, no further environmental review is required. This Environmental Checklist also demonstrates that the proposed project qualifies for streamlining under CEQA Guidelines Section 15183 as there are no project-specific significant effects which are peculiar to the project or its site.

- Program EIR: The analysis conducted in this document indicates that the project is consistent with the analysis and conclusions in the Program EIR (CVGP EIR) and would not require subsequent analysis per CEQA Guidelines Section 15162, as confirmed by the following statements:

  (1) The project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

  (2) There are no changes in circumstances that would result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

  (3) There is no new information resulting in a new significant effect or a substantial increase in the severity of previously identified significant effects, or a change in the feasibility (or acceptance) of mitigation measures.

  The project is within the scope of the CVGP Program EIR, and no new environmental document is required (per CEQA Guidelines Section 15168(c)) as confirmed by the following statements:

  (1) The project is a subsequent project within the scope of the Project Description as analyzed in the Program EIR for the CVGP.

  (2) The project will have no significant environmental effects not previously addressed in the CVGP Program EIR, and will not have any significant effects that are more severe than those previously addressed in the CVGP Program EIR

  (3) No substantial changes to the CVGP are proposed as part of this project. No substantial changes have occurred with respect to the circumstances under which the CVGP Program EIR was certified, and no new information, which was not known and could not have been known at the time that the CVGP Program EIR was certified as complete, has become available.

  (4) No new or additional mitigation measures or alternatives are required.

  (5) All applicable regulations and mitigation measures identified in the CVGP Program EIR will be applied to the project or otherwise made conditions of approval of the project.

- Community Plan Exemption: Based on the analysis conducted in this document, and pursuant to CEQA Guidelines Section 15183, this project as a separate and independent basis qualifies for the exemption for projects consistent with a community plan, general plan, or zoning. This CEQA document considers the analysis in the CVGP EIR as applicable to this project. The project is

permitted in the zoning district where the project site is located and is consistent with the bulk, density, and land use standards envisioned in the CVGP. The CEQA Analysis provided herein concludes that the project would not result in significant impacts that (1) would be peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the program EIR; or (3) were previously identified as significant but later determined as having a more severe adverse impact than that discussed in the program EIR.

Examination of the analysis, findings, and conclusions of the Program EIR, as summarized in the CEQA analysis below, indicates that the prior CEQA document adequately analyzed and covered the potential environmental impacts associated with this project. The project would not result in a new, peculiar, significant environmental impact or a substantial increase in the severity of a significant environmental impact than determined in previous Program EIRs. Therefore, no further review or analysis, under CEQA, is required.

VI. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

Environmental factors that may be affected by the project are listed alphabetically below. Factors marked with an "X" (☒) were determined to be potentially affected by the project, involving at least one impact that is a potentially significant impact as indicated by the Checklist on the following pages. Unmarked factors (☐) were determined to not be significantly affected by the project, based on discussion provided in the Checklist, including the application of mitigation measures.

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

There are no impacts that were found to be unique or peculiar to the project that would indicate a new significant impact, or a substantial increase in a previously identified significant environmental impact.

Evaluation of Environmental Effects

This Environmental Checklist compares potential environmental impacts of the project to the findings of the CVGP EIR, notes whether the project would result in new significant impacts or impacts substantially greater or more severe than those previously identified in the CVGP EIR and includes an explanation substantiating the findings for each topic. The CVGP EIR did not identify any significant and unavoidable impacts or mitigation measures (MMs) related to environmental impacts of the CVGP. The checklist uses the abbreviation LTS for less-than-significant and NI for when No Impact was identified.

More detail regarding the significance criteria used in this document and the environmental impacts of implementation of the CVGP is available in the CVGP Draft and Final EIR available from the Alameda County Planning Department at 224 West Winton Avenue, in Hayward, CA, and on the Alameda County website at: https://acgov.org/cda/planning/generalplans/index.htm.

A. Aesthetics

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Have a substantial adverse effect on a scenic vista	LTS	■	☐	LTS
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway	LTS	■	☐	LTS
c) As the project is located in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality	LTS	■	☐	LTS
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	LTS	■	☐	LTS

Discussion

a, b, c) Scenic Vistas, Scenic Highways, and Visual Character

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with the CVGP EIR Impact 3.13-1 and the less-than-significant conclusion related to scenic vistas, scenic highways and visual character, as the project does not have the potential to interfere with scenic views from public viewpoints and would be required to comply with all applicable design and zoning policies.*

CVGP EIR Conclusions

Within the Castro Valley area, in addition to I-580 - an eligible State Scenic Highway - the Alameda County General Plan Scenic Route Element designates the following roads as scenic routes: Lake Chabot Road (north of Seven Hills Road), Redwood Drive, Cull Canyon Road, Crow Canyon Road, and A Street.[1] The CVGP EIR lists the following elements as defining Castro Valley's visual character: residential streets lined with mature trees; rolling, thickly vegetated hills and canyons; and California or Craftsman bungalows.[2]

The CVGP EIR determined that development or redevelopment could potentially block views of the hills surrounding Castro Valley but that historic resources and views along scenic routes would not be significantly impacted by CVGP development. Relevant to the project, CVGP EIR (Impact 3.13-1) concluded that changes to land use and residential density could affect scenic vistas and visual character

[1] Alameda County, 1966, Scenic Route Element of the General Plan, page 7.

[2] Castro Valley, 2012, Castro Valley General Plan Draft EIR, page 3.13-1.

along scenic routes and from public viewpoints, but that with compliance with the following project-relevant CVGP policies and actions requiring scale- and character-compatible development and protection of views to natural areas, the impact would be less than significant.

> Policy 4.4-1 Scale and Character. Require new development to comply with zoning standards and be compatible with the scale and character of surrounding development.
>
> Action 5.1-1 Require Visual Impact Analysis. Require visual impact analysis During the development review process for public and private projects to ensure protection of views to natural areas from public streets, parks, trails, and community facilities.

Other listed policies and actions relate to establishing design standards and guidelines for various types of uses and conservation districts for older neighborhoods and are not directly applicable to the project.

The CVGP EIR identified other impacts under this topic that are not relevant to the current project so are not further discussed, including Impact 3.13-2: glare from multi-story glass buildings in the Central Business District (which does not describe the project), Impact 3.13-3: nighttime recreational lighting (which is not proposed), and Impact 3.13-4: inconsistent character caused by reconstruction of the Eden Medical Center (unrelated to the project).

Project Analysis

The project site is in an urban area characterized by institutional, commercial, and residential development, and is set back from the roadway, between lots developed with commercial buildings and a sloped hillside with multiple levels of residential development rising behind it. The project would remove single-story portable buildings and construct two new permanent single-story buildings along with making some changes to layout of an existing parking area and the outdoor use areas within the site. The proposed new buildings are not of substantially greater height than the existing portable buildings and would remain within applicable zoning height limits, nor taller than surrounding topography and development. Therefore, the project does not have the potential to substantially change scenic vistas across the site including those of the hills surrounding Castro Valley (consistent with CVGP Action 5.1-1).

While not proximate to other identified scenic routes, with the closest being Lake Chabot Road approximately 0.7 miles north, I-580 near the project site is eligible for designation as a State Scenic Highway and designated by Alameda County as a scenic freeway.[3] The project would not damage any rock outcroppings or protected trees, as there are none on the site, nor would it remove vegetation that contributes to a scenic corridor, or damage historic resources, as the existing portable buildings proposed for removal are not historic (see Cultural Resources section). As discussed above, the project site does not contain scenic resources, is not uniquely visible from I-580 due to intervening development and topography, is not located on a ridgeline, and would not change any views of a natural area. Therefore, the project would not substantially impact scenic resources within a state scenic highway or a scenic corridor.

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[3] California Department of Transportation, State Scenic Highway Mapping System, available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

The project would not affect features indicated in the CVGP EIR as being important to the visual character of the area because it does not involve mature tree-lined residential streets, historic bungalows, or thickly vegetated hills or canyons. While not the exact same use as the surrounding residences and commercial uses, the site would remain an institutional use (school) generally considered compatible with the surrounding uses, would not substantially change the form of development at the site (single-story building would be replaced with single-story buildings), and would be consistent with applicable zoning standards related to scale and character within Castro Valley (consistent with CVGP Policy 4.4-1). Therefore, the project would not have a substantial impact on visual character.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to scenic vistas, scenic highways or visual character than analyzed in the CVGP EIR.

d) Light and Glare

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.13-2 and the less-than-significant conclusion related to light and glare, as the project would not be a significant source of light and glare beyond existing conditions.*

CVGP EIR Conclusions

The CVGP EIR (Impact 3.13-2) found that within Castro Valley, taller infill development that uses glass or other reflective materials could generate substantial glare and make viewing the surrounding hillsides difficult, but that with compliance with CVGP policies and actions the impact would be less than significant. The following CVGP policies and actions, requiring compliance with zoning standards and protection of views to natural areas, would be applicable to the project:

> Policy 4.4-1 Scale and Character. Require new development to comply with zoning standards and be compatible with the scale and character of surrounding development.
>
> Action 5.1-1 Require Visual Impact Analysis. Require visual impact analysis During the development review process for public and private projects to ensure protection of views to natural areas from public streets, parks, trails, and community facilities.

Project Analysis

The project site is located in an urban area, on a currently developed lot that generates light and glare in its existing conditions. The project would result in development and lighting treatments typical of the existing residential and commercial urban setting. The project would consist of two single story buildings, which is consistent with height restrictions of the zoning standards for the project site, and therefore would be consistent with Policy 4.4-1 as it pertains to this impact.

Potential sources of light and glare from the project are interior and exterior lights, and headlights and glare from additional project vehicles and would not be a substantial change from existing conditions because the site already functions as a school with associated evening and early-morning activity. As a school, interior light from windows during evening and nighttime would be expected to be minimal and limited to occasional events; currently the school has one after-school event annually and this is not proposed to change with the project.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to light and glare than analyzed in the CVGP EIR.

B. Agriculture and Forestry Resources

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use	NI	■	□	NI
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract	NI	■	□	NI
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))	NI	■	□	NI
d) Result in the loss of forestland or conversion of forestland to non-forest use	NI	■	□	NI
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use	NI	■	□	NI

Agriculture and Forest Resources Changes from the CVGP EIR

Since analysis of the CVGP EIR, CEQA thresholds have been added to make it clear that forest resources would be considered in addition to agricultural resources. There have been no other changes relevant to this topic.

Discussion

a-e) Agriculture and Forestry Resources

Same Conclusion (Conclusion remains NI): *The project would be consistent with the CVGP EIR conclusions of no-impact for all agriculture and forestry resource impact questions, as the project site is in an urban area with no existing agricultural or forestry resources or uses.*

CVGP EIR Conclusions

The CVGP EIR did not discuss agricultural resources in detail, but determined any potential impacts to not be significant, as all agricultural areas around Castro Valley were excluded from the planning area. Approximately 17 acres within the planning area were zoned for agriculture at the time of the CVGP EIR analysis, but none were prime farmland or under Williamson Act contract.[4]

Project Analysis

Based on a current search of the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site does not contain Prime Farmland, Farmland of Statewide Importance, or Unique Farmland,[5] and does not meet the state definition of "forest land". The project site does not contain active farmlands or grazing lands, is not encumbered by Williamson Act contracts, and is not included within any agricultural or forest resources zoning district. The project would not convert Important Farmland to non-agricultural use and would not result in loss of an active forest resource.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to agriculture and forestry resources than analyzed in the CVGP EIR.

[4] Castro Valley, 2012, Castro Valley General Plan Draft EIR, page 5.5.

[5] California Department of Conservation, Farmland Mapping and Monitoring Program accessed January 2025 at: https://maps.conservation.ca.gov/DLRP/CIFF/

C. Air Quality

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Conflict with or obstruct implementation of the applicable air quality plan	LTS	■	□	LTS
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	LTS	■	□	LTS
c) Expose sensitive receptors to substantial pollutant concentrations	LTS	■	□	LTS
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	LTS	■	□	LTS

AQ Setting Changes from the CVGP EIR

Since the analysis of the CVGP EIR, the Bay Area Air District (BAAD) has updated its CEQA Air Quality Guidelines (BAAD Guidelines), which assist lead agencies in evaluating and mitigating air quality impacts. The latest draft of the BAAD guidelines was issued in 2023.[6, 7]

Since the analysis of the CVGP EIR, the Bay Area Clean Air Plan has undergone regular updates. The latest update is the 2017 Bay Area Clean Air Plan.[8]

BAAD recommends analyzing a project's consistency with current air quality plan (AQP) primary goals and control measures. The impact would be significant if the project would conflict with or obstruct attainment of the primary goals or implementation of the control measures.

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6 Bay Area Air District, issued April 2023, 2022 California Environmental Quality Act Air Quality Guidelines, available at https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.

7 Bay Area Air District (BAAD) changed its name from Bay Area Air Quality Management District (BAAQMD) in 2025.

8 BAAD, adopted April 19, 2017, Spare the Air - Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area, available at https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans

The primary goals of the Bay Area 2017 Clean Air Plan are:

- Attain all state and national air quality standards.
- Eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants.
- Reduce Bay Area greenhouse gas emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. (This standard is addressed in the Greenhouse Gas Emissions section.)

Discussion

a) Conflict with Air Quality Plan

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR Impact 3.7-3 and the less-than-significant conclusion related to conflict with an air quality plan because the project would not obstruct attainment of applicable air quality plan goals or implementation of control measures.*

CVGP EIR Conclusions

The existing air quality plan at the time of CVGP analysis was the Bay Area 2005 Ozone Strategy, which had a primary goal of reducing the number of trips and vehicle miles Bay Area residents traveled in single-occupant vehicles through the implementation of nineteen Transportation Control Measures (TCMs). The CVGP EIR (Impacts 3.7-2 and 3.7-3) determined that implementation of the CVGP would not conflict with or obstruct implementation of the applicable air quality plan, as compliance with the actions and policies included in the CVGP aiming to reduce single occupancy trips and vehicles. The CVGP EIR concluded that the actions and policies included in the CVGP aiming to increase alternate modes of travel at a programmatic level throughout Castro Valley would be consistent with the AQP, and the impact would be less than significant.

The listed policies and actions relate to land use decisions and area-wide circulation elements, and are not directly applicable to the project.

Project Analysis

Many of the current Clean Air Plan's control measures and CVGP actions and policies are targeted to area-wide improvements, large stationary source reductions, or large employers and these are not applicable to the proposed project. However, the project would be consistent with all rules and regulations related to construction activities and the proposed development would meet current standards of energy and water efficiency (Energy Control Measure EN1 and Water Control Measure WR2) and recycling and green waste requirements (Waste Management Control Measures WA3 and WA4) and does not conflict with applicable control measures aimed at improving access/connectivity for bicycles and pedestrians (Transportation Control Measure TR9) or any other control measures. The project, therefore, would implement the applicable control measures of the current Clean Air Plan, and would not hinder implementation of any control measure.

While enrollment would increase, the project would remain a local-serving school facility, and any increase in trips would be consistent with assumptions in the CVGP EIR regarding growth in educational facilities. The project would also implement a carpool matching program to encourage multi-family carpooling. The project would not hinder implementation of the CVGP policies and actions targeted to increasing alternate modes of travel. The project would be required to comply with all applicable rules

and regulations related to emissions and health risk and would not result in a new substantial source of emissions or toxic air contaminants (see items b-d below) or otherwise conflict with the primary goals of the 2017 Clean Air Plan.

While the project's overall vehicle miles traveled (VMT) would increase with the addition of more students, transportation impacts under CEQA are determined based on VMT per capita. Based on the project's limited scale and local-serving nature, and consistent with Office of Planning and Research (OPR) guidance and Alameda County's VMT screening criteria, the project would not result in a significant VMT impact (see the Transportation Section for additional discussion). Therefore, the project would not conflict with the planning efforts of the current Clean Air Plan. Additionally, the project would have construction and operational emissions below BAAD thresholds (see next subsection below).

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to conflict with an air quality plan than analyzed in the CVGP EIR.

b) Criteria Air Pollutants

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.7-1 and the less than significant conclusion related to criteria air pollutants and ozone precursors, as the project would fall below significance thresholds for emissions with implementation of required control measures.*

CVGP EIR Conclusions

New development under the CVGP would result in additional emissions of criteria air pollutants, both during construction (Impact 3.7-1) and during operations, mostly due to increased vehicle emissions. The CVGP EIR (Impacts 3.7-2, 3.7-3) determined that implementation of the CVGP would not result in a cumulatively considerable net increase of criteria air pollutants for which the region is under non-attainment status under applicable federal or State ambient air quality standards, as individual projects would be required to comply with actions and policies included in the CVGP aiming to reduce criteria air pollutants. The CVGP EIR did not analyze specific development projects, but based its conclusions on land use patterns and general build out assumptions, including population growth. The project would not change any land use patterns, and would not increase population, and therefore would be included in the analysis of expected development under the CVGP.

Construction

Future development supported by the CVGP would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. Future development activities would generally entail demolition, site preparation and grading, building construction, paving, and painting.

Fugitive dust emissions during construction would vary from day to day, depending on the level and type of activity, silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction would include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition,

the fugitive dust generated by construction would include larger particles that would fall out of the atmosphere within several hundred feet of a development site and could result in nuisance impacts.

The CVGP EIR relies on criteria recommended by BAAD for determining the significance of construction-related impacts of criteria air pollutants and ozone precursors and cites BAAD's approach to analyzing construction impacts, which is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. The CVGP EIR determined that with the implementation of BAAD guidelines and measures, construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area. The CVGP EIR determined that the policies and actions in the CVGP would further reduce the less than significant impact from construction activities. In particular, Action 12.1-4 [BAAD's] Dust Abatement Approach, implementing Policy 12.1-5:

> Policy 11.2-5 Reduce combustion emissions and release of suspended and inhalable particulate matter during construction and demolition phases.
>
> Action 12.4-4 [BAAD's] Dust Abatement Approach. Require sponsors of individual development projects requiring site development and/or environmental review to implement the [BAAD's] approach to dust abatement through conditions of approval. This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional" control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions ([BAAD], 1999).

Operations

Long-term criteria pollutant emissions would result from the operation of the full implementation of the CVGP, primarily due to related vehicle trips, with stationary sources and area sources contributing to a lesser extent. Stationary sources and diesel-fueled mobile sources would also emit toxic air contaminants including diesel particulate matter that could pose a health risk. The CVGP EIR concluded that actions and policies in the CVGP intended to comply with the local air quality plan (see above) would reduce the operational impact of the new development under the CVGP to less than significant.

Project Analysis

Short-term criteria pollutant emissions associated with project construction would occur during site preparation, grading, building construction, and paving activities. Project-related emissions of reactive organic gases (ROG) and nitrogen oxides (NOx) would primarily be associated with gasoline and diesel equipment exhaust. Project-related fugitive dust emissions (non-exhaust PM_{10} and $PM_{2.5}$) would primarily be associated with site preparation. Typical construction equipment for this type of project includes dozers, graders, loaders and trucks.

BAAD includes screening criteria in their CEQA Guidelines that identify project size thresholds by land use type. These screening sizes represent development levels that are generally expected to have the potential to generate construction emissions exceeding BAAD's established significance thresholds. Projects that are smaller than the applicable screening size, and that do not trigger other special criteria (such as demolition), are presumed unlikely to exceed BAAD's air quality thresholds and typically do not require detailed emissions modeling. For construction of an elementary school, the screening size is 452,000 square feet. At approximately 18,000 square feet, the proposed project is substantially below

this screening threshold and would therefore not be expected to generate construction emissions exceeding BAAQMD's criteria levels.

However, BAAD considers fugitive dust generated by grading and construction activities to have a significant impact associated with the project if uncontrolled. The CVGP requires projects to implement BAAD's approach to dust abatement. This would be formalized in a Condition of Approval to track current BAAD requirements:

> Condition of Approval to implement CVGP Action 11.2-5: Basic Construction Best Management Practices. During construction, the following construction measures shall be incorporated as recommended by the Bay Area Air Quality Management District (BAAD):
>
> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
> 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
> 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
> 4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
> 5. All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
> 6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
> 7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
> 8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
> 9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

The project would also implement the following supplemental measures of common best management practices (control measures) when construction occurs near residences or schools, formalized as a Condition of Approval:

> Condition of Approval to implement CVGP Action 11.2-5: Best Management Practices to Reduce Construction Equipment Emissions. During construction, the following construction measures shall be incorporated: All off-road diesel equipment used during construction of the project shall be equipped with the most effective Verified Diesel Emission Control Strategies available for the engine type as certified by the California Air Resources Board (Tier 4 engines automatically meet this requirement).

The project would implement BAAD's Construction Best Management Practices and Best Management Practices to Reduce Construction Equipment Emissions and the project's impact related to construction-period criteria pollutants would be less than significant.

BAAD presents screening criteria in their Guidelines that identify project sizes by type that could have the potential to result in emissions over criteria levels during operations.[9] Projects below this screening size can be assumed not to have significant impacts without the need for further quantification.

As it relates to operational pollutants, this criteria includes the screening level size of 488,000 square feet for elementary schools. The project falls well below the screening thresholds, even accounting for increased enrollment and would not include the use of an emergency generator or other stationary source of pollutant emissions.

Additionally, BAAD presents traffic-based criteria as screening criteria for carbon monoxide impacts, contingent on whether the project would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour or to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (such as a tunnel or underground parking garage, which is not the case here). These hourly traffic volumes are very high and much higher than those in the vicinity. Therefore, conditions in and around the project would be well below screening levels and the project would not result in individually or cumulatively significant impacts from CO emissions. As operation of the proposed project would not significantly impact traffic levels (see the Transportation section), the project would be below carbon monoxide threshold levels.

Therefore, while the project would result in additional vehicles traveling to the project site compared to existing conditions, the project impact related to operational pollutant emissions would be less than significant.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to criteria air pollutants than analyzed in the CVGP EIR.

c) Sensitive Receptors

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR Impact 3.7-1 and the less-than-significant conclusion related to sensitive receptor pollutant exposure as the project would only include temporary short term construction.*

CVGP EIR Conclusions

Construction activities would occur intermittently at different sites throughout implementation of the CVGP, which has the potential to expose sensitive receptors to related particulate matter and equipment exhaust emissions. The CVGP EIR (Impact 3.7-1) concluded that construction-period exposure of sensitive receptors to short-term emissions of particulate matter and toxic air pollutant concentrations would be less than significant, as such short term emissions would be included in BAAD's emission inventory that is the basis for the regional air quality plans. Furthermore, with implementation

[9] Bay Area Air Quality Management District, 2022, California Environmental Quality Act Air Quality Guidelines, Table 4-1.

of Policy 11.2-5 and Action 11.2-5 of the CVGP, requiring construction control measures to reduce dust and emissions, detailed above, particulate matter would be reduced.

The CVGP EIR also identified Impact 3.7-5 under this topic related to pollutants due to increased traffic in the Castro Valley area. As this impact is not relevant to the current project, it is not further discussed.

Project Analysis

BAAD now identifies "Overburdened Communities" as those with residents already experiencing higher-than normal levels of air pollution. The project site vicinity is not identified as an overburdened community and therefore no supplemental environmental justice analysis is warranted in addition to the analysis below.[10]

Sensitive residential receptors are present to the north, west, and east of the project site. Heavy construction activities would occur during summer break, when students are not present at the site (see construction details in the project description on page 12). During construction activities at any site, diesel fueled construction vehicles emit diesel particulate matter (DPM) as exhaust. However, such emissions are minimized for this project by the following factors: a) the building site is largely level and no underground floors are proposed, so minimal grading would be required, b) the proposed buildings are prefabricated modular buildings, meaning that much of the building construction would occur off-site reducing on-site construction activities, and c) the project would implement Best Management Practices (control measures) to minimize construction dust and emissions (see above subsection), consistent with CVGP Policy 11.2-5 and Action 11.2-5.

Given the above, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to sensitive receptors than analyzed in the CVGP EIR.

Non-CEQA Discussion of Health Risks to the Project

As a programmatic EIR, the CVGP EIR analyzed the impact of local sources of toxic air contaminant (TAC) emissions on potential new sensitive receptors that would occur due to development under the CVGP. One source of TAC would be I-580. On an individual project level, CEQA requires the analysis of potential adverse effects of the project on the environment, whereas potential effects of the environment on the project are legally not analyzed or mitigated under CEQA on this level. The CVGP includes Policy 11.2-4, which requires sensitive receptors (including schools), to be located at least 300 feet, and ideally 500 feet, from the edge of I-580. The project would be approximately 400 to 650 feet from the edge of I-580, and is already the location of a school as an existing use, and so would not be considered new development of a school.

d) Odors

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR's less-than-significant conclusion related to odors, as the project is not a land use that has the potential to generate substantial odor complaints.*

[10] The Office of Environmental Health Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency (CalEPA), last updated October 2021, Communities Environmental Health Screening Tool: CalEnviroScreen Version 4.0, available at https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

CVGP EIR Conclusions

The CVGP EIR (page 3.7-22 of the Draft EIR) determined that implementation of the CVGP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. According to BAAD's 2017 CEQA Air Quality Guidelines, land uses associated with odor complaints typically include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations such as chemical and other manufacturing. While odors do not present a health risk themselves, they are often considered a nuisance by people who live, work, or otherwise are located near outdoor odor sources. BAAD's CEQA Air Quality Guidelines identify a screening distance of 1 and 2 miles for the most common odor-generating land uses. Projects located outside of these screening distances would be presumed to not be exposed to odors, while projects within these screening distances present a potential to be exposed to odors. The CVGP does not propose any industrial uses in the planning area and this impact was found to be less than significant.

Project Analysis

The project does not include any of the types of land uses typically associated with odor complaints, such as agricultural operations, wastewater treatment plants or landfills. Odors from construction activities would be transient and temporary in nature.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to odors than analyzed in the CVGP EIR.

D. Biological Resources

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service	LTS	■	□	LTS
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service	LTS	■	□	LTS
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	LTS	■	□	NI
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	LTS	■	□	LTS
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	LTS	■	□	NI
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	NI	■	□	NI

Discussion

a, d) Special Status Species and Wildlife Corridors

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR impacts related to special status species, and the less-than-significant conclusion, as the project would be required to comply with applicable CVGP actions and policies and would not affect sensitive biological resources or wildlife corridors.*

CVGP EIR Conclusions

When new development under the CVGP occurs in areas with sensitive plant and animal species, it can result in a temporary disturbance during construction or a permanent loss of habitat. Work near streams or creeks could also lead to erosion, water pollution, or physical changes to sensitive riparian areas.

Specifically, the CVGP EIR determined that development under the CVGP could have a substantial adverse effect on steelhead trout, western pond turtle, California tiger salamander, California red-legged frog, or their habitat (Impact 3.5-1); nesting raptors, special-status nesting birds, or yellow warblers (Impact 3.5-2); special status bat species or their habitat (Impact 3.5-3); Alameda whipsnake or its habitat (Impact 3.5-4); or special status plant species or trees (Impact 3.5-5).

CVGP Policy 7.1-1 defined major wildlife corridors in the Castro Valley area as the corridor along east Bay Hills in the forest, chaparral between major interstate highways, and along streams, especially those with riparian vegetation. Wildlife corridors were considered in the CVGP EIR along with sensitive species. Impacts to wildlife corridors could have the potential to occur when new development blocks or narrows the natural pathways animals use to move across the landscape.

To reduce potential impacts to biological resources, the CVGP established a Biological Resources Overlay Zone to protect areas with substantive biological resources, including value as a wildlife corridor (Action 7.1-1). Sites in these areas require special review and the application of board policy or ordinance requirements. The project is not located in a Biological Resources Overlay Zone so relevant policies and actions are not directly applicable to the project.

Alameda County General Code of Ordinances (ACCO) section 17.66.040 requires compliance with the U.S. Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California, which protect bird species year-round, as well as their eggs and nests during the nesting season. The list of migratory birds includes almost every native bird in the United States.

The CVGP EIR concluded that with compliance with policies and actions to protect significant biological resources, the impacts on special status species and wildlife corridors would be less than significant. Because the project site is already developed and does not contain sensitive species, habitat, or wildlife corridors (see Project Analysis below), none of the CVGP policies or actions under this topic apply to the project so are not listed here.

Project Analysis

The project site is located in an urban setting, is already developed, and is surrounded by residential and commercial development. The project site is not in or adjacent to an established Biological Resources Overlay Zone, is not identified as a wildlife corridor in the CVGP EIR, does not contain suitable habitat as

designated in the CVGP EIR as a potential home for most endangered animal species, and does not contain any wetlands, creeks or streams.[11]

Almost all native birds in the region are considered protected under the MBTA. The project site and vicinity contain trees, which may provide nesting habitat for birds that could be disturbed by construction activities. The project would be required to comply with the MBTA during construction. This would be formalized as a Condition of Approval.

> Condition of Approval pursuant to ACCO section 17.66.040: Nesting Bird Survey. Prior to issuance of any construction or grading permits, if initiation of construction activities would occur during the avian nesting season (February 1 through August 31), the project applicant shall have pre-construction nesting bird surveys conducted by a qualified biologist within 14 days before initial ground disturbance or vegetation removal to avoid disturbance to active nests, eggs, and/or young of nesting birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish & Game Code. Surveys shall encompass the entire construction phase area and the surrounding 100 feet. An exclusion zone where no construction would be allowed shall be established around any active nests of any protected avian species found in the project site until a qualified biologist has determined that all young have fledged and are independent of the nest. Suggested exclusion zone distances differ depending on species, location, and placement of nest, and shall be at the discretion of the biologist (typically 300 feet for raptors and 100 feet for other species). These surveys would remain valid as long as construction activity is consistently occurring in a given area and shall be completed again if there is a lapse in construction activities of more than 14 consecutive days during the nesting bird season.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to special-status species or wildlife corridors than analyzed in the CVGP EIR.

b, c) Riparian Habitat and Wetlands

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.5-6 and the less-than-significant conclusion as the project site and adjacent land do not contain riparian habitat, wetlands or waters of the U.S. and would not be hydrologically connected to such resources.*

CVGP EIR Conclusions

The CVGP EIR (Impact 3.5-6) determined that new development under the CVGP could have a substantial adverse effect on any riparian habitat, wetlands or other waters of the U.S. when occurring on previously undeveloped sites or sites directly adjacent to a watercourse such as a creek or stream. However, the CVGP EIR concluded that with compliance with state law and applicable CVGP policies and actions, the impact to riparian habitat, wetlands, or waters of the U.S. would be less than significant. The CVGP established a Biological Resources Overlay Zone under Action 7.1-1 to protect areas with substantive biological resources, including along the natural creeks in the Castro Valley area. Sites in these areas would require special review, which may include environmental review, site plan and development review, and the application of board policy or ordinance requirements. Because the project site is already developed, is not in a Biological Resources Overlay Zone, and does not contain any

[11] Castro Valley, 2012, Castro Valley General Plan EIR, Figure 3.5-2.

wetlands, creeks, or streams, or riparian habitat (see Project Analysis below), none of the CVGP policies or actions under this topic apply to the project so are not listed here.

Project Analysis

The project site and vicinity are dominated by developed and landscaped habitat that includes paved roads, buildings, parking lots, and ornamental and landscaped areas. The project site does not contain riparian habitat nor is it listed in the CVGP EIR as being located in the Biological Resources Overlay Zone that has been identified as ecologically sensitive habitat. According to Figure 3.5-1 of the CVGP EIR, the closest riparian habitat to the project site is near the South Reservoir, approximately 2 miles away from the project site, and the closest wetlands or water habitat is Lake Chabot, approximately 1 mile from the project site. No direct or indirect impacts to riparian or wetland habitat would occur as a result of the project. Development of the project would not have a significant impact on riparian or wetland habitat.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to riparian or wetland habitat than analyzed in the CVGP EIR.

e) Conflict with Local Policies

Less Significant Conclusion (Conclusion changes from LTS to NI)*: The project would not impact any trees protected under the County's Tree Ordinance and would therefore not conflict with applicable local tree protection policies.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP included the removal or degradation of trees protected by the County's Tree Ordinance without the proper permit. While the CVGP EIR did not analyze conflicts with local policies as a separate impact, it determined under Impact 3.5-5 that development as analyzed in the EIR would have a less than significant impact on conflict with applicable County policies, as all new development must comply with the County's Tree Ordinance.

Project Analysis

The County's Tree Ordinance (Chapter 12.11 of the ACCO) protects trees in the public right-of-way. The project would not "top, head back, stub or pollard" any trees in the public right-of-way, and would not require removal of any protected trees, and would therefore not remove or degrade any tree protected by the County's Tree Ordinance. The project would have no impact on conflict with a local policy.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to conflict with local policies than analyzed in the CVGP EIR.

f) Conflict with Conservation Plans

Same Conclusion (Conclusion remains NI)*: The CVGP does not include any areas covered by local conservation plans, and the project would result in no impact.*

The CVGP EIR noted that the planning area is not within an identified conservation priority area and is not subject to the provisions of any Habitat Conservation Plan or other conservation plan for the region.

The project site is within the Castro Valley area and is not within an area subject to the provisions of a conservation plan. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar regional conservation plan applies to the project site. The project would have no impact on conflict with conservation plans.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to conflict with conservation plans than analyzed in the CVGP EIR.

E. Cultural and Tribal Cultural Resources

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5	LTS	■	□	LTS
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	LTS	■	□	LTS
c) Disturb any human remains, including those interred outside of formal cemeteries	LTS	■	□	LTS
d) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	LTS	■	□	LTS
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NI	■	□	NI

Cultural and Tribal Cultural Resources Setting Changes from the CVGP EIR

Since the CVGP EIR, the Native American Historic Resource Protection Act (Assembly Bill 52 or AB 52) was passed, which is intended to minimize conflict between Native American and development interests. AB 52 adds "tribal cultural resources" to the specific cultural resources analyzed under CEQA. As had been standard practice at the time, the CVGP EIR considered tribal cultural resources as part of the cultural resources analysis, so they are discussed in this section. Paleontological Resources are now included under the Geology and Soils section, but are addressed here as they were in the CVGP.

Discussion

a) Historical Resources

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.12-1 and the less-than-significant conclusion as no known historical resources would be demolished, relocated, or materially altered.*

CVGP EIR Conclusions

The Castro Valley area includes sites and structures associated with the area's cultural history and development, some of which may meet the criteria for inclusion in the California Register of Historic Places. The CVGP EIR concluded under Impact 3.12-1 that new development under the CVGP has the potential to adversely affect historic resources through demolition or alteration; however, that with compliance with policies and actions in the CVGP requiring project-specific review processes, the impact on historical resources would be less than significant.

To reduce potential impacts to historical resources, the CVGP requires that projects contact the Northwest Information Center (NWIC) for a records search as part of environmental review to determine whether known historical resources are present at the project site (Action 5.6-4). Because there are no known historical resources at the project site (see Project Analysis below), none of the CVGP policies or actions under this topic apply to the project so are not listed here.

Project Analysis

The project site address is not listed on the Alameda County Register's *Alameda County Landmarks & Contributing Buildings Identified in 2005-2008 Comprehensive Survey*, which is a list of properties that are potentially eligible to be included on the California Register of Historical Resources, pending a site-specific historic assessment.[12] The records search from NWIC, dated January 7, 2025, (see Attachment B) concluded that there were no known historical resources at the project site, though maps depict some church development on the project site in 1959.

While the two permanent buildings on the project site, the former church and the MPR, are presumably of historic age, neither is registered as a local, state or federal historic resource, nor have they been formally determined eligible for listing in the California Register of Historical Resources, and demolition or exterior modification of either building is not proposed as part of this project. No other buildings or permanent structures would be affected, beyond removal of the portable buildings and playground

[12] Alameda County, June 2005, Alameda County Landmarks & Contributing Buildings Identified in 2005-2008 Comprehensive Survey.

equipment currently used by the school, which are not historic resources. Therefore, the project would have a less than significant impact on historical resources.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to historical resources than analyzed in the CVGP EIR.

b-d) Archaeological Resources. Tribal Cultural Resources, and Human Remains

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impacts 3.12-1 and 3.12-2 and the less-than-significant conclusion as the project would be required to comply with regulations intended to minimize impacts to archaeological resources and human remains and would implement project-specific conditions of approval consistent with AB 52 consultation.*

CVGP EIR Conclusions

Previously unknown archaeological resources could be encountered during project construction involving ground-disturbing activities. According to the NWIC, development in the overall Castro Valley area has a high potential to uncover previously unknown archaeological resources. The CVGP EIR determined under Impacts 3.12-1 and 3.12-2 that future development under the CVGP would result in less than significant impacts on archaeological resources, tribal resources and human remains with implementation of project-level review and compliance with applicable State regulations and the following project-relevant CVGP policy:

> Policy 5.6-3 Consider Cultural Resources in Development Review Process. Integrate consideration of historical and cultural resources into the development review process to promote early resolution of conflicts between cultural resources preservation and other community goals and objectives.

Project Analysis

The project does not propose any subterranean floors and would require minimal grading of previously disturbed soils to level the site for building pads. Other ground disturbance would be limited to trenching for utilities associated with replacement of existing portable classroom structures or minimal grading for playground equipment.

A records search was requested from NWIC, in compliance with CVGP Action 5.6-4. In their letter dated January 7, 2025, (see Attachment B) the NWIC concluded that there were no known archaeological resources at the project site and there is a low potential for archeological resources, including tribal cultural resources, to be discovered on the site.

A record search of the Native American Heritage Commission Sacred Lands File was completed for the project, and their letter dated December 19, 2024, indicated there are no known sacred lands present in the vicinity of the site (see Attachment B). Consistent with AB 52 requirements requiring tribal notification, Alameda County sent consultation letters to local tribal representatives on January 27, 2025. The Confederated Villages of Lisjan Nation requested the inclusion of Conditions of Approval in the case of inadvertent discovery (see below). The Costanoan Northern Valley Yokut tribe requested that cultural sensitivity training was provided to the crew before construction, formalized as a Condition of Approval (see below). No further consultation was requested and no tribes requested formal consultation meetings.

While grading for this project is expected to be minimal, any ground disturbance has the potential to result in unanticipated discovery of archaeological resources. CVGP Policy 5.6-3 requires development to integrate consideration of cultural resources into the review process to promote early resolution of conflicts between cultural resources preservation and other community goals and objectives. In coordination with the Confederated Villages of Lisjan Nation, the following Condition of Approval would be required for the project:

> Condition of Approval to implement CVGP Policy- 5.6-3: Inadvertent Discovery of Tribal Cultural Resources. If cultural resources of Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until an archeologist has evaluated the nature and significance of the find as a historic property and a representative from the Confederated Villages of Lisjan Nation is consulted by the County. If the entity in consultation with the consulting Tribe(s), determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, the entity shall retain a qualified archeologist and a Tribal monitor, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for Tribal Cultural Resources include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery.

In coordination with the Costanoan Northern Valley Yokut tribe, the following Condition of Approval would be required for the project:

> Condition of Approval to implement CVGP Policy- 5.4-3: Archaeological Sensitivity Training. In anticipation of discovery of unknown archaeological resources during construction, Archaeological Sensitivity Training shall be carried out by a qualified archaeologist for all personnel who will engage in ground disturbing activities on the site. The training shall be conducted at the start of construction and prior to ground disturbance. The training shall include suitable photographic materials showing the kinds of artifacts and evidence of prehistoric archaeological sites likely to be found in the area, as well as written and verbal descriptions for archaeological resources and signs of potential archaeological discovery. The training shall also include written materials describing what to do in the event of a discovery, or suspected discovery of archaeological resources.

If previously unidentified human remains are discovered, the project would be required to comply with applicable State regulations, such as Section 7050.5 of the California Health and Safety Code/Section 5097.98 of the Public Resources Code that deal with discovery of human remains, including requirements for consultation with appropriate Native American individuals for disposition of the remains. Per tribal request, in the event of the discovery of human remains, the following coordination with the Confederated Villages of Lisjan Nation would be required, formalized as a Condition of Approval:

> Condition of Approval to implement Section 5097.98 of the Public Resources Code: Inadvertent discovery of human remains. If human remains are encountered during construction and ground disturbing activities, all work within 100 feet of the remains should be redirected and the County Coroner notified immediately. At the same time, an archeologist shall be contacted to assess the situation. If the human remains are of Native American origin, the Coroner must notify the Native

American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and any associated funerary objects. There shall be no pictures taken or testing done on the Native American human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD and/or Tribal representative. Upon completion of the archeologist's assessment, a report should be prepared documenting methods and results, as well as recommendations regarding the treatment of the human remains and any associated archeological materials. The report should be submitted to the lead government agency, the NWIC and the consulting Tribe. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial is to be kept confidential and secure to prevent any further disturbance.

Given the limited ground disturbance of the project and the low sensitivity to unknown archaeological or tribal cultural resources, and with implementation of the required Conditions of Approval, the impact would be less than significant for this project.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to archaeological resources, tribal cultural resources and human remains than analyzed in the CVGP EIR.

e) Paleontological Resources

Same Conclusion (Conclusion remains NI)*: The CVGP EIR concluded that the CVGP planning area does not include any known significant paleontological resources, and the project would result in no impact.*

CVGP EIR Conclusions

The CVGP EIR noted that no known significant paleontological resources exist in the Castro Valley area.[13]

Project Analysis

The project site is generally flat and already fully developed; there are no unique geologic features at the site. There are no known paleontological resources in the immediate vicinity. The project site is underlain by Holocene-age alluvial fan and fluvial deposits, which are generally considered too young to contain significant fossils.[14] Holocene-age deposits in Alameda County are considered to have low paleontological sensitivity. There is no excavation proposed, and minimal grading, so the project would not substantially disturb native soil. The project would have no impact on paleontological resources.

[13] Castro Valley, 2012, Castro Valley General Plan EIR, page 3.12-9.

[14] Helley and Graymer, 1997, Quaternary Geology of Alameda County and Surrounding Areas, California.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to paleontological resources than analyzed in the CVGP EIR.

F. Geology and Soils

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault ii. Strong seismic ground shaking iii. Seismic-related ground failure, including liquefaction iv. Landslides	LTS	■	□	LTS
b) Result in substantial soil erosion or the loss of topsoil?	LTS	■	□	LTS
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	■	□	LTS
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	LTS	■	□	LTS
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	■	□	NI

This section utilizes information from the Geotechnical Investigation prepared for the applicant by Rockridge Geotechnical, dated March 27, 2026, available as part of the project application materials and incorporated by reference.

Discussion

a-i) Seismic Hazards (Fault Rupture)

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with no significant impact conclusion of the CVGP EIR as the project would not be located within an active fault trace where new buildings would be sited.*

CVGP EIR Conclusions

A significant impact could occur if new structures under the CVGP were located across a known active earthquake fault, as shown on the most recent Alquist-Priolo Earthquake Fault Zone map, as ground rupture during an earthquake could damage structures and pose a safety risk. The CVGP Draft EIR concluded that the CVGP would have no impact in regard to fault rupture, as no faults were included in the original planning area, however the planning area analyzed in the CVGP Draft EIR was modified in the Final EIR to encompass a larger geographic area, including the project site. The CVGP Final EIR acknowledged that the new planning area would now include fault lines, but continued to assume no development would be proposed in a way that would result in significant risk to structures or people due to fault rupture. Section 15.36.320 of the ACCO and Action 10.3-1 of the CVGP require a geotechnical report for projects within an earthquake fault zone or seismic hazard zone.

> Action 10.3-1 Geotechnical Study Requirements. Require geotechnical studies prior to development approval in geologic and/or seismic hazard areas identified in Figure 10-4, Soils and Seismic Hazards, or as identified by future studies by federal, state, and regional agencies. Require or undertake comprehensive geologic and engineering studies for critical structures regardless of location. Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.

Project Analysis

The California Legislature passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 to mitigate the hazard of surface faulting to structures for human occupancy.[15] The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. Local agencies must regulate most development in fault zones established by the State Geologist. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, the city or county with jurisdiction must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active or potentially active faults. The edge of the Alquist-Priolo Fault Zone runs through the project site from the southern corner of the lot to the northeast edge of the church (see Figure 3).[16] As at least a portion of the project site parcel is within an earthquake fault zone, the entire

[15] California Division of Mines and Geology, 1997 revision, Fault-Rupture Hazard Zones in California, DMG Special Publication 42.

[16] California Department of Conservation, Earthquake Zones of Required Investigation Map. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/

parcel is highlighted on the Department of Conservation's Earthquake Zones of Required Investigation map, and therefore the project is required to complete a geotechnical study per ACCO Section 15.36.320 and CVGP Action 10.3-1.

The required Geotechnical Investigation was completed by Rockridge Geotechnical for the applicant (incorporated by reference and available as part of the project files) and reviewed for this analysis. The Geotechnical Investigation found that the footprint of the new project buildings would not fall within the designated Fault Zone (see Figure 3). No habitable structures would be constructed across an active fault trace. No new buildings would be constructed within the Alquist-Priolo Earthquake Fault Zone and therefore the project's impact in regard to fault rupture would be less than significant.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to fault rupture than analyzed in the CVGP EIR.

a-ii, -iii, -iv) Seismic Hazards (Ground shaking, liquefaction, landslides)

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.9-1, and the less-than-significant conclusion as the project would be required to comply with all applicable regulations regarding construction and geotechnical engineering and would incorporate site-specific geotechnical recommendations.*

CVGP EIR Conclusions

A significant impact could occur if development under the CVGP were built in such a way that it would collapse or sustain damage with substantial potential to cause injury, loss of life, or substantial property damage in the event of strong earthquake ground shaking or related seismic hazards. The CVGP EIR determined under Impact 3.9-1 that the proposed development under the CVGP would not have a significant impact on seismic hazards, as all new development projects would be required to comply with the current California Building Code (CBC), as well as CVGP policies and actions and the ACCO, which all contain measures to minimize danger from seismic hazards. Chapter 15.08 ("Building Code") of the ACCO, which implements the CBC and includes certain local amendments to address special conditions within the County including geological and topographical features, requires that foundations and other structural support features would be designed to resist or absorb damaging forces from strong ground shaking, liquefaction, and subsidence.

Project Analysis

As discussed above, the project is required to prepare a site-specific geotechnical report for review and approval by the County, and to incorporate the recommended actions during construction.

The required Geotechnical Investigation was completed and it determined that other than the fault zone mentioned above, the project site is not otherwise in a seismic hazard zone, but is in a seismically active region as is true of all development in the region, and therefore the project site is anticipated to experience strong to violent ground shaking from seismic events within the project's lifetime.

The project site is not in a designated liquefaction hazard zone, and the Geotechnical Investigation confirmed that the soils on the project site have a low potential for liquefaction, as well as lateral spreading, and seismic densification.

The project site is not in a designated landslide zone, of which the closest is located east of the project site on Saratoga Street.

Consistent with conclusions in the CVGP EIR, the potential seismic hazards would be minimized by following recommendations in the Geotechnical Investigation, as well as the CBC, as required under the ACCO and CVGP, and therefore the project's impact due to groundshaking, liquefaction and landslides would be less than significant.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to seismic hazards than analyzed in the CVGP EIR.

b) Soil Erosion

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.9-3 and the less-than-significant conclusion as the project would be required to comply with all applicable regulations intended to minimize erosion during construction and operation of new development and would not involve grading beyond what is typical for similar school improvement projects.*

CVGP EIR Conclusions

New development under the CVGP would have the potential to result in soil erosion due to grading or inadequate erosion control during construction activities, the removal of vegetation, or stormwater runoff during operations. The CVGP EIR determined under Impact 3.9-3 that development under the CVGP would not have a significant impact on soil erosion, as all new development projects would be required to comply with ACCO Section 15.36.600, which contains measures to reduce soil erosion and loss of topsoil, and the following project-relevant CVGP policies:

> Action 10.2-3 San Francisco Bay Regional Water Quality Control Board. Continue to ensure that all construction and development activities comply with all applicable San Francisco Bay Regional Water Quality Control Board (RWQCB) stormwater and water quality requirements, including the NPDES C.3 requirements related to post-construction stormwater runoff. These requirements may include but not be limited to:
>
> - Preparation and implementation of a stormwater pollution prevention plan (SWPPP); and
> - Adoption and implementation of effective best management practices (BMPs).
>
> Action 10.2-4 Alameda Countywide Clean Water Program Stormwater Quality Management Plan.
>
> - Ensure compliance with the Alameda Countywide Clean Water Program (ACCWP) Stormwater Quality Management Plan.
> - Require development and redevelopment projects to prepare and implement site-specific plans that control and manage stormwater runoff and quality through the incorporation of appropriate source controls, site design strategies, and post-construction stormwater treatment.
>
> Action 10.2-7 Grading and Construction Activities. Restrict grading and construction activities to dry periods, whenever feasible. Require additional erosion prevention measures during the wet weather period from mid- October through mid-March, unless emergency and maintenance action is necessary to protect life and property is required.

All new development would be required to meet federal, State, regional, and local stormwater requirements, including site design, stormwater treatment, stormwater infiltration, peak flow reduction, and trash capture.

Project Analysis

Construction activities, particularly grading and site preparation, can result in erosion and loss of topsoil. Consistent with CVGP Action 10.2-3, the project would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity, Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Coverage under the NPDES Permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and incorporation of site-specific best management practices (BMPs) to reduce erosion and loss of topsoil during construction.

In compliance with CVGP Action 10.2-7, BMPs such as straw wattles, silt fencing, concrete washouts, and storm drain inlet protection would be implemented during construction, to further reduce erosion and loss of topsoil. Post construction soil erosion would be controlled by implementation of approved landscape and irrigation plans, consistent with CVGP Action 10.2-4.

With adherence to applicable regulatory requirements, including implementation of a SWPPP and erosion control measures required under existing regulations, project-related soil erosion impacts would be less than significant.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to soil erosion than analyzed in the CVGP EIR.

c, d) Unstable and Expansive Soils

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.9-2 and the less-than-significant conclusion as the project would be required to comply with all applicable regulations regarding construction and geotechnical engineering and would implement site-specific foundation design recommendations.*

CVGP EIR Conclusions

New development under the CVGP would have the potential to have a significant impact if it were located on unstable or expansive soils, which could result in building settlement, foundation cracking, slope failure, or other structural damage, posing risks to safety and property. The CVGP EIR concluded under Impact 3.9-2 that such development would not result in significant impacts due to unstable or expansive soils because as part of the construction permitting process, the County requires completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions, including liquefaction, subsidence and collapse, and to address these issues during construction. All new development projects would be required to comply with the CBC and building permit requirements as required by Chapter 15.08 (“Building Code”) of the ACCO, which addresses development on areas containing unstable geologic units or in areas where soil is unstable, including the requirement of a site-specific foundation investigation if unsuitable soil conditions are present.

Project Analysis

The Geotechnical Investigation completed for the applicant determined that the project site contains highly expansive near surface soils that could change volumes during seasonal fluctuations in moisture content. This could cause cracking and movement of foundations and slabs if not properly constructed. The Geotechnical Investigation recommends that the buildings be constructed on either a mat foundation or on individual spread footings at interior column locations and continuous, deepened perimeter footings. This would reduce total settlement of the buildings to less than an inch, and differential static settlement to less than ½-inch, over a horizontal distance of 30 feet. These recommendations would be incorporated into project design and construction. The Geotechnical Investigation characterized the site's geotechnical characteristics and confirmed that the site is buildable. An updated, design-level Geotechnical Report would be required during the full design stage/building permits/construction as standard practice. As standard procedure for construction permits, the project is required to comply with design-level geotechnical analysis.

Consistent with the CVGP EIR, the project would be required to comply with the CBC and building permit requirements as required by the ACCO, including any project-specific geotechnical recommendations to address ground improvement and proper design and construction techniques to minimize impacts from unstable or expansive soils.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to unstable or expansive soils than analyzed in the CVGP EIR.

e) Septic Tanks

Same Conclusion (Conclusion remains NI)*: The project would not use septic tanks, and would therefore be consistent with the CVGP EIR conclusion of no impact.*

The project would connect to the County sewer system and would not use any septic tanks; therefore, the project would have no impact related to septic tanks.

G. Greenhouse Gas Emissions and Energy

Would the Project:	CVGP EIR Findings	Relationship to GPU EIR Findings: Equal or Less Severe	Relationship to GPU EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	LTS	■	□	LTS
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	LTS	■	□	LTS
c) Result in potentially significant environmental impacts due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operation	LTS	■	□	LTS
d) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LTS	■	□	LTS

GHG and Energy Setting Changes from the CVGP EIR

Since analysis of the CVGP EIR, Alameda County adopted the Alameda County (Unincorporated Areas) Community Climate Action Plan (CCAP) in 2014, which addresses reduction of GHG emissions through 37 local programs and policy measures related to transportation, land use, building energy, water, waste, and green infrastructure.

BAAD has updated their thresholds of significance by eliminating the use of quantitative emission thresholds and replacing them with a qualitative checklist of compliance. These updated thresholds provide a straightforward method for determining whether a project's GHG emissions would be consistent with GHG reduction strategies by applying action items from local and/or regional analysis to leverage their comprehensive quantifications without having to re-do involved quantification for every individual development project. Projects must now demonstrate consistency with either a qualified local GHG reduction plan or the BAAD-listed criteria (see Project Analysis below) to avoid a finding of a significant impact.

Since the CVGP EIR, the CEQA Guidelines have been updated to include Energy as a separate section. The CVGP EIR analyzed GHG and energy under the same impact, so that is how they're discussed here.

Discussion

a,b) GHG Emissions, Consistency with Reduction Plans, Energy and Energy Plans

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.14-1 and the less-than-significant conclusion because the project would comply with applicable BAAD project design elements and would not substantially increase greenhouse gas emissions beyond levels anticipated in the CVGP EIR.*

CVGP EIR Conclusions

New development under the CVGP would increase the number of residents and employees in Castro Valley, and would have the potential to increase GHG emissions due to the resultant increased vehicular traffic and building use such as utilities and maintenance. The CVGP EIR (Impact 3.14-1) determined that the development under the CVGP would have a less than significant impact on GHG emissions, consistency with GHG emission reduction plans, energy use, and conflict with energy efficiency plans, as all new projects would be required to be consistent with the CCAP and comply with the following project relevant CVGP actions and policies that reduce GHG emissions:

> Policy 12.2-4 Energy Efficiency. Encourage improvement to the energy efficiency of new and remodeled buildings in Castro Valley.
>
> Action 12.2-4 Green Building Standards. New construction and remodels that exceed specified thresholds shall comply with the County's Green Building Ordinances.
>
> Policy 9.3-2 Water Conservation. Support efforts to conserve water by encouraging new development to incorporate measures that will reduce water usage and by educating the public about the importance of water conservation.
>
> Action 9.3-3 Landscaping. Encourage all new development to comply with the Bay Friendly Landscaping Guidelines.
>
> Policy 9.6-1 Support Increased Landfill Diversion. Promote waste reduction and recycling to divert increasingly larger proportions of the waste stream from the Alameda County landfills.

Other listed actions and policies relate to increasing development near transit, increasing mixed use development, reducing dependence on automobiles, and preserving natural habitat.

The CVGP EIR projected the GHG emissions would be 5.72 metric tons (MT) CO_{2e} per service population in 2025, which is less than the 6.6 MT threshold that was used at the time of analysis. The CVGP EIR concluded that the CVGP would have a less than significant impact on GHG emissions. As noted above, the CVGP EIR analysis used a programmatic quantitative thresholds that was in place at the time. As reflected in the analysis below, BAAD's updated qualitative thresholds, which demonstrate consistency with broader GHG reduction strategies apply to development projects such as the proposed project.

Project Analysis

GHG emissions

The project would be required to comply with all applicable regulations during construction, including anti-idling of diesel equipment and diversion of construction debris. With regulatory compliance, the

project would not have a significant impact on GHG emissions during construction because construction-related emissions would be temporary and limited in duration.

Since the CVGP EIR, BAAD issued new Guidelines (April 2022) including qualitative thresholds for review of development projects. Criterion B would consider a project to be less than significant if it is consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). For purposes of assessment of a General Plan with a CAP component, the new threshold requires the CAP to meet the statewide GHG reduction targets of 40 percent by 2030 and to achieve carbon neutrality by 2045. The current Alameda County Community CAP does not meet the requirements for a qualified GHG reduction plan, and therefore the project would be compared to Criteria A:

A. Projects must include, at a minimum, the following project design elements:

1. Buildings

a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation

a. Achieve compliance with electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

b. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

i. Residential projects: 15 percent below the existing VMT per capita

ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

The project would comply with all required design elements of Criteria A:

1a: The project would not include any natural gas appliances or natural gas plumbing.

1b: The project would not result in any wasteful inefficient or unnecessary electrical usage because the project would be required to comply with Title 24 and CALGreen energy efficiency standards.

2a: The project would be restriping an existing parking lot and would not be required to comply with CALGreen Tier 2 EV requirements.

2b: The project would not result in a substantial increase in VMT per capita compared to existing conditions, as discussed in the Transportation section, because the project would occur at an existing school site and would not substantially change trip generation patterns.

Using the applicable current GHG thresholds, the project would be compliant with the project design elements in Criteria A of BAAD's thresholds and would therefore have a less than significant impact on GHG emissions.

GHG Reduction Plans

In addition to being consistent with BAAD project design criteria as discussed above, the project would be consistent with the following applicable strategies and measures from the CCAP and would not impede or obstruct any other strategy or measure. Related relevant CVGP policies and actions, listed in full above, are also referenced in the discussion of consistency below.

Measure E-8: Renew the County Green Building Ordinance / Policy 12.2-4 Energy Efficiency / CVGP Action 12.2-4 Green Building Standards

Consistent – The project would be required to comply with the County's Green Building Ordinance, meeting specific green building standards, including energy efficiency.

Measure WT-1: Encourage residents and businesses to conserve water in existing buildings and landscapes / CVGP Policy 9.3-2 Water Conservation

Consistent - The project would be required to comply with the East Bay Municipal Utility District's (EBMUD) and CALGreen's water efficiency regulations, and the state's Model Water Efficiency Landscape Ordinance to reduce indoor and outdoor water use.

Measure WT-2: Require new landscape projects to reduce outdoor potable water use by 40 percent / CVGP Action 9.3-3 Landscaping

Consistent - The project would be required to comply with indoor and outdoor potable water use requirements in the most recent iteration of CALGreen.

Measure WS-1: Increase solid waste reduction and diversion to 90 percent by 2030 / CVGP Policy 9.6-1 Support Increased Landfill Diversion

Consistent - The project would be required to comply with Alameda County's Waste Program, which outlines requirements for mandatory recycling as well as organic wastes recycling pursuant to SB 1383.

Measure WS-2: Strengthen the Construction and Demolition Debris Management Ordinance.

Consistent – The project would be required to comply with Section 4.38.030 of the ACCO, which requires at least 75 percent diversion of asphalt, concrete, and earth debris and at least 50 percent of diversion for other debris generated during construction activities.

Measure WS-3: Develop a food waste collection program and adopt an ordinance that requires all household and commercial food wastes and food-soiled paper to be placed in organics carts.

Consistent: The project would be required to comply with organic waste recycling requirements pursuant to SB 1383.

The project would be consistent with State and regional GHG reduction plans, as follows:

Regional Climate Action Plan and Climate Ready Fremont

See the Air Quality section for an analysis of the project's consistency with the regional CAP. Additionally with respect to GHG emissions, the CAP includes the goal to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. This is consistent with the target reductions intended to be met by BAAD thresholds. As demonstrated above, the project would meet BAAD thresholds (criterion A) and would therefore be consistent with the GHG emissions reduction goal of the regional CAP.

Climate Change Scoping Plan

The California Air Resources Board's (CARB) Climate Change Scoping Plan outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32 and SB 32. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. The proposed project would adhere to the programs and regulations identified by the Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. For example, the new buildings under the proposed project would meet the applicable CALGreen and Building Energy Efficiency standards and be built for all-electric energy use.

CARB works with the metropolitan planning organizations, which in the Bay Area includes the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets.

Sustainable Communities Strategy – Plan Bay Area 2050

Adopted in October 2021 by the MTC and ABAG, Plan Bay Area 2050 includes the region's Sustainable Communities Strategy (SCS) and the Regional Transportation Plan. Plan Bay Area 2050 provides transportation and environmental strategies to continue to meet the regional GHG reduction targets set by CARB. The Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in Growth Geographies. Growth Geographies are generally areas where there are existing services and infrastructure to accommodate growth.

The Plan Bay Area 2050 Consistency Checklist is provided to help assess consistency of a development project.[17] The Checklist is more applicable to residential or high-employment

[17] ABAG/MTC, *Checklist: Plan Bay Area 2050 Consistency for Development Projects*, available at: https://mtc.ca.gov/digital-library/5023230-checklist-plan-bay-area-2050-consistency-development-projects.

commercial development than to a school. Nevertheless, the project would support Strategy EN4: Maintain urban growth boundaries, as the project site is in the CVGP planning area, and would not otherwise obstruct any other strategies.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to greenhouse gas emissions than analyzed in the CVGP EIR.

Energy

The project would use energy during short-term construction, activities, primarily in the form of diesel fuel (e.g., mobile construction equipment), gasoline (e.g., vehicle trips by construction workers), and electricity (e.g., power tools). Energy would also be used for conveyance of water used in dust control, transportation and disposal of construction waste, and energy used in production and transport of construction materials. There would be nothing unusual about the project that would cause energy use to be inefficient, wasteful, or unnecessary during construction because construction methods and equipment would be typical of similar school projects.

During operation, energy demand from the project would include fuel consumed by staff and students' families' vehicles, and electricity consumed by the proposed structures, including lighting, water conveyance, heating and air conditioning. Although student enrollment would increase, the project would replace 6 portable school buildings with 2 new buildings that would comply with all standards of Title 24 of the California Code of Regulations, and CALGreen, as applicable, aimed at the incorporation of energy-conserving design and construction, increasing energy efficiency over existing conditions. The project would not use natural gas appliances or plumbing.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to energy use than analyzed in the CVGP EIR.

H. Hazards and Hazardous Materials and Wildfire

	CVGP EIR Findings	Relationship to CVGP EIR Findings:		Project Conclusions:
		Equal or Less Severe	New or Substantial Increase in Severity	Resulting Level of Significance
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	LTS	■	□	LTS
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	LTS	■	□	LTS
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	LTS	■	□	LTS
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	LTS	■	□	LTS
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area	NI	■	□	NI
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	NI	■	□	NI
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires	LTS	■	□	LTS

Hazardous Material Setting Changes from the CVGP EIR

Since the CVGP EIR, the CEQA Guidelines have been updated to include more detailed threshold questions related to wildfire impacts in its own section. As had been standard practice at the time, the CVGP EIR considered wildfire risk as part of the hazards and hazards materials section, so this topic is discussed here. The expanded wildfire considerations apply to projects in areas that are very high fire severity zones, which does not apply to the project (see discussion under item "g" below), so are not further detailed.

Discussion

a) Routine Hazardous Materials Use

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR Impact 3.11-1 and the less-than-significant conclusion related to the routine transport, use or disposal of hazardous materials because the project would not involve hazardous materials use beyond typical construction- and school-related activities and would be required to comply with applicable regulations related to hazardous materials handling.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP substantially increases routine hazardous materials use or exposure—particularly near sensitive receptors—in a manner that exceeds regulatory controls or creates a reasonably foreseeable risk to public health or the environment. The CVGP EIR determined under Impacts 3.11-1 and 3.11-2 that development under the CVGP would not have a significant impact on routine hazardous materials use, as all new development projects would be required to comply with applicable federal and State regulations, as well as CVGP policies and actions and the Alameda County Safety Element, which all contain measures to reduce the risk to the public or the environment from the routine handling of hazardous materials. Federal, State, and regional agencies that regulate hazardous materials include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), U.S. Department of Transportation (USDOT), Department of Toxic Substances Control (DTSC), California Department of Transportation (Caltrans), California Highway Patrol (CHP), local Certified Unified Program Agency (local CUPA), and BAAD. Because the project would not be expected to use hazardous materials beyond common household or landscaping substances, none of the CVGP policies or actions under this topic apply to the project so are not listed here.

Project Analysis

Construction of the project would involve the routine management of some hazardous materials that could pose a threat to human health or the environment if not properly managed or if accidentally released. This may include the use of fuels, lubricants, and other hazardous materials associated with heavy construction and associated equipment. The replacement of existing portable classroom structures with permanent modular buildings would involve standard construction activities and would not introduce specialized hazardous materials handling. All construction activities are required to conform with Title 49 of the Code of Federal Regulations, U.S. Department of Transportation, State of California, and local laws, ordinances, and procedures related to the routine handling of typical construction hazardous materials. With compliance with applicable regulations, the project would have a less than significant impact during construction.

A school would be anticipated to utilize small amounts of typical household hazardous materials, such as cleaning products and landscape chemicals. Increased enrollment would not materially change the type

or quantities of hazardous materials used onsite. A project of this type would not be expected to store or use such chemicals at reportable quantities (i.e., not more than 55 gallons of a liquid, 200 cubic feet of a gas, or 500 pounds of a solid). With the use of small quantities of typical household hazardous materials consistent with manufacturers' labeling, the project would have a less than significant impact during operations.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to routine hazardous materials use than analyzed in the CVGP EIR.

b) Risk of Upset

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.11-2 and the less-than-significant conclusion related to hazardous materials upset risk because the project would not involve demolition of permanent structures, is not located on a contaminated site, and would comply with applicable regulations.*

CVGP EIR Conclusions

A significant impact would occur if development under the CVGP exposed sensitive receptors to hazardous materials during construction activities due to contaminated soil or groundwater, or toxic building materials during demolition. The CVGP EIR determined under Impact 3.11-2 that development under the CVGP would not have a significant impact, as all new development projects would be required to comply with applicable federal and State regulations, as well as CVGP policies and actions and the Alameda Couty Safety Element, which all contain measures to reduce the risk to the public or the environment from the accidental upset of hazardous materials. Because the project does not involve demolition and the site does not contain known hazardous materials occurrences, none of the CVGP policies or actions under this topic apply to the project so are not listed here.

Project Analysis

There are no known historical environmental conditions that would require regulatory oversight or additional safety measures to protect workers or the public during project construction due to contaminated soil or water at the site, nor is the project site a site on the Cortese list as a location of hazardous materials release. Please see subsection d for further discussion of soil and groundwater contamination at the project site.

The project would be required to comply with the California Code of Regulations. Title 8 contains requirements for public and worker protection, including equipment requirements and accident prevention. If excavated soil is found to contain previously unknown contaminants, the soil would be regulated under Title 22.

The project involves the removal of portable buildings, and does not include the demolition of any buildings, as the current school buildings are portable, and would therefore not release hazardous building materials due to the demolition of old buildings. However, if any portable structures contain regulated materials (e.g., asbestos-containing materials or lead-based paint), removal would be required to comply with applicable regulations.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to risk of upset than analyzed in the CVGP EIR.

c) Hazardous Materials Near Schools

Same Conclusion (Conclusion remains LTS): *The project would be consistent with the less than significant impact conclusion of the CVGP EIR, as the project site would not handle large quantities of hazardous waste and would not introduce new hazardous material–generating uses near an existing school.*

CVGP EIR Conclusions

A significant impact could occur if new development under the CVGP sited facilities with substantial hazardous materials use near an existing school. The CVGP EIR did not specifically analyze the impact of the CVGP in regard to hazardous materials near schools, but a less than significant conclusion can be reasonably assumed by the overall less than significant impact of all hazardous materials topics and as the CVGP does not propose any industrial land use within the Castro Valley area. This conclusion is also supported by the absence of land use designations allowing hazardous industrial activities adjacent to school uses.

Project Analysis

The project site is an existing elementary school and would remain in operation as an elementary school after the project. The project would handle typical small quantities of hazardous materials used for cleaning and maintenance. The increase in enrollment would not change the nature of onsite uses or introduce hazardous material–intensive activities. Use as a school would not be considered a use that would generate hazardous materials or hazardous emissions.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to hazardous materials near schools than analyzed in the CVGP EIR.

d) Hazardous Materials Site

Same Conclusion (Conclusion remains LTS): *The project would be consistent with CVGP EIR Impact 3.11-2 and the less-than-significant conclusion related to a known hazardous materials site as the project is not a known hazardous materials site because the project site is not listed on the Cortese List and potential off-site contamination would be addressed through regulatory compliance and conditions of approval.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP is located on sites listed pursuant to Government Code Section 65962.5 (Cortese List), because construction and occupancy could result in exposure to hazardous substances in contaminated soil or groundwater, including the potential for vapor intrusion into buildings. The CVGP EIR determined under Impact 3.11-2 that development under the CVGP would not have a significant impact, as all new development projects would be required to comply with applicable federal and State regulations, as well as CVGP policies and actions and the Alameda County Safety Element, which all contain measures to reduce the risk to the public or the

environment from contaminated sites. Action 10.4-4 requires further investigation at sites with known hazardous material occurrences:

> **Action 10.4-4 Soil and Groundwater Assessment**. Require applicants of projects in areas of known hazardous materials occurrences such as petroleum hydrocarbon contamination, USTs, location of asbestos rocks and other such contamination to perform comprehensive soil and groundwater contamination assessments in accordance with regulatory agency testing standards, and if contamination exceeds regulatory action levels, require the project applicant to undertake remediation procedures prior to grading and development under the supervision of appropriate agencies such as Alameda County Department of Environmental Heath, Department of Toxic Substances Control, or Regional Water Quality Control Board.

Project Analysis

The project site is not a site on the Cortese list.[18] Phase I and Phase II Environmental Site Assessments (ESAs) completed for the applicant by ACC Environmental Consultants, available as part of the project application materials and incorporated by reference into this document, did not find any history of contamination at the project site.

The parcel at 16210 Foothill Boulevard, adjacent to the project site, is the location of a closed leaking underground storage tank (LUST) case in the Geotracker database, due to a history of underground gasoline tanks, approximately 170 feet from the proposed project buildings.[19] Methyl tert-butyl ether (MTBE), a fuel additive, was found in the final sampling completed at the contaminated site. The adjacent property at 16240 Foothill Boulevard, approximately 65 feet from the proposed project buildings, has a historical use as a dry cleaner from approximately 1950 to 1955, and therefore poses a potential for the presence of contaminants, including perchloroethylene (PCE), that could migrate as vapor to the project site.

Policy P8 of the Alameda County Safety Element requires developers to conduct the necessary level of environmental investigation to ensure that soil, groundwater and buildings affected by hazardous material releases from prior land uses will not have a negative impact on the natural environment or health and safety of future property owners or users. Action 10.4-4 of the CVGP requires projects in areas of known hazardous materials occurrences to perform comprehensive soil and groundwater contamination assessments, and if contamination exceeds regulatory action levels, requires the project applicant to undertake remediation procedures prior to grading and development under the supervision of appropriate agencies such as Alameda County Department of Environmental Heath, DTSC, or RWQCB.

As recommended in the Phase I ESA, the Phase II ESA presents the results of subsurface sampling to test the soil and groundwater at the site. Volatile organic compounds (VOCs) were detected in groundwater at the southern boundary of the site and are attributed to the off-site sources mentioned above. The levels detected in the groundwater are below the levels that require regulatory cleanup or additional assessment, therefore no further investigation into the groundwater is recommended.

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[18] State Water Resources Control Board GeoTracker Database, website accessed 1/19/2025 at http://geotracker.waterboards.ca.gov/; Department of Toxic Substances Control EnviroStor Database, website accessed 1/19/2025 at http://www.envirostor.dtsc.ca.gov/public/.

[19] https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0600102077

Volatile gasoline constituents benzene, naphthalene, and Total Petroleum Hydrocarbons specified as gasoline-range (TPH-g) were detected in soil vapor above corresponding San Francisco Regional Water Quality Control Board (SFRWQCB) Environmental Screening Levels (ESLs) for residential properties. SFRWQCB ESLs are not regulatory cleanup levels but are an indicator that additional assessment is warranted. The source of the soil vapor impacts is attributed to offsite sources. Given the sensitive receptor nature of a school use, further assessment of soil vapor levels during construction of the new buildings is recommended.

With compliance with all applicable regulations, any potential impact would be reduced to a less than significant level. These policy and action requirements would be formalized by the following Condition of Approval to track compliance with regulatory requirements:

> Condition of Approval to implement Policy P8 of the Alameda County Safety Element and CVGP Action 10.4-4: Potential Vapor Encroachment. Before the issuance of construction permits, the project applicant shall further investigate soil vapor levels of volatile organic compounds at the site of the new buildings that could have an effect on future occupants of the project, and shall follow all recommended actions, such as installation of a vapor barrier. If contamination exceeds regulatory action levels, the project applicant would be required to undertake remediation procedures prior to grading and development under the supervision of appropriate agencies such as Alameda County Department of Environmental Heath, DTSC, or RWQCB.

This Condition of Approval would fulfill the recommendations for further assessment of soil vapors from the Phase II ESA. If unexpectedly contaminated soils were discovered during construction activities, the handling, transportation, and disposal of hazardous materials would be required to comply with the requirements and regulations set forth by the County, EPA, OSHA, USDOT, DTSC, Caltrans, CHP, local CUPA, and BAAD. With compliance with all applicable regulations, any potential impact would be reduced to a less than significant level.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to hazardous materials sites than analyzed in the CVGP EIR.

e) Airport Hazards

Same Conclusion (Conclusion remains NI)*: The project would be consistent with CVGP EIR conclusion of no impact as the project site is not within an airport land use plan.*

The closest airport to the project site is Hayward Executive Airport, located approximately 2.7 miles southwest of the project site. The project site is not within the Airport Influence Area of the airport.[20] There would be no impact from the project on airport hazards.

[20] Alameda County ALUC, September 2010, Hayward Executive Airport, Airport Land Use Compatibility Plan, Figure 3-1.

f) Emergency Response Plan

Same Conclusion (Conclusion remains NI)*: The project would be consistent with the no impact conclusion of the CVGP EIR, as the project would not impede an emergency response plan and would not alter emergency access or evacuation routes.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP were to impair the ability of emergency services to effectively respond to fires, hazardous materials incidents, or other emergencies. The CVGP EIR determined that development under the CVGP would have no impact on emergency evacuations or response, as any development project plan would be required to undergo review by the Alameda County Fire District and any internal roadways and ingress/egress for each site would be required to meet State and local standards regarding turning radius, road width, and emergency vehicle access.

Project Analysis

The project would not include any substantial changes to existing public roadways that provide emergency access to the site or surrounding area. The proposed project would be designed to comply with the California Fire Code and the Alameda County Fire District requirements that require on-site access for emergency vehicles, a standard condition for any new project approval.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to emergency access routes than analyzed in the CVGP EIR.

g) Significant Risk Involving Wildland Fires

Less Than Significant Conclusion (Conclusion remains LTS)*: CVGP EIR Impact 3.6-1 would not apply to the project as it is not located in or near fire-prone wildland areas and would therefore not result in significant risk involving wildland fires.*

CVGP EIR Conclusions

A significant impact could occur if new development under the CVGP was located in a very high fire hazard area. The CVGP EIR (Impact 3.6-1) determined that development in the northern, eastern, and southeastern areas of Castro Valley where residential areas border wooded areas would potentially have an increased risk of wildland fires. The CVGP included a Hazards Overlay District to establish regulations for new construction and expansions in those areas. The CVGP also includes policies and actions to reduce the risk of wildland fires. Because the project is not in a Hazards Overlay District none of the CVGP policies or actions under this topic apply to the project and so are not listed here.

Project Analysis

The project site is not located in a high or very high fire hazard area, and is not in a Hazards Overlay District.[21] The project would have a less than significant impact related to risk involving wildland fires.

[21] Castro Valley, 2012, Castro Valley General Plan EIR, Figure 3.6-1.

I. Hydrology and Water Quality

Would the Project:	CVGP EIR Findings	Relationship to CVGP Findings: Equal or Less Severe	Relationship to CVGP Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	LTS	■	□	LTS
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	LTS	■	□	LTS
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows	LTS	■	□	LTS
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	LTS	■	□	LTS
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS	■	□	LTS

Discussion

a) Water Quality

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impacts 3.10-1 and 3.10-3 and the less-than-significant conclusion, as the project would be required to comply with all applicable regulations related to water quality listed in the CVGP EIR and would not introduce new sources of pollutants or site conditions beyond those contemplated for infill development under the CVGP.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP would degrade surface water or groundwater quality through increased pollutant loading, erosion, or contaminated runoff, including through conflict with applicable water quality standards, Basin Plans, or stormwater permit requirements. The CVGP EIR determined under Impact 3.10-1 that development under the CVGP would not have a significant impact on water quality during anticipated construction activities, dewatering or operations. All new development projects would be required to comply with all applicable Regional Water Quality Control Board (RWQCB) regulations, as well as CVGP policies and actions, and the ACCO, including Alameda County Stormwater Permit requirements, which all contain measures to protect water quality during construction. All new development would be required to comply with federal, State, regional and local stormwater requirements, and CVGP policies and actions, and the ACCO requirements related to stormwater. The following CVGP actions would be relevant to the project:

> **Action 10.2-3 San Francisco Bay Regional Water Quality Control Board**. Continue to ensure that all construction and development activities comply with all applicable San Francisco Bay Regional Water Quality Control Board (RWQCB) stormwater and water quality requirements, including the NPDES C.3 requirements related to post-construction stormwater runoff. These requirements may include but not be limited to:
>
> • Preparation and implementation of a stormwater pollution prevention plan (SWPPP); and
>
> • Adoption and implementation of effective best management practices (BMPs).
>
> **Action 10.2-4 Alameda Countywide Clean Water Program Stormwater Quality Management Plan.**
>
> • Ensure compliance with the Alameda Countywide Clean Water Program (ACCWP) Stormwater Quality Management Plan.
>
> • Require development and redevelopment projects to prepare and implement site-specific plans that control and manage stormwater runoff and quality through the incorporation of appropriate source controls, site design strategies, and post-construction stormwater treatment.

Project Analysis

Construction activities have the potential to impact water quality through erosion and through debris and oil/grease carried in runoff which could result in pollutants and siltation entering stormwater runoff and downstream receiving waters if not properly managed. The project would be required to obtain coverage under the General Construction Permit issued by the SWRCB because construction would

disturb soil and replace existing structures. Coverage under this permit requires preparation of a SWPPP for review and approval by the County. At a minimum, the SWPPP would include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; a list of provisions to eliminate or reduce discharge of materials to stormwater; BMPs; and an inspection and monitoring program. Per standard County procedures, compliance with SWPPP requirements and BMPs would be verified during the stormwater permitting process.

The project would meet federal, State, regional and local stormwater requirements pertaining to site design, stormwater treatment, and stormwater infiltration, including both the requirements of the RWQCB and the ACCWP, and because the project would replace existing development on an already urbanized site, it would not result in a substantial increase in pollutant loading compared to existing conditions, and would not have a significant impact on water quality.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to water quality than analyzed in the CVGP EIR.

b) Groundwater

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.10-2 and the less-than-significant conclusion, as the project would be required to comply with all applicable stormwater regulations and would not increase groundwater extraction or interfere with recharge beyond conditions anticipated under the CVGP.*

CVGP EIR Conclusions

New development under the CVGP would result in a significant impact on groundwater supply if growth accommodated by the general plan would result in groundwater extraction that exceeds sustainable yield or otherwise interferes with long-term groundwater availability, or a significant impact on groundwater recharge if development resulted in increased impervious area, soil compaction, or alteration of recharge areas. The CVGP EIR determined under Impact 3.10-2 that development under the CVGP would not have a significant impact on groundwater, as new development under the CVGP is not expected to require dewatering to levels that would substantially deplete or interfere with groundwater supplies or lower the groundwater table. In addition, all new development projects requiring dewatering would be required to comply with RWQCB construction dewatering permit requirements and state requirements for pollution prevention and control. Additionally, applicable CVGP policies and actions contain measures to minimize impacts due to dewatering. The project does not involve dewatering activities; therefore, actions and policies related specifically to dewatering are not applicable and are not listed here.

Project Analysis

The proposed project would not require excavation or other activities that would require dewatering. While the project would involve replacement of existing buildings, excavation would be limited and shallow and would not intercept groundwater. The project would comply with stormwater drainage requirements and would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge because the site is already developed and the project would not result in a substantial increase in impervious surfaces, and would not have a significant impact related to groundwater.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to groundwater than analyzed in the CVGP EIR.

c) Alter Drainage

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.10-4 and the less-than-significant conclusion, as the project would be required to comply with the applicable regulations related to stormwater drainage and would not substantially increase impervious surface area compared to existing conditions.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP would substantially alter existing drainage patterns, including through increased impervious surfaces or landform modification, in a manner that would cause on-site or off-site flooding, erosion, or adverse changes in surface water flow paths; if new development substantially increase the rate or volume of stormwater runoff beyond the capacity of natural drainage systems or downstream conveyance facilities, resulting in flooding, erosion, or infrastructure damage; or if new development would exceed the design capacity of existing or planned stormwater drainage systems. The CVGP EIR determined under Impact 3.10-4 that development under the CVGP would not have a significant impact from altered drainage patterns or increased stormwater runoff, as the infill development planned under the CVGP would result in negligible changes to existing drainage patterns. In addition, all new development projects would be required to comply with applicable NPDES permit requirements and the ACCO, which governs storm drain systems and regulates post-construction stormwater runoff.

Project Analysis

The project site is currently developed and is partially covered in impervious surfaces and would remain so under project conditions with a similar overall drainage pattern as existing conditions. As discussed under the Inundation topic below, the project is not located in a flood hazard zone and would therefore not redirect flood waters.

Through compliance with applicable regulations from the ACCO and NPDES Construction General Permit, runoff from the project site would be the same or reduced from that existing because post-construction runoff would be managed through required treatment and flow control measures, and would not cause erosion, siltation, pollution, or flooding and as discussed above, changes to on-site conditions would meet applicable requirements and would not exceed capacity of the stormwater drainage system or result in on- or off-site flooding. The project would not cause a significant impact due to altered drainage.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to altered drainage than analyzed in the CVGP EIR.

d) Inundation

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.10-5 and the less-than-significant conclusions related to inundation as the project will not place new structures within the 100-year flood hazard zone or a location with potential for flooding due to levee or dam failure or sea level rise and would not expose additional people or structures to flood hazards.*

CVGP EIR Conclusions

If new development is constructed in an area designated as a floodplain or subject to flooding, or in an area at danger of being inundated by a dam or levee failure or a seiche or tsunami, a significant impact could occur. The CVGP EIR determined under Impact 3.10-5 that development under the CVGP would not have a significant impact on inundation, as all new development in flood hazard zones would be restricted unless otherwise allowed under Alameda County development code, and that dams and reservoirs in the planning area are too small to cause a significant impact. It also concluded that area lakes are too small for seiches, and the planning area is too far inland to be impacted by a tsunami.[22]

Project Analysis

Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), no portion of the project site is located within 100-year flood hazard boundaries, a Special Flood Hazard Area (100-year floodplain), or other Areas of Flood Hazard (e.g., the 500-year [or 2%] flood zone).[23]

The project site is more than 3 miles inland and not in an area that has potential for flooding from a tsunami or sea level rise based on current best available data. The project would not have a significant impact on inundation.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to inundation than analyzed in the CVGP EIR.

e) Water Plans

Same Conclusion (Conclusion remains LTS)*: While not specifically analyzed in the CVGP EIR, the current project would not conflict with water quality or groundwater plans, and would have a less than significant impact because it would be subject to and comply with all applicable adopted plans and regulations.*

CVGP EIR Conclusions

At the time CVGP EIR was analyzed, Hydrology significance criteria under CEQA did not specifically address conflict with water quality or groundwater management control plans.

Project Analysis

The applicable Water Quality Control Plan in the project vicinity is the San Francisco Bay Basin Plan under the San Francisco Bay RWQCB. The project would be required to comply with all applicable State and local regulations related to water quality standards such as Provision C.3 requirements of the Municipal Regional Stormwater Permit, as well as Chapter 15.36 of the ACCO. Compliance with these requirements would ensure consistency with the Basin Plan's water quality objectives. The project would not interfere with groundwater recharge or use groundwater from a well and would not conflict with any adopted groundwater management plans.

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[22] Castro Valley, 2012, Castro Valley General Plan EIR, page 3.10-24.

[23] Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM), accessed on 1/19/2025, available at: https://msc.fema.gov/portal/search?AddressQuery=carolyn%20street%2C%20san%20leandro%2C%20CA

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to water quality or groundwater management plans than analyzed in the CVGP EIR.

J. Land Use

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Physically divide an established community	NI	■	□	NI
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	LTS	■	□	LTS

Discussion

a) Division of an Existing Community

Same Conclusion (Conclusion remains NI)*: The project would be consistent with the CVGP EIR conclusions of no-impact for division of an existing community, as the project would involve development on a site that is already developed with buildings and would not introduce new linear infrastructure or physical barriers.*

CVGP EIR Conclusions

The CVGP EIR concluded that the CVGP does not propose any infrastructure or construction that would physically divide the community, and did not identify an impact in regard to this question.

Project Analysis

The project would construct new school buildings to replace existing school buildings in generally the same area of the project site. The project would not introduce new roadways, rail lines, utility corridors, or other physical features that would separate neighborhoods or restrict access between community areas. There would be no division of an established community and therefore the project would have no impact on dividing an existing community.

b) Conflict with Land Uses / Land Use Plans

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR's less-than-significant conclusion related to land use impacts, as the project is compatible with land use as specified in the CVGP and would not result in incompatible land use relationships with adjacent properties.*

CVGP EIR Conclusions

A significant impact could occur if new development under the CVGP allowed land uses incompatible with existing or planned adjacent uses. The CVGP EIR (Impacts 3.1-1, 3.1-2, 3.13-3, and 3.13-4) concluded that implementation of the CVGP would have the potential to conflict with the Eden Area

General Plan, specific plans, the Alameda County Resource Conservation, Open Space and Agriculture elements, and the Alameda County Scenic Routes element, but that with actions and policies identified in the CVGP, the impacts would be less than significant. Overall, the CVGP EIR noted that the CVGP "does not propose many dramatic changes in the community's land use and, consequently, does not generate any significant environmental impacts. These changes either alter the current zoning to better reflect the actual land use on those sites, or changes land use designations to match an area's land use context and thereby reduce the chance of incompatible land uses." The policies and actions listed under these impacts are related to changes to specific plans and therefore, are not applicable to the project and are not listed here, with the exception of policies and actions related to scenic elements, which are listed and discussed under the Aesthetics section of this document.

Project Analysis

The project proposes an expansion of the existing use as a school. Schools are permitted in the project site's CVGP land use designation of Residential Low-Density Multi-Family as a conditional use. The existing school operates under an approved CUP, and the project is seeking approval of a new CUP to allow for the increased student population maximum capacity. The continued operation and expansion of the school would remain consistent with the intent of the land use designation and surrounding residential context. The project buildings would be one story, consistent with the commercial buildings that are between the proposed school buildings and Foothill Boulevard. The project would not introduce land uses that are incompatible with adjacent residential or commercial uses, nor would it preclude the implementation of applicable CVGP land use policies.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to land use than analyzed in the CVGP EIR.

K. Mineral Resources

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state	NI	■	□	NI
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan	NI	■	□	NI

Discussion

a-b) Mineral Resources

Same Conclusion (Conclusion remains NI): *The project would be consistent with the CVGP EIR conclusions of no-impact for all mineral resource impact questions, as there are no known mineral deposits or active mineral extraction operations at the project site.*

CVGP EIR Conclusions

The CVGP EIR did not discuss mineral resources in detail, but determined any potential impacts to not be significant, as there are no mineral resources in the planning area.[24]

Project Analysis

There are no known important mineral deposits or active mineral extraction operations identified by the California Department of Conservation at the project site.[25]

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to mineral resources than analyzed in the CVGP EIR.

[24] Castro Valley, 2012, Castro Valley General Plan EIR, page 5-5.

[25] U.S. Geological Survey, Mineral Resources Data System: U.S. Geological Survey, Reston, Virginia. Accessed January 2025, at: https://mrdata.usgs.gov/mrds/ .

L. Noise and Vibration

Would the Project result in:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS (construction) LTS (operation)	■	□	LTS LTS
b) Generate excessive groundborne vibration or groundborne noise levels	LTS	■	□	LTS
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels	LTS	■	□	LTS

This section utilizes information from the Environmental Noise and Vibration Assessment, included as Attachment C to this document, which was prepared for this analysis by Illingworth & Rodkin, dated March 18, 2026.

Discussion

a,b) Noise and Vibration (Construction)

Same Conclusion (Conclusion remains LTS for Construction)*: The project would be consistent with CVGP EIR Impact 3.8-2 during construction and the less-than-significant conclusion as the project would be required to comply with Noise Ordinances for construction activities and would not create excessive noise or vibrations during construction beyond levels typical of similar construction activities anticipated under the CVGP.*

CVGP EIR Conclusions

Construction activities would occur intermittently at different sites throughout implementation of the CVGP, which has the potential to expose nearby uses to related noise. The CVGP EIR concluded that noise generated during construction of new development anticipated under the CVGP would result in a less-than-significant impact (Impact 3.8-2). This determination was based on compliance with ACCO Section 6.60.070, which limits construction activities to designated days and hours, and implementation

of CVGP Action 11.1-6, which requires standard conditions of approval to minimize construction noise impacts.

While ACCO Section 6.60.040 sets limits for exterior noise levels when measured at residential properties, these limits would only apply to operation of the project, which is discussed in the following section. Such limits are not applied to temporary construction noise, which is instead limited to certain times of the day. ACCO Section 6.60.070 sets allowable construction hours from 7:00 AM to 7:00 PM on any day except Saturday or Sunday, when allowable hours are 8:00 AM to 5:00 PM.

The CVGP EIR did not address vibrations as an impact under the CVGP.

Project Analysis

The project would be required to comply with all restrictions and regulations related to construction activities as set forth in the ACCO, including hours and days when construction activities are authorized.

While construction activities would comply with the ordinance, additional analysis was performed to consider the potential for the project to result in significant noise impacts on residences near the project site due to proximity of sensitive receptors.

As discussed above, the ACCO does not set construction-noise level standards. No federal laws, regulations, or policies for construction-related noise would directly apply to the proposed project. In the absence of local regulations, it is industry standard to utilize thresholds set by the Federal Transit Administration (FTA) for transit and highway projects in the Transit Noise and Vibration Impact Assessment Manual as a conservative screening tool.[26] The FTA has identified construction noise thresholds which limit daytime construction noise to 80 dBA L_{eq} at residential land uses.

The project would result in comparatively lower construction noise levels because it does not include building demolition or excavation for subterranean floors, which are among the loudest construction activities. In addition, the use of pre-fabricated buildings would reduce the overall duration and intensity of on-site construction activities, further limiting noise generation at the project site.

The Environmental Noise and Vibration Assessment estimated that construction noise levels at nearby residences could reach up to 71 dBA L_{eq}. Again, while not an official regulation or policy for the project, this falls below the FTA threshold of 80 dBA L_{eq}.

The CVGP EIR conclusion was also based on the development of standard conditions of approval for construction noise under Action 11.1-5. While such standards have not been adopted, the applicant has proposed Good Neighbor noise reduction measures that would be implemented as a Condition of Approval meeting the intent of this action:

> Condition of Approval: Good Neighbor Construction Noise Reduction. During construction, the following best management practices shall be incorporated to minimize construction noise:
>
> - Limit construction to between the hours of 7:00 am to 5:00 pm.

[26] Federal Transit Administration, September 2018, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/researchinnovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

- Limit work to non-motorized equipment on Sundays and holidays.
- Locate construction staging areas as far as practical from nearby sensitive receptors.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as practical from nearby sensitive receptors.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Air compressors and pneumatic equipment should be equipped with mufflers, and impact tools should be equipped with shrouds or shields.
- Prohibit all unnecessary idling of internal combustion engines.

With compliance with the construction hours set forth in the ACCO, the project's impact in regard to construction noise would not be significant.

While the GP EIR did not discuss vibration separately, the Environmental Noise and Vibration Assessment modeled it to check that there wouldn't be a project-specific vibration impact.

As with construction noise, no federal laws, regulations, or policies for construction-related vibration would directly apply to the proposed project. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception of vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level. The California Department of Transportation's *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration human responses and structural damage criteria that have been reported by researchers, organizations, and governmental agencies.[27] These thresholds are utilized as standards in environmental analysis of vibration impacts and range from 0.01 Peak Particle Velocity (PPV), which is barely perceptible by people and has no effect on buildings, to 0.5 PPV, which is considered unpleasant and can have a strong reaction in people, and at which there is a risk of damage to new residential and modern structures. Implementation of the proposed construction noise reduction measures would also reduce vibration exposure by limiting equipment operation duration and proximity to receptors.

While vibration from some construction equipment may be perceptible at nearby residences, this would be anticipated as typical of construction and would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration.

The Environmental Noise and Vibration Assessment calculated construction vibration levels of typical construction equipment from the estimated center of construction activities and at the closest residential building to the construction site, which is 90 feet away. The equipment that could cause the highest vibration levels, a clam shovel drop or vibratory rollers, would reach 0.049 to 0.051 inches per second (in/sec) PPV. This is considered distinctly perceptible to humans, and is below the threshold of

[27] California Department of Transportation, 2020, Transportation and Construction Vibration Guidance Manual.

0.08 in/sec where it may become strongly perceptible. It is also well below the threshold of 0.3 in/sec PPV that may cause structural damage at nearby older residential structures.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to construction noise and vibration than analyzed in the CVGP EIR.

Noise (Operations)

Same Conclusion (Conclusion remains LTS for Operation)*: The project would be consistent with the CVGP EIR's less-than-significant conclusion for operational noise, as the project would be required to comply with Noise Ordinances and would not introduce new stationary noise sources or substantially increase existing operational noise levels.*

CVGP EIR Conclusions

As a programmatic EIR, the identified impact and analysis regarding operational noise on page 3.8-9 of the CVGP EIR primarily addressed the potential impact of the introduction of new conflicting land uses (causing new adjacencies between noise-sensitive uses and substantial noise-generating uses), and most actions and policies related to operational noise are intended to reduce the impact of I-580 and other ambient noise on new sensitive receptors introduced as a result of development. CVGP actions intended to reduce ambient noise relate to reducing traffic speeds. The CVGP EIR does note that the Alameda County Noise Ordinance recognizes the Federal Environmental Protection Agency's noise level standards for residential land uses, which recommends that ambient outdoor noise levels should not exceed an average of 55 dBA over a 24-hour period.

Project Analysis

Conflicting Land Use

The project site is adjacent to noise-sensitive residential uses to the southwest and northeast. Because the project involves expansion of an existing school, it would not introduce a new or incompatible land use. Schools are commonly integrated within residential neighborhoods, and the associated operational noise is typical of such settings and anticipated under the CVGP.

Although the CVGP EIR, as a programmatic document, evaluates the effects of ambient noise on future development, i.e., the effects of the environment on the proposed development, CEQA does not require project-level analysis of environmental conditions affecting a project unless an impact would exacerbate environmental hazards. CEQA focuses on a project's potential impacts on the environment, not the environment's potential impact on the project. Nonetheless, because the project is located approximately 400 feet from I-580, the new buildings would be required to incorporate design features necessary to meet applicable interior noise standards pursuant to the California Building Code.

Existing Noise Levels, Thresholds, and Methodology

ACCO Chapter 6.60 (Noise) sets the base daytime receiving noise level standard of 50 dBA L_{50} for residential properties unless existing noise levels are already higher, in which case the standard is adjusted upward to match the existing ambient condition.[28]

Noise measurements taken under existing conditions at the project site for the Environmental Noise and Vibration Assessment found that the average daytime ambient noise level during school hours is 60 dBA L_{50} on the southwest side of the project site and 59 dBA L_{50} on the northeast side of the project site. Because these existing ambient levels exceed the base residential standard of 50 dBA L_{50}, the existing noise levels become the standard at these locations.

Under existing conditions, the noise levels during pickup and drop off were calculated to be 34 dBA L_{50} at the nearest residential receptor, well below the existing ambient noise level of 59 or 60 dBA L_{50}. While additional students from the increased enrollment would cause more vehicles and associated noise during pickup and drop off, it would not increase noise levels above ambient conditions, supported by the following factors: drop off and pick up occur only for short periods in the morning and afternoon; low-speed vehicle movements in parking areas generate minimal noise; these activities are located near the center of the site, away from nearby sensitive receptors; and student noise during drop off and pickup is expected to be lower than during recess or lunch, which were found to be within allowable noise limits (see below).

The Environmental Noise and Vibration Assessment modeled the noise levels for projected future conditions. The following discussion summarizes the potential noise levels due to the various operational activities at the project site, incorporating the increased enrollment and the new locations for outdoor lunch and recreation periods. The future noise levels are presented in **Table 4** and discussed by activity below. Please see Attachment C for additional details.

Table 4: Modeled Noise Levels under Project Conditions

Noise Source	Highest Projected Noise Levels at Residential Property Lines
Drop Off / Pick Up	34 dBA
Main play area	57 dBA
TK/K Play Area	56 dBA
Lunch Area	48 dBA
Cumulative	**58 dBA**
Lowest Project Site Threshold	*59* dBA
Exceeds Threshold?	*No*

Source: Illingworth & Rodkin, 2025. See Attachment C.

[28] dBA L_{50} refers to the noise level, in decibels weighted to the typical response of the human ear, that are exceeded 50% of the time during the measurement period. The ACMC defines "daytime" in this context as between 7 a.m. and 10 p.m.

Drop Off and Pick Up

With the proposed increased enrollment, there would be more students and more vehicles entering and exiting the school during these times. Vehicle circulation, engine starts, door slams, and human voices would be the primary sources of noise associated with the parking lot including drop off and pick up activities. The following factors contribute to the relatively low ambient noise levels of these activities: drop off and pick up occur only for short periods in the morning and afternoon; low-speed vehicle movements in parking areas generate minimal noise; and these activities are located near the center of the site, away from nearby sensitive receptors. Future noise levels with the project during drop off and pick up were modeled to be 33 to 34 dBA L_{50} at the nearest residential receptors, which is well below overall existing ambient noise levels.

Outdoor Lunch and Play Areas

Under existing conditions, noise from students using the outdoor play area and lunch area occurs close together and functions as a single combined noise source when contributing to the ambient noise levels. Under the project, the lunch area would be relocated to the front of the MPR, increasing the distance to the nearest residence—from approximately 75 feet (northeast property line) to about 150 feet (northwest property line)—and separating it from the play area. With this relocation, noise levels at the nearest residential property lines would be reduced to approximately 57 dBA $L_{50.}$ for the play area and 48 dBA L_{50} for the lunch area.

A new separate play area for the TK/K classes is proposed as part of the project near the southeast part of the project site, behind Building 1. A maximum of 60 students would use this area at the same time. Average daytime noise levels were calculated to the nearest residential property line and would result in a noise level of 56 dBA L_{50}, which is below the limits of 59 dBA L_{50} on the southeast side.

Combined Operational Noise Levels

Daytime noise levels were also calculated assuming simultaneous use of all three outdoor areas - the main play area, the lunch area, and the TK/K play area. Under this combined-use scenario, the highest resulting noise level would be approximately 57 dBA L50 at the southeast property line, which would remain below the applicable noise threshold.

Special Events

Attendance at some of the existing special events would increase with the project (see Table 3). Events take place during school hours, with the exception of Back to School Night, which takes place after school, and involves only staff and parents. Most events take place indoors in the MPR. Indoor noise at these events would have noise levels generally the same or below the school's usual operations. The annual Halloween Parade is held mostly outdoors, and even with increased attendance after the project, noise levels would not exceed those calculated for the school's daily operations, which includes students at play.

Conclusions

Therefore, the project would not have a significant impact due to operational noise. Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to operational noise than analyzed in the CVGP EIR.

c) Airport Noise

Same Conclusion (Conclusion remains LTS)*: While not specifically analyzed in the CVGP EIR, the current project would have a less than significant impact in regard to airplane noise as the project site is not in a noise impact area and would not introduce new sensitive receptors in proximity to airport operations.*

CVGP EIR Conclusions

At the time CVGP EIR was analyzed, Noise significance criteria under CEQA did not include analyzing noise from airports. However, no part of the planning area of the CVGP is located in a noise compatibility zone for an airport, so a less than significant impact can be assumed.

Project Analysis

The project site is not located in a noise compatibility zone for any airports, nor in an airport influence area. There would be a less than significant impact from the project in regard to airport noise.

M. Population and Housing

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)	LTS	■	□	LTS
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	NI	■	□	NI

Discussion

a) Population Growth

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with the CVGP EIR's less-than-significant conclusion related to population growth under the CVGP, as the project would not induce substantial population growth beyond that anticipated in the CVGP EIR.*

CVGP EIR Conclusions

The CVGP EIR analyzed the impact of increased population under Growth Inducement and determined that under buildout of the CVGP the projected increases in population, housing and employment are relatively modest and would not induce growth in surrounding unincorporated communities or cities or require expansion of public infrastructure beyond planned levels. The CVGP EIR analyzed an increase in population of 5,834 people by 2025, with related employment growth of 1,600 jobs.

Project Analysis

The project proposes an increase of up to 170 elementary school students from their current maximum, and up to 17 additional faculty/staff members compared to their current staffing levels. Students would be drawn primarily from within the surrounding community already served by the charter school, and the availability of increased capacity at an elementary school would not induce population growth because enrollment does not create new housing or employment opportunities that would attract new residents to the area.

The minor increase in employment at the project site would not be so large as to induce population growth or housing demand, and these employees would likely be found from within the existing available labor force in Alameda County. The project would not include residential development, nor would it extend infrastructure or utilities in a manner that would facilitate population growth in previously undeveloped areas.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to population growth than analyzed in the CVGP EIR.

b) Displacement of Housing or People

Same Conclusion (Conclusion remains NI)*: Consistent with the CVGP EIR, the project does not propose demolition of existing housing or the displacement of residents or businesses.*

The project site would replace existing school buildings with new school buildings, and there are no residences located on or adjacent to the project site that would be displaced by the proposed project. The project would have no impact on displacement of housing or people and would not contribute to indirect displacement through land use changes or conversion of residential uses.

N. Public Services

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: • Fire protection • Police protection • Schools • Parks • Other public facilities	LTS	■	□	LTS

Discussion

a) Government Facilities

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impacts 3.3-2 and 3.3-13 and the less-than-significant conclusion, as the project would not cause a substantial increase in the demand for services beyond what was anticipated in the CVGP EIR.*

Police and Fire Protection Services

CVGP EIR Conclusions

An impact would occur if new development under the CVGP would increase demand for fire or police services in a manner that would reduce response times, compromise service effectiveness, or require new or expanded facilities that could result in adverse environmental effects. The CVGP EIR (Impact 3.3-2) found that implementation of the CVGP "would increase the population, amount of development, and number of jobs in the planning area, which would require additional police and fire services, but noted that "Due to such a small increase in population over existing conditions (approximately 4,735), only a minimal number of new police officers and fire fighters would be required to maintain existing ratios (less than 10 each) and no new or expanded police or fire facilities would be required to maintain existing service levels." The CVGP EIR concluded that the impact of the CVGP on police and fire protection services would be less than significant.

Project Analysis

The project site would be served by the Alameda Fire Department and the Alameda County Sheriff's Office. The project would not cause an increase in population in the Castro Valley area, and would replace the existing school buildings with new buildings that would be required to comply with the current fire code and other building and safety standards including fire access, fire suppression systems, and emergency response requirements.

An increase in enrollment of elementary school students would not be expected to substantially increase the need for police services as school-related activities would continue to occur on an existing campus and would not introduce new land uses or operational characteristics associated with increased public safety demands. The project would be adequately serviced by existing fire and police facilities and would not require the construction of new or physically altered fire protection or police facilities that would result in significant environmental impacts.

Schools, Libraries and Childcare

CVGP EIR Conclusions

New development under the CVGP would have a significant impact if it would generate demand for schools, libraries, or childcare services that could not be adequately accommodated by existing or planned facilities, or would otherwise degrade the quality or availability of those services. The CVGP EIR (page 3.3-13) found that implementation of the CVGP would not result in significant impacts related to new or physically altered school facilities. While development and growth in the planning area would increase demand for school facilities, the population increase predicted at the time of the CVGP EIR analysis was not expected to exceed capacity enough to warrant new or altered facilities. However, it noted that if "the expansion of existing schools is necessary to accommodate enrollment increases, specific projects would be subject to environmental review on a case-by-case basis as required to comply with State and local guidelines."

The CVGP included a goal of developing a new library in Castro Valley, as well as providing a variety of childcare facilities for residents and employees, and did not identify any impacts related to these goals.

Project Analysis

The project would increase enrollment at the existing school campus at the project site, and would not increase the need for additional schools elsewhere in the CVGP planning area as students enrolled at the charter school are drawn from an existing local and regional population rather than representing new residential growth. The project would also provide childcare to an increased number of children compared to existing numbers in the before- and after- school programs on the project site, and would not require the construction of new off-site childcare facilities.

As the project would not increase population, the project would not substantially increase demand for public libraries or require expansion of library facilities or services.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to public services than analyzed in the CVGP EIR.

O. Recreation

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	LTS	■	□	LTS
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	LTS	■	□	LTS

Discussion

a, b) Parks and Recreation

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.2-1 and the less-than-significant conclusion, as the project would not cause a substantial increase in the demand for parks and recreation beyond what was contemplated in the CVGP EIR.*

CVGP EIR Conclusions

A significant impact would occur if new development under the CVGP would degrade, displace, or otherwise adversely affect existing recreational resources or facilities, or create demand for recreational services that could not be adequately accommodated by available or planned facilities. The CVGP EIR (Impact 3.2-1) found that future development under the CVGP could result in increased use of existing parks and recreation facilities, causing deterioration of park facilities, but that policies and actions in the CVGP that created new park land and recreation facilities, as well as improving access and opportunities with existing facilities, would result in a less than significant impact.

Project Analysis

The project site would replace the existing playground area with two new playgrounds, the construction of which is included in this environmental review of the project. The replacement playgrounds would continue to serve on-site students and would not reduce the availability or functionality of recreational facilities serving the surrounding community. The project would not result in an increase in population within the community at large, and would not cause an increase in demand for or use of other local recreational facilities such as neighborhood or regional parks.

Although the project would include an increase in charter school enrollment, charter school students are drawn from an existing local and regional population and do not represent new residential growth. Recreational needs associated with school enrollment are primarily met through on-site facilities and scheduled school activities, rather than through use of public parks and recreation facilities.

Replacement of six portable classroom buildings with two permanent modular buildings would not alter the site's recreational service area or introduce new recreational uses that would increase off-site demand.

Accordingly, the project would not degrade, displace, or adversely affect existing recreational resources, nor would it create demand for recreational services that could not be accommodated by existing or planned facilities, consistent with Impact 3.2-1 of the CVGP EIR.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to recreation than analyzed in the CVGP EIR.

P. Transportation and Circulation

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subsection (b) re: VMT	LTS	■	□	LTS
b) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	LTS	■	□	LTS
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LTS	■	□	LTS
d) Result in inadequate emergency access	LTS	■	□	LTS

Portions of this Transportation section are based on information contained in the Enrollment Increase Transportation Assessment (Transportation Assessment) completed for the applicant by Fehr & Peers in April 2026 (see Attachment D).

Transportation Setting Changes from the CVGP EIR

Since the analysis in the CVGP EIR, the California Natural Resources Agency certified and adopted new CEQA Guidelines in 2018 to implement the requirements of SB 743. Specifically, SB 743 and the resulting CEQA Guideline section 15064.3 changed the CEQA transportation impact analysis significance criteria to eliminate auto delay, level of service (LOS), and similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. The changes in CEQA Guidelines to implement SB 743 present VMT as an appropriate measure of transportation impacts.

While the CVGP EIR identified LOS-based impacts, these are not applicable to the current project under current CEQA law and are therefore not discussed in relation to potential CEQA impacts. The assessment under subsection a) instead addresses VMT-based analysis consistent with current CEQA Guidelines and OPR technical guidance.

Alameda County updated its Bicycle and Pedestrian Master Plan for Unincorporated Areas in 2019, and the proposed Class IV Separated Bike Lane on Foothill Boulevard from Fairmont Drive to Miramar

Avenue, which includes the intersection of Carolyn Street and Foothill Boulevard, has since been constructed and is currently operational.[29]

Discussion

a) Conflict with Transportation Impact Reduction Goals

Same Conclusion (Conclusion remains LTS): *While a VMT-based threshold has been adopted since the CVGP EIR, the current project would be consistent with VMT requirements, and the impact would be the same or reduced from that under the CVGP EIR.*

CVGP EIR Conclusions

As discussed under Transportation Setting Changes from the CVGP EIR above, the CVGP EIR did not analyze VMT impacts. The impacts identified in the CVGP EIR under Transportation are not relevant to the current project so are not further discussed, including Impact 3.4-4: less convenient parking in the Central Business District impacting traffic conditions (which does not describe the project), and Impacts 3.4-1, 3.4-2 and 3.4-3, related to increased traffic (which is no longer used as a threshold of significance under CEQA).

Project Analysis

According to guidance provided by OPR, screening criteria can be used to identify projects that would not be expected to cause a significant impact on VMT without the need for a detailed analysis.[30] Local serving uses, including local schools, can be presumed to have a less than significant impact on VMT, because they draw most of their students from a relatively small geographical area. Based on student home ZIP code data, approximately 60 percent of the current student population resides within five miles of the school. This travel pattern is consistent with the definition of a local-serving use under OPR guidance. Any increase in student enrollment associated with the project would be expected to originate from the same geographic service area as the existing student population. Accordingly, the project would be expected to continue operating as a local-serving use.

Current students at the Yu Ming Carloyn Campus wishing to attend 3rd and 4th grades at a Yu Ming School need to travel to the Oakland Campus. Considering that most Carolyn Campus students live closer to the Carolyn Campus than the Oakland Campus, expanding the Carolyn Campus to provide additional grades would result in shorter trips for most students in those grades and would reduce VMT per capita. In addition, providing additional grades at the Yu Ming Carloyn Campus would result in a higher percentage of siblings attending the same school, which would result in a higher rate of carpooling and would reduce trip generation rates and VMT per capita. While the proposed increase in enrollment would result in an increase in total VMT compared to existing conditions, an increase in total VMT alone does not determine the significance of a transportation impact under CEQA. CEQA evaluates transportation impacts based on VMT per capita rather than total VMT. Because the project would

[29] Alameda County Public Works Agency, October 2019, Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas, page 74.

[30] State of California Governor's Office of Planning and Research, April 2018, Technical Advisory on Evaluating Transportation Impacts in CEQA. Available at: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

remain a local-serving use following the enrollment increase, it is presumed to result in a less than significant VMT impact.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to VMT than analyzed in the CVGP EIR.

b) Conflicts with Circulation Plans or Policies

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR's less-than-significant conclusions regarding impacts on transit, bicycle and pedestrian facilities, as the project would be accessible by pedestrians and bicycles and would not impair the function or safety of adopted circulation facilities.*

CVGP EIR Conclusions

An impact would occur if development under the CVGP would conflict with or substantially undermine an adopted program, plan, ordinance, or policy governing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, such that the effectiveness, safety, or intended function of those facilities would be materially impaired. The CVGP EIR concluded on page 3.4-43 of the Draft EIR that CVGP policies would support the development of interconnected bicycle routes within Castro Valley that would connect to the network planned through implementation of the Alameda Countywide Bicycle Plan. The CVGP EIR also concluded that the CVGP would support the creation of attractive, well-connected facilities for both bicycles and pedestrians. With implementation of General Plan policies and actions, the impact on transit, bicycle, and pedestrian circulation was determined to be less than significant.

Project Analysis

The project would not alter nearby roadways in such a way as to disrupt existing or planned circulation elements, including sidewalks and bicycle lanes. The project would not include features disrupting existing or planned transit routes or facilities, nor would the project cause substantial additional traffic delay of a magnitude that would interfere with the operation, reliability, or safety of existing bus routes or transit facilities above current conditions, consistent with CEQA Guidelines section 15064.3 (see below for discussion of traffic delay).

The project would not otherwise preclude the County from implementing proposed transportation projects identified in the CVGP or Alameda County Bicycle and Pedestrian Master Plan and would maintain existing pedestrian and bicycle connectivity in the project area.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to conflicts with circulation plans or policies than analyzed in the CVGP EIR.

c) Hazards

Same Conclusion (Conclusion remains LTS)*: While not specifically analyzed in the CVGP EIR, the current project would not change local road geometry in such a way as to increase hazards, and would have a less than significant impact.*

CVGP EIR Conclusions

At the time CVGP EIR was analyzed, Transportation significance criteria under CEQA did not address roadway hazards. In general, an impact would occur if development under the CVGP would introduce or exacerbate hazardous conditions due to roadway geometry or incompatible land uses, such that the risk of traffic collisions or conflicts among motorists, pedestrians, bicyclists, or other users would be substantially increased, for instance: creating or modifying intersections with unusual angles, offset approaches, or complex turning movements that increase collision risk, adding driveways or access points too close to intersections, reducing decision time for drivers and other users, or designing narrow travel lanes, shoulders, or medians that do not meet applicable safety standards.

Project Analysis

As an expansion of an existing school, the project would not include any uses that are incompatible with the surrounding land use or the existing roadway system. The project is not proposing to make off-site improvements to the local transportation network that would result in sharp curves, dangerous intersections, or other hazards. The project would reconfigure site access by restricting the Carloyn Street driveway to inbound-only movements and designating the Foothill Boulevard driveway for outbound right-turn movements only, consistent with other uses along Foothill Boulevard (see Figure 7).

During construction, construction vehicles and materials are expected to be contained to the project site and would not cause local road closures or long-term obstruction of travel lanes.

The Transportation Assessment detailed the vehicle queues during drop off and pick up times under existing conditions at the project site. Currently, the queues for drop off and pick up operations are fully contained within the project site, except for some intermittent spillback onto Carolyn Street from 8:10 AM to 8:15 AM during morning drop off. While not observed in multiple visits for the Transportation Assessment, there have been reports that queueing can affect traffic on Foothill Boulevard during morning peak periods, with occasional queues of one or two vehicles on westbound Foothill Boulevard waiting to turn right onto Carolyn Street. Some queueing within the project site parking lot was observed when outbound cars had to wait to turn left onto Carolyn Street, due to the queue on Carolyn Street waiting at the signalized intersection with Foothill Boulevard.

The Transportation Assessment estimated the increase in trips that would result from the project, as shown in **Table 5**.

Table 5: Project Trip Generation Estimates

	MORNING PEAK HOUR[1]			AFTERNOON PEAK HOUR[1]		
	In	Out	Total	In	Out	Total
Existing (236 Students)	128	99	227	37	46	83
Proposed (450 Students)	244	189	433	71	87	158
Net New Automobile Trips	+116	+90	+206	+34	+41	+75

[1] Represents the peak hour of trip generation at the project site from 7:30AM-8:30 AM and 2:45PM-3:45 PM
Source: Fehr & Peers, 2026

Consistent with the Transportation Assessment, to address the queueing of exiting vehicles at the Foothill Boulevard intersection to spillback to the Carolyn Street driveway, the project would change on-site circulation from counterclockwise to clockwise, move the passenger loading area from the north to

the east side of the parking lot, and make the Carolyn Street driveway a one-way entrance, with the site exit now using the shared driveway through the adjacent service station on Foothill Boulevard. The project also includes implementation of the following to reduce the potential for inbound queueing at the project driveway to spillback onto Carolyn Street and Foothill Boulevard during drop off and pick up times:

- provide two school bell times, staggered by at least 20 minutes, with approximately similar number of students assigned to each drop off period to reduce the peak drop off demand
- provide at least five staff to manage the student drop off
- implement a carpool matching program to encourage families to drive to and from the school in carpools to reduce the vehicle trip generation
- monitor queueing during drop off/pick up times and implement additional demand management strategies. These strategies could include, but are not limited to more robust carpool matching, providing additional incentives for carpooling, or introduction of school bus service, if inbound queues continue to spill back past Carolyn Street

The above operational details will be included in the required Conditional Use Permit and/or as a Condition of Approval for the project.

The Transportation Assessment concluded that with the above measures, the increase in enrollment would not cause a substantial change to traffic operations in the project vicinity. As discussed under Transportation Setting Changes from the CVGP EIR, pursuant to State law, auto delay and LOS are no longer used to determine a project's transportation impacts under CEQA. However, traffic operations were evaluated and are presented on pages 7 through 10 of the Transportation Assessment for informational purposes. The informational analysis evaluated operations at the Foothill Boulevard and northbound I-580 ramp/Carolyn Street intersections during both drop off and pick up periods. Under both existing and cumulative conditions (projected traffic volumes in 2040), the analysis determined that even with the increased number of vehicles visiting the site, with the changes in onsite circulation and implementation of the above recommendations, the proposed project would result in the same or a decreased level in intersection delay in the peak AM hour, and an increase of no more than one second, if any, during the PM peak hour.

While the Transportation Assessment concluded that the proposed parking supply would be adequate for the increase in faculty and staff proposed under the project, it also noted that the on-site parking lot may not be sufficient to accommodate the peak visitor parking demand for the few annual special events (see Table 3). As a result, spill-over special event attendees would likely use on-street parking on nearby streets, such as Carolyn Street and Strang Avenue, as they do under existing conditions. Parking occupancy on the segments of these streets near the school may reach or approach parking capacity during special events. Such increased use of street parking would be temporary and localized, resolving after the end of the event. However, as noted in the CVGP EIR, "making parking inconvenient is not, in and of itself, an environmental impact under CEQA."[31] CEQA requires an assessment of physical changes to the environment (CEQA Guidelines section 15060) and generally does not consider the adequacy of a project's parking or its "impacts on parking" unless it will result in significant secondary effects on the

[31] Castro Valley, 2012, Castro Valley General Plan EIR, page 3.4-48.

environment such as vehicle circulation hazards or obstruction of emergency access, which is not the case here.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to hazards than analyzed in the CVGP EIR.

d) Emergency Access

Same Conclusion (Conclusion remains LTS)*: While not specifically analyzed in the CVGP EIR, the current project would be required to comply with California Fire Code requirements and design standards and would have a less than significant impact on emergency access.*

CVGP EIR Conclusions

In general, an impact would occur if development under the CVGP would impede or degrade emergency access such that emergency vehicles could not safely, or reliably reach new or existing development, or evacuate occupants in accordance with applicable standards and requirements. At the time CVGP EIR was analyzed, Transportation significance criteria under CEQA did not address emergency access. However, the CVGP included actions requiring private and public streets to be reviewed for design standards regarding emergency vehicle access.

Project Analysis

Since adequate emergency access would be required per the local fire code and the site plans would be reviewed by the local fire officials as part of the design review, the project is not anticipated to result in inadequate emergency vehicle access. Compliance with applicable fire apparatus access, turning radius, and clearance requirements would be required prior to issuance of building permits.

While the project would incrementally increase traffic volumes, with the changes to drop off and pick up procedures as detailed above, delays at nearby intersections are expected to be comparable to existing conditions, and the project would not introduce physical changes to roadway geometry, access points, or circulation patterns that would impede emergency response. All roadway users are required to yield the right-of-way to emergency vehicles operating with lights and sirens, and emergency vehicles would continue to have access to the project site via the driveways on Carloyn Street and Foothill Boulevard.

Because the project would not alter emergency access routes or restrict access to the site or surrounding roadways, would be subject to fire code compliance and review, and would not result in roadway conditions that would prevent or substantially delay emergency vehicle access beyond existing conditions, impacts to emergency access would be less than significant.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to emergency access than analyzed in the CVGP EIR.

Q. Utilities and Service Systems

Would the Project:	CVGP EIR Findings	Relationship to CVGP EIR Findings: Equal or Less Severe	Relationship to CVGP EIR Findings: New or Substantial Increase in Severity	Project Conclusions: Resulting Level of Significance
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects	LTS	■	□	LTS
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	LTS	■	□	LTS
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	LTS	■	□	LTS
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	LTS	■	□	LTS
e) Comply with federal, state, and local statutes and regulations related to solid waste	LTS	■	□	LTS

Discussion

a) Discussion New or Expanded Facilities

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with the CVGP EIR's less than significant impact conclusion as the current project would not result in substantial utility demand beyond that anticipated under the CVGP, and would have a less than significant impact on new or expanded facilities.*

CVGP EIR Conclusions

New development under the CVGP could have a significant impact if it increased demand for utilities and service systems such that the relocation, expansion, or construction of new facilities is needed, and the installation of those facilities would cause or contribute to significant environmental effects. The CVGP EIR analyzed the impact of the CVGP on new or expanded facilities under Cumulative Impacts, and concluded that "the additional development and population projected at build-out would not have a significant impact on service levels and would not require new or expanded facilities."[32] Therefore, development consistent with the CVGP was found to have a less than significant impact on new facilities for utilities and service systems.

Project Analysis

As the project site is currently developed and previously accommodated institutional uses, it is already serviced by utilities. The project would replace six portable school buildings with two single story buildings and would be serviced by existing stormwater and wastewater infrastructure without the need for physical expansion of off-site utility facilities. The project would not use natural gas. The project would be compliant with energy and water efficiency measures of Title 24. The project would not increase demand such new or expanded off-site utility facilities beyond those planned under the CVGP would be needed. The project would not have a significant impact on utility facilities.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to new or expanded facilities than analyzed in the CVGP EIR.

b) Water Supply

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.3-3 and the less-than-significant conclusion as the project would not substantially change projected increases in water demand anticipated under the CVGP.*

CVGP EIR Conclusions

The CVGP EIR (Impact 3.3-3) identified that new residential and commercial development under the CVGP would increase water supply demand, but that the Urban Water Management Plan (UWMP) adopted by the EBMUD in November 2005 did "not anticipate any constraints to providing water to development in the existing built-out areas of Castro Valley, as long as new development doesn't exhibit any anomalies in water use." The CVGP EIR also noted that the planning through the year 2030 was based on a higher population estimate for the planning area than is proposed by the CVGP. In addition, the CVGP includes policies and actions to conserve water resources. Action 9.3-2 requires new development to incorporate water conservation measures to decrease peak water use. The CVGP EIR concluded that because the development projected under the CVGP is consistent with adopted water supply planning documents and would comply with applicable regulations related to water use, that impacts related to water supply would be less than significant.

[32] Castro Valley, 2012, Castro Valley General Plan Draft EIR, page 5-3.

Project Analysis

The latest UWMP from EBMUD modeled water supply and demand in their service area up to 2050 with their current supply sources, and concluded that they could meet base demand in normal years and single dry years, but that under extreme drought scenarios, supplemental supplies would be needed in 2035 and after.[33] The UWMP does not identify site-specific constraints applicable to the project area.

The project would not increase population in the area but would enroll additional students who would otherwise go to other local schools within the EBMUD service area. The project would comply with applicable water conservation measures, including low-flow faucets and toilets per CALGreen Code and low-water use landscaping and a high-efficiency irrigation system in accordance with the California Model Water Efficient Landscape Ordinance. Project water demand would be consistent with the assumptions and projections evaluated in the CVGP EIR and applicable UWMPs. The project would not have a significant impact on water supply.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to water supply than analyzed in the CVGP EIR.

c) Wastewater

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.3-4 and the less-than-significant conclusion as the project would not substantially change projected wastewater generation or planned capacity assumptions analyzed in the CVGP EIR.*

CVGP EIR Conclusions

New development under the CVGP could have an impact on wastewater treatment if it resulted in an increase in wastewater such that existing treatment facilities would be over capacity. The CVGP EIR (Impact 3.3-4) found that the Castro Valley Sanitary District had an average daily dry-weather flow of 3.7 million gallons per day (MGD), which is well below the entitled 5 MGD through the Oro Loma plant at the time of the CVGP EIR analysis. The new development predicted in the CVGP is expected to increase the average daily dry weather flow by 1.7 percent. Therefore, impacts related to wastewater collection and treatment were concluded to be less than significant.

Project Analysis

The project site is serviced by the Oro Loma Sanitary District for wastewater. The water treatment plant has a dry weather flow capacity of 20 MGD and had an average daily dry-weather flow of 12 MGD in 2020, modeled to increase to 12.6 MGD in 2025.[34] The project would not increase population, and the increased enrollment under the project would serve local students within the existing service area, and therefore would not substantially increase the net amount of wastewater in the area beyond levels anticipated under the CVGP. The project would not have a significant impact on wastewater treatment facilities.

[33] East Bay Municipal Utility District, 2020, Water Shortage Contingency Plan 2020, pp 7-8.

[34] East Bay Municipal Utility District, 2020, Urban Water Management Plan 2020, Table 5-1.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to wastewater than analyzed in the CVGP EIR.

d-e) Solid Waste

Same Conclusion (Conclusion remains LTS)*: The project would be consistent with CVGP EIR Impact 3.3-5 and the less-than-significant conclusion as the site would be adequately served by existing facilities and comply with applicable solid waste regulations consistent with CVGP assumptions.*

CVGP EIR Conclusions

New development under the CVGP could have an impact related to solid waste if it resulted in an increase in the generation of solid waste such that existing landfills would be over capacity, or it conflicted with federal, State, or County statutes and regulations. The CVGP EIR (Impact 3.3-5) determined that new development under the CVGP would result in increased demand for solid waste disposal at the County landfill, but concluded that "the additional solid waste generated by development under the proposed Plan would have a minimal impact on the CVSD [Castro Valley Sanitary District] and County facilities that would be further reduced by anticipated increases in diversion and recycling." The CVGP includes Policy 9.6-1 and Actions 9.6-1 and 9.6-2 to promote reduced generation of solid waste and increased recycling. The impact of the CVGP on solid waste disposal was determined to be less than significant.

Project Analysis

The project site is serviced by the Oro Loma Sanitary District. Solid waste is taken to Altamont Landfill, which has a remaining capacity of 65,400,000 tons.[35] The project would generate solid waste comparable to other institutional uses anticipated under the CVGP.

The project would meet all current requirements for recycling and waste-diversion during both construction and operation, including federal, State, and local statutes and regulations related to solid waste. Local infrastructure would have the capacity to accommodate solid waste generated by the project without the need for new or expanded solid waste facilities. The project would not have a significant impact on solid waste and waste facilities.

Given the above analysis, there are no peculiar circumstances or previously unknown information relevant to this project, and the project would not result in any new or substantially more severe impacts related to solid waste than analyzed in the CVGP EIR.

[35] CalRecycle, 2023. Altamont Landfill and Resource Recovery. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/7?siteID=7

R. Mandatory Findings of Significance

	CVGP EIR Findings	Relationship to CVGP EIR Findings:		Project Conclusions:
		Equal or Less Severe	New or Substantial Increase in Severity	Resulting Level of Significance
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS	■	□	LTS
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	LTS	■	□	LTS
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly	LTS	■	□	LTS

Discussion

a) Degrade the Quality of the Environment

As addressed in the Air Quality, Biology, Cultural Resources, GHG, Hazards, and Hydrology sections of this Environmental Checklist, and consistent with the analysis and conclusions of the CVGP EIR, with implementation of all applicable CVGP actions and policies as well as regulatory requirements, the project would not degrade the quality of the environment, nor would it result in environmental effects that are more severe than those analyzed in the CVGP EIR, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project would not eliminate important examples of the major periods of California history or prehistory.

- The project would be required to implement BAAD's recommended Basic Construction Best Management Practices and to use construction equipment with verified diesel emissions control

to reduce construction-related criteria pollutant emissions, and because construction activities would be temporary and limited in intensity, the project's impacts in regard to construction-related emissions would be less than significant.

- The project site is dominated by developed and landscaped habitat that includes paved roads, buildings, parking lots, ornamental and landscaped areas. The habitat suitability for rare or native vegetation in these areas is very low to absent. Similarly, developed habitats as exist at the project site primarily support common, urban-adapted wildlife species, and overall wildlife abundance and diversity are low. The project would be required to implement existing regulatory requirements of the Migratory Bird Treaty Act and/or the California Fish and Game Code that provide for protection of active nests of migratory and other birds, including their roosts, eggs and young. Implementation of these measures would avoid and/or reduce impacts to sensitive status species to levels of less than significant.

- The project site does not contain riparian habitat or other sensitive natural community types. Development of the project site would have no adverse effect on riparian habitat or other sensitive natural community types.

- No potential jurisdictional wetlands or waters occur on the site, and the project would not have a substantial adverse effect on State or federally protected wetlands or waters of the U.S. or waters of the State.

- The project site does not include any waterways, ridgelines or creek corridors, and the project site is not identified as a wildlife corridor or wildlife nursery site. The project would not have a substantial adverse effect on wildlife corridors or wildlife nursery sites.

- The project site is not located within an area with any adopted Habitat Conservation Plan or Natural Community Conservation Plan.

- The project would replace six existing portable classroom buildings with two permanent modular classroom buildings. No historic buildings would be demolished, and therefore no known historic resources would be affected.

- There is a low potential for the inadvertent discovery of previously unrecorded pre-historic or historic-period archaeological resources at the site during ground-disturbing activity. In the event of such a discovery, work would cease and applicable State laws and County procedures would be followed, which would reduce impacts to less than significant.

- The project meets design elements that are consistent with BAAD's significance thresholds. Operational emissions associated with the increase in student enrollment would remain below BAAD significance thresholds and would be consistent with assumptions analyzed in the CVGP EIR. As such, the project meets the CEQA threshold of less than a significant impact for GHG emissions.

- Construction activities associated with the project would involve the use of heavy equipment using fuels and oils and would involve the use of other products such as concrete, paints and adhesives. Such hazardous materials would be stored, used, and transported in varying amounts during construction. The project would be required to comply with all Federal, State, and local regulations regulating the handling, storage, and transportation of hazardous materials. With

implementation of these regulatory requirements, construction activities would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials or through a reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the environment.

- The project would not handle, store or transport hazardous materials during operations beyond typical cleaning and maintenance supplies and materials commonly associated with school operations.

- The project would involve grading that has the potential to result in runoff that contains sediment and other pollutants. These pollutants could degrade surface and groundwater quality if not properly controlled. The project's effects related to water pollution from non-point sources during construction would be fully addressed through implementation of existing regulations (i.e., by filing a Notice of Intent with the State Water Board and preparing and implementing a project-specific Stormwater Pollution Prevention Plan), and this impact would be reduced to less than significant.

- The new and replaced impervious surfaces could increase the volume of pollutants that are typically associated with urban runoff into the stormwater, as well as increased nutrients and other chemicals from landscaped areas. However, the net increase in impervious surface would be limited, and the project must comply with regulatory requirements intended to prevent stormwater pollution during operations, and to provide for compliance with State and federal regulations.

b) Cumulative Impacts

CEQA Guidelines Section 15183 provides that future projects analyzed in relationship to a prior Program EIR may be excluded from further analysis of off-site or cumulative impacts, if those off-site or cumulative impacts were adequately discussed in the prior Program EIR.

The CVGP EIR determined that development consistent with the CVGP would result in environmental impacts that would be reduced to levels of less than significant with implementation of existing regulatory requirements, and implementation of policies and actions contained within the CVGP EIR. The CVGP EIR analyzed the cumulative effects of the CVGP in combination with ABAG projected growth for other places in the urbanized East Bay counties of Alameda and Contra Costa, and determined that all cumulative impacts would be less than significant.

With no significant cumulative impacts, and because the project is consistent with the land use assumptions, growth projections, and development intensity analyzed in the CVGP EIR, the project would not have the potential to significantly contribute to any cumulative impacts.

c) Effects on Human Beings

As addressed in the Air Quality, Geology, Hazards, Hydrology, and Noise sections of this Environmental Checklist:

- The project site falls below BAAD screening sizes to determine if a project could result in a significant impact on sensitive receptors as a result of construction- and operation-created air pollution, and would require a short construction period with the use of prefabricated modular buildings.

- The project site is located in a seismically active region. During a major earthquake the project site will experience very strong to violent ground shaking, similar to other areas of the seismically active region. Compliance with the CBC regulations and building standards, with site-specific recommendation as provided by a geotechnical engineer, would reduce the effects of violent ground shaking in the event of a likely earthquake scenario to levels considered acceptable by professional engineers, and a less than significant impact under CEQA.

- The project site is not within an airport influence area, and would not expose occupants to noise levels due to aircraft.

- The project site is not located within a 100-Year Flood Hazard Zone (1% Annual Chance Flood Hazard), a 500-Year Flood Hazard Zone (2% Annual Chance Flood Hazard), or a Tsunami Susceptibility location. The project's effects related to inundation hazards are considered less than significant.

- The project site is not located within an area susceptible to SLR under any of the year 2100 mid-level scenarios (100-year flood, 100-year flood plus 2040 SLR, or 100-year flood plus 3 feet of SLR). No SLR adaptation strategies are needed to reduce risks of SLR inundation at the project site.

- The project would replace existing school buildings with new school buildings and would increase student enrollment consistent with the assumptions analyzed in the CVGP EIR. The project would not directly displace people or housing.

- The project site is not located in a wildland fire hazard zone.

PROJECT CONSISTENCY WITH COMMUNITY PLANS OR ZONING, PER CEQA GUIDELINES SECTION 15183

ATTACHMENT A

to the

Yu Ming Carolyn Campus School Expansion Project

PROJECT CONSISTENCY WITH COMMUNITY PLANS OR ZONING, PER CEQA GUIDELINES SECTION 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "…projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Proposed Project. The proposed project would be located in the Castro Valley General Plan (CVGP) area (Plan Area). It would expand enrollment of the existing charter school in phases, with an initial expansion from the current 280 students to 340 students. The following school year, enrollment would increase to 360 students. No earlier than the 2030-2031 school year, the project would replace the existing portable buildings with two one-story modular classroom buildings, constructing one building at a time. When both buildings are completed, enrollment would increase to 450 students.

Project Consistency. The CVGP EIR was prepared for the CVGP; it was certified in 2012. As determined by the Alameda County Code of Ordinances, the proposed project is permitted in the zoning district in which it is located as a conditional use, and is consistent with the bulk, density, and land uses envisioned in the Plan Area, as outlined below.

- The land use designation for the site is Residential Low Density Multi-Family, which is intended for 13-22 dwelling units per acre. Per the CVGP "Schools, churches, day care, senior centers, and other community facilities provide essential services to residents, and locating them within residential neighborhoods allows easy access, especially for children, the elderly, and others who do not drive."

- The project is zoned R-S-D-20 (Suburban Residential 2,000 sq. ft. per unit). The R-S-D-20 zoning allows community facilities as a conditional use. Schools are treated as community facilities under Alameda County Title 17. The existing charter school has a conditional use permit to operate at the project site. The project would replace the existing conditional use permit to operate with increased enrollment.

- The new buildings would be consistent with required setbacks for R-S-D-20 zoning, which requires a 20-foot setback in the front yard, a 20-foot setback in the rear yard and a 10-foot setback in the side yard. The project would be 20 feet from the front property line at the closest point, 10 feet from the eastern property line at the nearest point, and approximately 42 feet from the rear property line.

- The R-S-D-20 zone does not have a maximum lot coverage or an associated Floor Area Ratio (FAR).

- With regard to building height, the project site is in the R-S-D-20 zone, which sets the maximum height at 25 feet and the number of stories above grade at two. The proposed project would be approximately 11.5 feet in height and would have one story. Therefore, the

height of the proposed project complies with the zoning requirements as set forth in the ACCO.

- The enrollment increase and replacement of portables with modular buildings does not exceed the level of institutional development assumed in the CVGP EIR for residential areas.

Therefore, the proposed project is eligible for consideration of an exemption under California Public Resources Code Section 21083.3, and Section 15183 of the CEQA Guidelines.

CULTURAL RECORDS SEARCH, NATIVE AMERICAN HERITAGE COMMISSION RESPONSE, TRIBAL CONTACT

ATTACHMENT B

to the
Yu Ming Carolyn Campus School Expansion Project

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

January 7, 2025 NWIC File No.: 24-0870

Jenna Sunderlin
Lamphier-Gregory, Inc.
4100 Redwood Road, Ste 20A - #601
Oakland, CA 94619

Re: Record search results for the proposed Yu Ming Carolyn Campus School Expansion Project

Dear Ms. Jenna Sunderlin:

Per your request received by our office on the 11th of December, 2024, a records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Alameda County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

The project site is located in the community of Ashland in unincorporated Alameda County. It is an approximately 2.6-acre lot at 16248 Carolyn Street, San Leandro, CA (APN 80A-188-1-5), between Foothill Boulevard and Strang Avenue, west of I-580. The site is surrounded by residential and commercial uses. Currently the project site includes 2 church-owned buildings on the western and northern sides of the project site, and 6 modular classroom buildings and a small playground on the eastern side with paved parking and circulation in between. The project would replace the 6 portable classrooms and outdoor play area with 2 single story modular buildings totaling about 18,000 square feet and new outdoor play area improvements. No subterranean floors are proposed. Ground disturbance is anticipated to include minimal grading to level building pads and utility trenching.

Review of the information at our office indicates that there has been no cultural resource study that covers the Yu Ming Carolyn Campus School Expansion project area. This Yu Ming Carolyn Campus School Expansion project area contains no recorded archaeological resources. The State Office of Historic Preservation Built Environment Resources Directory (OHP BERD), which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, lists no recorded buildings or structures within or adjacent to the proposed Yu Ming Carolyn Campus School Expansion project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed Yu Ming Carolyn Campus School Expansion project area.

At the time of Euroamerican contact, the Native Americans that lived in the area were speakers of the Chochenyo language, which is part of the Costanoan/Ohlone language family (Levy 1978:485). There are no Native American resources within or adjacent to the proposed Yu Ming

Carolyn Campus School Expansion project area that are referenced in the ethnographic literature (Milliken 1995, Cook 1957).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Alameda County have been found in areas marginal to the San Francisco Bayshore, an inland near intermittent and perennial watercourses. The Yu Ming Carolyn Campus School Expansion project area is located in Alameda County in unincorporated lands between the Cities of San Leandro, Castro Valley, and Ashland. The project area lies on a western facing slope at the transition of hill to valley. The nearest watercourses are a tributary of San Lorenzo Creek approximately 0.8 miles East and approximately 1.5 miles North of San Lorenzo Creek. Aerial maps indicate this large parcel contains buildings, modular buildings, parking lot, play structures, and landscaped and open lands. Given the dissimilarity of these environmental factors, there is a low potential for unrecorded Native American resources to be within the proposed Yu Ming Carolyn Campus School Expansion project area.

Review of historical literature and maps gave no indication of historic-period activity within the Yu Ming Carolyn Campus School Expansion project area. With this information in mind, there is a low potential for unrecorded historic-period archaeological resources to be within the proposed Yu Ming Carolyn Campus School Expansion project area.

The 1959 Hayward USGS 15-minute topographic quadrangle depicts a church building surrounded by an urban area, indicating one or more buildings or structures within or adjacent to the Yu Ming Carolyn Campus School Expansion project area. If present, these unrecorded buildings or structures meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value.

RECOMMENDATIONS:

1) There is a low potential for Native American and/or historic-period archaeological resources to be within the Yu Ming Carolyn Campus School Expansion project area, and further study is not recommended at this time.

2) We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) The 1959 Hayward USGS 15-minute topographic quadrangle depicts a church building surrounded by an urban area, indicating one or more buildings or structures within or adjacent to the Yu Ming Carolyn Campus School Expansion project area. Therefore, prior to commencement of project activities, it is recommended that this resource or these resources be assessed by a professional familiar with the architecture and history of Alameda County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

4) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

5) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: https://ohp.parks.ca.gov/?page_id=28351

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

he California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Historical Resources Information System, Northwest Information Center, the following literature was reviewed:

Bennyhoff, James
1977 *Ethnogeography of the Plains Miwok*. Center for Archaeological Research at Davis Publication Number 5. University of California, Davis.

Bowman, J.N.
1951 *Adobe Houses in the San Francisco Bay Region*. In Geologic Guidebook of the San Francisco Bay Counties, Bulletin 154. California Division of Mines, Ferry Building, San Francisco, CA.

Cook, S.F.
1957 *The Aboriginal Population of Alameda and Contra Costa Counties*. University of California Anthropological Records 16(4):131-156. Berkeley and Los Angeles.

Fickewirth, Alvin A.
1992 *California Railroads*. Golden West Books, San Marino, CA.

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**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

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nahc@nahc.ca.gov

December 19, 2024

Rebecca Auld
Lamphier-Gergory

Via Email to: rauld@lamphier-gregory.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Yu Ming Carolyn Campus School Expansion Project, Alameda County

To Whom it May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Mathew.Lin@nahc.ca.gov

Sincerely,

Mathew Lin

Mathew Lin
Cultural Resources Analyst

Attachment

ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY

PLANNING DEPARTMENT

Sandra Rivera
Agency Director

Albert Lopez
Planning Director

224 West Winton Ave
Room 111

Hayward, California
94544-1215

phone
510.670.5400
fax
510.785-8793

www.acgov.org/cda

January 27, 2025

SAMPLE LETTER

Sent via email to:

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of Project Consideration and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chairperson:

The County of Alameda has received a project application for the Yu Ming Carolyn Campus School Expansion Project and has begun environmental analysis of the project. While no notice has been formally requested under PRC § 21080.1(d), this letter has been sent upon the recommendation of the Northwest Information Center (NWIC) and Native American Heritage Commission (NAHC) to tribes that are culturally and traditionally affiliated with the area.

Below and on the subsequent pages, please find a description of the proposed project and site plan, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Project Description

The project is located on an approximately 2.6-acre parcel (Assessor's Parcel Number 80A-188-1-5) with a street address of 16248 Carolyn Street, San Leandro in the unincorporated Ashland area of Alameda County. The project site is owned by Epiphany Lutheran Church, which leases a portion of the site to the Yu Ming Charter School (the project applicant).

Currently the project site includes two church-owned buildings on the western side of the project site, the northern of which (the Friendship Center) is leased to the school, and six portable classroom buildings and a small playground and lunch area on the eastern and northern sides, with paved parking and circulation in between.

The project would replace the six portable classrooms with two single-story modular buildings on permanent foundations, totaling about 19,000 square feet, and would reconfigure and improve outdoor lunch and play areas. No subterranean floors are proposed. Ground disturbance is anticipated to include minimal grading to level already generally-flat building pads and utility trenching. Figures showing the project location, existing conditions, and the proposed site plan are attached.

Results of Records Searches

A search of the Sacred Lands File conducted through NAHC had negative results in the project quadrangle. A search of the California Historical Resources Information System through NWIC identified no cultural resource studies of the site or known resources in the immediate vicinity

and identified a low potential for unrecorded Native American resources given the environmental factors of the site.

Lead Agency Point of Contact

Alameda County Planning Department
Michael Flemming, Planner
224 W. Winton Avenue, Room 111
Hayward, CA 94544
michael.flemming@acgov.org

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the County of Alameda.

Very Respectfully,



Michael Flemming, Planner
Alameda County Planning Department

Attachments:

Vicinity Map
Existing Conditions and Site Plan

ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY

PLANNING DEPARTMENT

Sandra Rivera
Agency Director

Albert Lopez
Planning Director

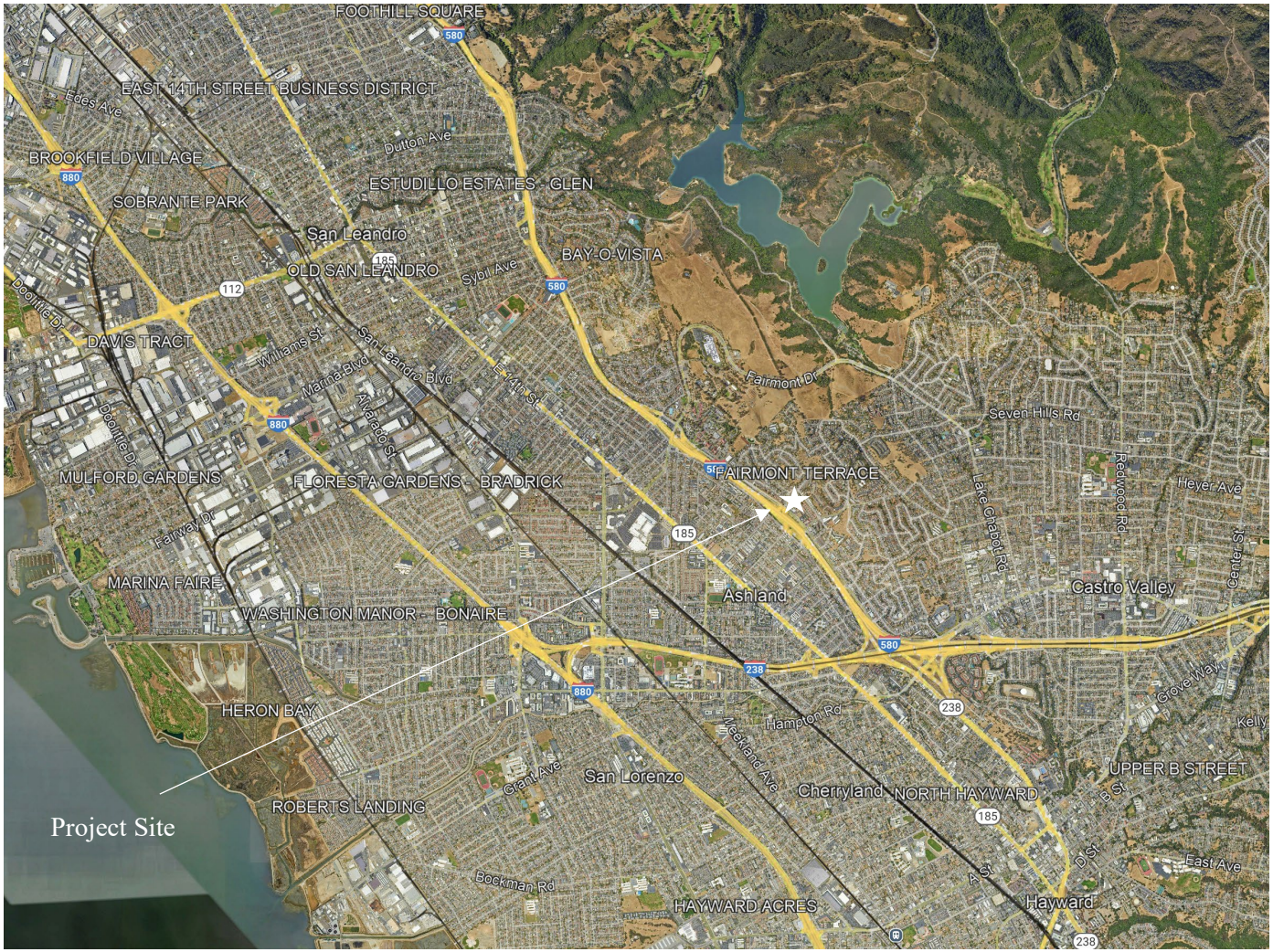
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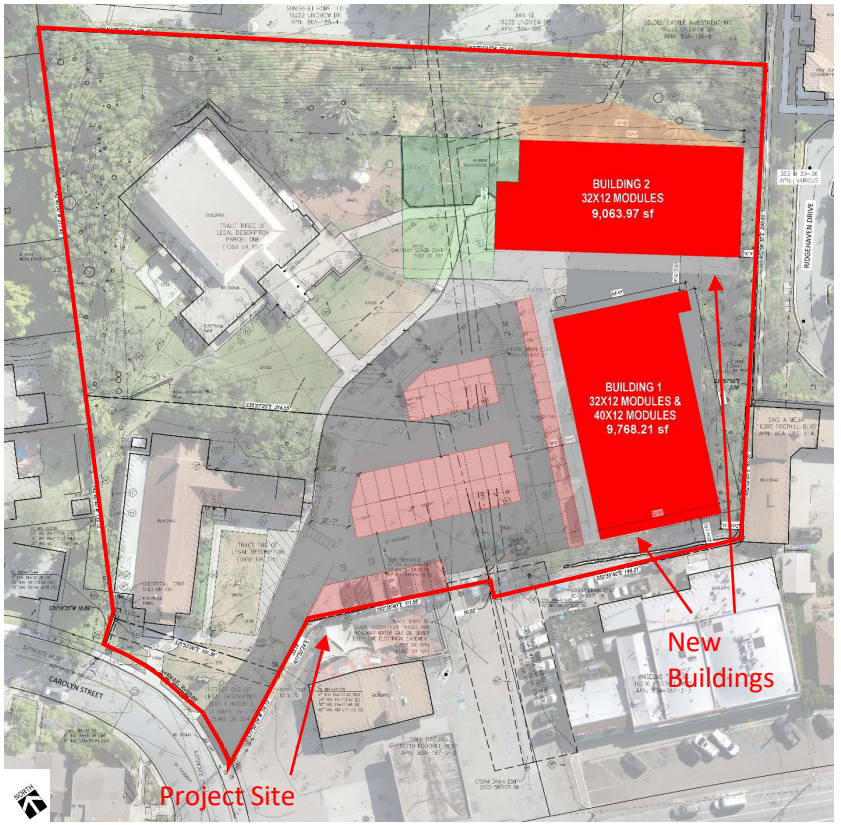
Yu Ming Carolyn Campus School Expansion Vicinity Map



Yu Ming Carolyn Campus School Expansion Project Site, Existing



Yu Ming Carolyn Campus School Expansion Project Proposed Site Plan



Yu Ming Carolyn Campus School Expansion Project

Notes from Tribal Contact

Consistent with AB 52 requirements and in full satisfaction of SDR FMC 18.218.050(d)(1) requiring tribal notification, Alameda County contacted the 23 representatives for tribes historically associated with the area as provided by the NAHC.

Several email responses were received, though no AB 52 consultation was requested.

The Costanoan Northern Valley Yokut tribe requested that the tribe conduct cultural sensitivity training. This would be handled through a condition of approval for the project.

The Lisjan Nation requested mitigation measures/conditions of approval for inadvertent discovery procedures for archaeological resources and human remains. These would be handled as conditions of approval for the project.

NOISE AND VIBRATION ASSESSMENT

ATTACHMENT C

to the
Yu Ming Carolyn Campus School Expansion Project

YU MING CHARTER SCHOOL EXPANSION ENVIRONMENTAL NOISE AND VIBRATION ASSESSMENT

Alameda County, California

March 18, 2026

Prepared for:

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Project: 24-144

TABLE OF CONTENTS

EXECUTIVE SUMMARY 2
INTRODUCTION 2
PROJECT DESCRIPTION 2
REGULATORY CRITERIA 3
NOISE ANALYSIS STUDY AREA 4
EXISTING NOISE ENVIRONMENT 7
NOISE IMPACT ANALYSIS 9
CUMULATIVE NOISE ENVIRONMENT 18
CEQA INITIAL STUDY CHECKLIST QUESTIONS 20
SUMMARY/CONCLUSIONS 20

APPENDICES

EXECUTIVE SUMMARY

Yu Ming Charter School proposes modifications to the existing school site located at 16248 Carolyn Street in Alameda County, California. Portable buildings will be removed and replaced with two larger modular buildings. Outdoor activity areas, such as play areas and lunch areas, may be relocated to different locations on the property. These modifications are in preparation for the future increase in the number of children attending the school.

Noise attributable to the project, such as outdoor play and lunchtime activities, along with temporary construction noise and vibration, were evaluated, and potential impacts to nearby residences were assessed. Based on the thresholds presented in the Alameda County Code of Ordinances, the noise generated at the project site is not expected to exceed the noise thresholds at the nearest residences. Furthermore, vibration levels from temporary construction activities at the project site are not expected to exceed vibration thresholds at nearby buildings.

INTRODUCTION

This report summarizes the evaluation of noise and vibration levels attributable to project construction activities and project operations at nearby residential and commercial properties with respect to the regulatory criteria established by the Alameda County Code of Ordinances. The report first describes the project, and then summarizes the applicable regulatory criteria used in the assessment. Existing noise levels in the project vicinity are described, followed by evaluations of project-generated noise levels. Standard best management practices are recommended to reduce temporary construction noise levels to less-than-significant levels.

A brief discussion of the fundamentals of environmental noise and groundborne vibration is presented in Appendix A for those unfamiliar with acoustical terms or concepts. Appendix B displays the long term (LT) noise data collected at the project site.

PROJECT DESCRIPTION

Yu Ming Charter School is proposing the reconfiguration of classroom buildings and outdoor play and lunch areas. Currently, the play and lunch areas are near the northeast side of the site, and each includes a maximum of 86 students at a time. The main play area will not be relocated, and the number of students will not change. The lunch area will be relocated near the front of the Multi-Purpose Room (MPR), and the number of students will not change. A new TK/K area is planned for either the southeast side of the site or the northeast side of the site near the main play area, and would include the addition of up to 60 students at a time. The six existing modular classroom buildings will be removed, and two larger modular classroom buildings will be placed in approximately the same location.

REGULATORY CRITERIA

Alameda County Code of Ordinances. Chapter 6.60 Noise of the Alameda County Code of Ordinances identifies the exterior noise level standards for receiving land uses.

Tables 6.60.040A and 6.60.040B identify the exterior noise level standards for residential and commercial land uses, respectively. The following standards apply to this project:

6.60.040 Exterior noise level standards.

A. It is unlawful for any person at any location within the unincorporated area of the county to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any single- or multiple-family residential, school, hospital, church, public library or commercial properties situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in Table 6.60.040A or Table 6.60.040B following:

Table 6.60.040A

RECEIVING LAND USE — SINGLE- OR MULTIPLE-FAMILY RESIDENTIAL, SCHOOL, HOSPITAL, CHURCH OR PUBLIC LIBRARY PROPERTIES
NOISE LEVEL STANDARDS, dB(A)

Category	Cumulative Number of Minutes in any one hour time period	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Table 6.60.040B

RECEIVING LAND USE — COMMERCIAL PROPERTIES
NOISE LEVEL STANDARDS, dB(A)

Category	Cumulative Number of Minutes in any one hour time period	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
1	30	65	60
2	15	70	65
3	5	75	70
4	1	80	75
5	0	85	80

B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal said ambient noise level.

C. Each of the noise level standards specified in Tables 6.60.040A and B shall be reduced by five dB(A) for simple tone noises, noises consisting primarily of speech or music or for recurring impulsive noises.

NOISE ANALYSIS STUDY AREA

Yu Ming Charter School is an operating school situated in a primarily residential setting. Residential land uses exist to the northwest, northeast, and southeast of the site. Commercial land uses exist to the southwest of the site. Interstate 580 (I-580) is located approximately 380 feet southwest of the site and contributes substantially to the existing noise environment at the site and in the vicinity of the site. Hayward Executive Airport is located approximately 3 miles south of the site, while Oakland International Airport is located approximately 5.5 miles west of the site. The existing noise environment at the project site and vicinity results primarily from background I-580 traffic noise and existing school operations. Figure 1 below shows an aerial view of the project location, adjacent land uses, and the noise monitoring locations selected for the noise survey.

EXISTING NOISE ENVIRONMENT

Ambient noise levels were measured by *Illingworth & Rodkin, Inc.* between Tuesday, October 8, 2024, and Thursday, October 10, 2024. Noise measurements were conducted with Larson Davis Model LxT1 Integrating Sound Level Meters (SLMs) set at "slow" response. The sound level meters were equipped with PCB Model 377B02 1/2" free-field, pre-polarized condenser microphones fitted with windscreens. The sound level meters were calibrated prior to the noise measurements using a Larson Davis Model CAL200 acoustical calibrator. The response of the systems was checked after each measurement session and was always found to be within 0.2 dBA. No calibration adjustments were made to the measured sound levels. At the completion of monitoring, the noise data were obtained from the SLMs using the Larson Davis G4 software program. Weather conditions during the measurement period were generally good for noise monitoring. Meteorological conditions mostly consisted of clear skies, calm winds, and seasonable temperatures ranging from 55° F to 80° F.

Site LT-1 was located on the southwest side of the property, approximately 390 feet from I-580, and was representative of ambient noise levels at nearby noise-sensitive land uses in the vicinity. I-580 traffic noise was the primary noise source at this location. Existing ambient day-night average noise levels at Site LT-1 were 63 dBA L_{dn} on Wednesday, October 9, 2024. Median noise levels during school hours of operation were 60 dBA L_{50}.

Site LT-2 was located on the northeast side of the property, approximately 650 feet from I-580 and 75 feet from the center of the existing play area, and was representative of ambient noise levels at nearby noise-sensitive land uses to the northeast. A combination of background I-580 traffic noise and playground noise was the primary noise source at this location. Existing ambient day-night average noise levels at Site LT-2 were 62 dBA L_{dn} on Wednesday, October 9, 2024. Median noise levels during school hours of operation were 59 dBA L_{50}.

The ambient noise data collected at sites LT-1 and LT-2 are also summarized in terms of the metrics appropriate for the Alameda County noise standards in Table 1. Ambient daytime noise levels at LT-1 were determined based on the average (L_{eq}) during daytime and nighttime hours. Appendix B displays the noise data collected at Sites LT-1 and LT-2.

FIGURE 1 Project Site, Showing Noise Monitoring Locations and Nearby Land Uses



Source: Google Earth, 2025

TABLE 1 Ambient Daytime and Nighttime Noise Levels at LT-1 and LT-2

Site	Time Period	Average Hourly Noise Level, dBA				
		L_{02}	L_{08}	L_{25}	L_{50}	L_{eq}
LT-1	Daytime	63	62	60	59	60
	Nighttime	59	57	56	55	55
LT-2	Daytime	65	63	61	59	60
	Nighttime	55	53	51	49	50

Short-term noise measurements (ST-1 through ST-3) were made on Tuesday, October 8, 2024, between 10:30 a.m. and 12:00 p.m.

ST-1 was conducted in front of the MPR, approximately 110 feet from the center of the play area activities and approximately 60 feet from the center of the lunch area. Both outdoor areas were actively in use for more than 30 minutes in the recorded hour. To best document the existing play area and lunch area noise levels, observations at this location were made from 11:00 a.m. to 12:00 p.m. in ten-minute intervals over a one-hour period. A combination of background traffic noise and student activities was observed. Traffic noise levels averaged 55 dBA L_{50}, while school noise averaged 59 dBA L_{50}. The results are summarized in Table 2, below.

ST-2 and ST-3 were made in short 1-minute intervals along the southeast property line. Longer duration measurements were not necessary because the AC noise from the modular classrooms was constant. The existing noise levels along the southeast property line ranged from 59 dBA L_{eq} in the northeast to 66 dBA L_{eq} in the southwest.

TABLE 2 Summary of Short-Term Noise Measurement ST-1

Noise Measurement Location	Date, Time	Measured Noise Level, dBA					
		L_{max}	$L_{(2)}$	$L_{(8)}$	$L_{(25)}$	$L_{(50)}$	L_{eq}
In front of the MPR, approximately 110 feet from the center of the play area activities and approximately 60 feet from the center of the lunch area.	10/8/2024, 11:00-11:10	73	65	61	58	56	59
	10/8/2024, 11:10-11:20	68	64	62	60	58	59
	10/8/2024, 11:20-11:30	75	69	66	63	61	63
	10/8/2024, 11:30-11:40	74	70	67	64	62	64
	10/8/2024, 11:40-11:50	72	67	64	62	60	61
	10/8/2024, 11:50-12:00	76	69	68	65	63	65
	10/8/2024, 11:00-12:00	76[1]	69[1]	66[1]	63[1]	61[1]	62[1]

Notes:
[1] One-hour measurement data.

NOISE IMPACT ANALYSIS

Noise levels generated by the proposed project were assessed against the exterior noise level standards presented in the County's Code of Ordinances. The guidelines establish daytime and nighttime noise limits for noise events of varying durations. The primary noise sources associated with the project are playground and lunchtime activities, and temporary construction noise. Two different locations for a new TK/K area are being considered. One option is to locate the TK/K area near the southeast side of the site, while the other option is to locate the TK/K area near the northeast side of the site. The drop off and pick up of students is also considered. Figure 2 shows a preliminary layout of the proposed project modifications.

FIGURE 2 Proposed Project Modifications



Impact 1: Outdoor Activities Noise

Chapter 6.60 NOISE of the Alameda County Code of Ordinances defines exterior noise level standards for noise-sensitive land uses. A daytime limit of 50 dBA L_{50} is set for residential properties. However, the ordinance states that "In the event the measured ambient noise level exceeds the applicable noise level standard… the applicable standard shall be adjusted so as to equal said ambient noise level." On-site noise measurements confirmed that the average daytime ambient noise level during school hours is 60 dBA L_{50} on the southwest side of the site and 59 dBA L_{50} on the northeast side of the site. The applicable standard of 50 dBA L_{50} shall be adjusted to equal the average ambient noise level of 60 dBA L_{50} on the southwest side of the site and 59 dBA L_{50} on the northeast side of the site. The influence of existing terrain, roadways, fences, and buildings was considered in this noise analysis

Main Play Area

The main play area is centered approximately 75 feet from the northeast property line. On-site observations showed that children currently utilize the playground area and lunch area for more than 30 minutes in a given hour. The average daytime noise level from children actively utilizing the outdoor play area was found to be approximately 57 dBA L_{50} at a distance of 75 feet, as measured from the center of the play area activity. Given that the doubling of the number of children would increase noise levels by approximately 3 dBA, it can be assumed that doubling the number of children could result in the adjusted noise limit of 60 dBA L_{50} being exceeded. Similarly, reducing the number of children would decrease play area noise levels by approximately 3 dBA.

The current main play area and lunch area are in close proximity and can be considered a single noise source. The location of the lunch area will be relocated as part of the project modifications, resulting in fewer students in the area that is currently the play and lunch area. Table 3 summarizes the main play area noise levels at the nearest residential property line.

TABLE 3 Main Play Area L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime
Receptor	**Northeast Residential (75 Feet)**
Unadjusted Limit	50
Ambient Noise Levels	59
Adjusted Limit[2]	59
Main Play Area Noise Level	**54 to 57**
Operations Exceed Limit?	No

Notes:

[1] The noise level exceeded 30 minutes in any hour.

[2] The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

Relocated Lunch Area

The original lunch area accounted for half of the students outside at a given time, and was centered approximately 75 feet from the northeast property line. The proposed new location of the lunch area is in front of the MPR, and the center will be approximately 170 feet from the northeast property line and approximately 150 feet from the northwest property line. The average daytime noise level from children actively utilizing the lunch area was found to be approximately 54 dBA L_{50} at a distance of 75 feet, as measured from the center of the lunch area activity. At 170 feet, noise levels are calculated to be approximately 47 dBA L_{50}, while at 150 feet, noise levels are calculated to be approximately 48 dBA L_{50}. Table 4 summarizes the relocated lunch area noise levels at the nearest residential property lines.

TABLE 4 Relocated Lunch Area L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime	
Receptor	**Northwest Residential (150 Feet)**	**Northeast Residential (170 Feet)**
Unadjusted Limit	50	50
Ambient Noise Levels	59	59
Adjusted Limit[2]	59	59
Lunch Area Noise Level	**48**	**47**
Operations Exceed Limit?	No	No

Notes:
1 The noise level exceeded 30 minutes in any hour.
2 The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

New TK/K Play Area (Option 1)

A new TK/K play area is proposed in two possible locations. Option 1 is to locate this area near the southeast part of the site, centered approximately 50 feet from the nearest noise sensitive property line. It is proposed that a maximum of 60 students would be in this area at a given time. The average daytime noise level from children actively utilizing the proposed TK/K area was calculated to be approximately 56 dBA L_{50} at a distance of 50 feet, as measured from the center of the TK/K area activity. Table 5 summarizes the Option 1 TK/K play area noise levels at the nearest residential property line.

TABLE 5 TK/K Play Area (Option 1) L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime
Receptor	**South Residential (50 Feet)**
Unadjusted Limit	50
Ambient Noise Levels	60
Adjusted Limit[2]	60
TK/K Area Noise Level	**56**
Operations Exceed Limit?	No

Notes:
1 The noise level exceeded 30 minutes in any hour.
2 The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

New TK/K Play Area (Option 2)

Option 2 is to locate this area near the northeast part of the site, centered approximately 45 feet from the northeast property line and approximately 80 feet from the southeast property line. It is proposed that a maximum of 60 students would be in this area at a given time. The average daytime noise level from children actively utilizing the proposed TK/K area was calculated to be approximately 56 dBA L_{50} at a distance of 45 feet and approximately 51 dBA L_{50} at a distance of 80 feet, as measured from the center of the TK/K area activity. Table 6 summarizes the Option 2 TK/K play area noise levels at the nearest residential property line.

TABLE 6 TK/K Play Area (Option 2) L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime	
Receptor	**Northeast Residential (45 Feet)**	**Southeast Residential (80 Feet)**
Unadjusted Limit	50	50
Ambient Noise Levels	59	59
Adjusted Limit[2]	59	59
TK/K Area Noise Level	**56**	**51**
Operations Exceed Limit?	No	No

Notes:
[1] The noise level exceeded 30 minutes in any hour.
[2] The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

Because the main outdoor play area, lunch area, and new TK/K area may be used at the same time, combined noise levels from all three outdoor areas should be considered. If Option 1 for the TK/K area is implemented, operational noise levels would be up to 55 dBA L_{50} at the northeast property line, 57 dBA L_{50} at the southeast property line, 52 dBA L_{50} at the southwest property line, and 50 dBA L_{50} at the northwest property line. If Option 2 for the TK/K area is implemented, operational noise levels would be up to 58 dBA L_{50} at the northeast property line, 53 dBA L_{50} at the southeast property line, 50 dBA L_{50} at the southwest property line, and 50 dBA L_{50} at the northwest property line.

Drop off / Pick up

The drop off and pick up of students is an existing operation at the school. With the addition of more students, there will be more students and more vehicles entering and exiting the school during these times. Vehicle circulation, engine starts, door slams, and human voices would be the primary sources of noise associated with the parking lot including drop off and pick up activities. For a parking lot of this size, these sources typically produce noise levels ranging from 50 to 60 dBA L_{max}, and averaging approximately 45 dBA L_{eq} at 50 feet. The parking areas are expected to be active during daytime hours only. Table 7 summarizes the parking lot noise levels associated with the drop off and pick up of children at school.

TABLE 7 Drop Off / Pick Up L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime	
Receptor	**Southeast Residential (170 Feet)**	**Northwest Residential (205 Feet)**
Unadjusted Limit	50	50
Ambient Noise Levels	59	59
Adjusted Limit[2]	59	59
Drop off / Pick up Noise Level	**34**	**33**
Operations Exceed Limit?	No	No

Notes:
[1] The noise level exceeded 30 minutes in any hour.
[2] The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

Noise levels from the drop off and pick up of children at school are calculated to be up to 34 dBA L_{50} at the nearest residential property line to the southeast, which is well below the 59 dBA L_{50} adjusted noise limit, which considers the existing ambient noise level. The maximum noise levels from the parking lot are calculated to be much less than the existing maximum noise levels associated with freeway noise. Noise levels from the drop off and pick up of children at school is calculated to be less than 34 dBA L_{50} at all other nearby noise sensitive receptors.

In addition to projected drop off and pick up noise levels below significance levels, the following factors support the conclusion that this activity would not be considered a significant noise issue. The noise levels and times of these noise levels are expected to be similar to the existing conditions at the school. Drop off and pick up does not occur throughout the day, but only for short periods of time in the morning and afternoon. Vehicles moving slowly in parking lots do not generate high noise levels. The activity is concentrated near the center of the site and as far as possible from noise sensitive receptors. The existing noise environment in the vicinity is dominated by background traffic noise on I-580, which is much louder than parking lot noise. Students are presumed to be less noisy at drop off and pick up times than they would be at other times such as recess and lunch (which were also projected to result in noise levels within allowable limits). Table 8 summarizes the combined operational noise levels at nearby property lines.

TABLE 8 Combined Operational L_{50} Noise Levels

	Daytime Noise Level at Receptor (L_{50})[1] Daytime			
Receptor	**Northeast Residential**	**Southeast Residential**	**Southwest Commercial**	**Northwest Residential**
Unadjusted Limit	50	50	65	50
Ambient Noise Levels	59	60	60	60
Adjusted Limit[2]	**59**	**60**	**65**	**60**
Operational Noise Level	**55 to 58**	**53 to 57**	**50 to 52**	**50**
Operations Exceed Limit?	No	No	No	No

Notes:
[1] The noise level exceeded 30 minutes in any hour.
[2] The noise level limit is adjusted to the ambient noise level when it is above the unadjusted limit.

Events

Events hosted by the school currently include the Kindergarten Welcome Day, Back to School Night, the Halloween Parade, the Winterfest Concert, and Lunar New Year Performances (see Table 9). With the project, these events will continue, but additional staff and visitors will be expected on Back to School Night, during the Halloween Parade, and during the Winter Concert. All events except for the Halloween Parade are held indoors. Indoor noise at the site would have noise levels generally the same or below usual operations and would not have the potential to significantly impact neighbors. The current and proposed usual operations include regular outdoor activity, as analyzed throughout this report. Even with the increased on-site activity compared to usual operations represented by events, including the outdoor Halloween Parade, the expected outdoor noise level increase during events would be 1 dBA or less at nearby residential receptors, which would not cause a measurable or noticeable change in the ambient noise environment beyond usual operations and would not exceed noise thresholds (see Table 8).

TABLE 9 Summary of Existing and Proposed Events

Event Name	Timing	Location	Expected Attendees Existing	Expected Attendees Following Project
Kindergarten Welcome Day	Mid-day in August	MPR (indoors)	Students/Staff: 175 Visitors: 75	Students/Staff: 175 Visitors: 75
Back to School Night (BTSN)	Evening in September (after school) Adults only	MPR (indoors)	Students/Staff: 30 Visitors: 175	Students/Staff: 34 Visitors: 225
Halloween Parade	Mid-day in October	MPR and around classrooms (outdoors mostly)	Students/Staff: 273 Visitors: 50	Students/Staff: 350 Visitors: 75
Winterfest Concert	Morning in December	MPR (indoors)	Students/Staff: 273 Visitors: 200	Students/Staff: 350 Visitors: 250
Lunar New Year Performances	Morning in February	MPR (indoors)	Students/Staff: 273 Visitors: 200	Students/Staff: 273 Visitors: 200

Impact 2: Temporary Construction Noise

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive receptors, any shielding provided by intervening structures or terrain, and ambient noise levels. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), when construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time. Nighttime construction is not expected to occur for this project. This is a relatively small construction project, with the majority of the construction of the modular buildings being done off site. Nonetheless, various types of construction equipment associated with the site preparation and finishing stages of construction are considered in this analysis to determine the worst-case scenario.

Each construction phase includes a different mix of equipment operating. The highest noise levels are typically generated when impact tools are used (e.g., jackhammers, hoe rams). Site grading and excavation activities also generate high noise levels as these phases often require the simultaneous use of multiple pieces of heavy equipment, such as dozers, excavators, scrapers, and

loaders. Lower noise levels result from construction activities when less heavy equipment is required to complete the tasks.

Construction activities can generate considerable amounts of noise. Because this is a small construction project, and only the site preparation and finishing stages of construction are being considered for this project, typical hourly average construction-generated noise levels would be expected to be up to 84 dBA L_{eq} measured at a distance of 50 feet from the center of the site (Table 10, Column II). Maximum instantaneous noise levels produced by individual pieces of construction equipment proposed by the project would typically range from about 70 to 85 dBA L_{max} at 50 feet (Table 11). Construction noise levels attenuate at a rate of about 6 dBA per doubling of distance between the noise source and receptor.

TABLE 10 Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L_{eq})

	Domestic Housing		**Office Building, Hotel, Hospital, School, Public Works**		**Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station**		**Public Works Roads & Highways, Sewers, and Trenches**	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.
II - Minimum required equipment present at site.
Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

TABLE 11 Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA) [1,2]	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor[3]	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

1 Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

2 Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

3 Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

Construction would be conducted within the allowable hours of 7:00 a.m. and 7:00 p.m. weekdays and 7:00 a.m. to 5:00 p.m. weekends. Extreme noise generating construction methods, such as impact pile driving, are not proposed.

Noise from temporary construction was calculated from the estimated center of construction activities to the property lines of nearby noise sensitive receptors. The estimated center of construction will be approximately 75 feet from the residential property line to the southeast, 150 feet from the residential property line to the northeast and commercial property line to the southwest, and 330 feet from the residential property line to the northwest.

During the site preparation stage of construction, construction noise levels are calculated to be up to 71 dBA L_{eq} at the southeast property line, 65 dBA L_{eq} at the northeast and southwest property lines, and 58 dBA L_{eq} at the northwest property line. During the finishing stage of construction, construction noise levels are calculated to be up to 70 dBA L_{eq} at the southeast property line, 64 dBA L_{eq} at the northeast and southwest property lines, and 57 dBA L_{eq} at the northwest property line. Table 12 summarizes the estimated construction noise levels at nearby land uses.

TABLE 12 Estimated Construction Noise Levels at Nearby Land Uses

Phase of Construction	Calculated Hourly Average Noise Levels, L_{eq} (dBA)		
	Southeast Residential (75ft)	Northeast Residential and Southwest Commercial (150ft)	Northwest Residential (330ft)
Site Preparation	71	65	58
Building – Interior/ Architectural Coating	70	64	57

Implementation of the following standard best management practices would limit construction hours to daytime periods only, reduce construction noise levels emanating from the site, and minimize disruption and annoyance at adjacent noise sensitive uses:

- Limit construction to between the hours of 7:00 am and 5:00 pm.
- Limit work to non-motorized equipment on Sundays and holidays.
- Locate construction staging areas as far as practical from nearby sensitive receptors.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as practical from nearby sensitive receptors.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Air compressors and pneumatic equipment should be equipped with mufflers, and impact tools should be equipped with shrouds or shields.
- Prohibit all unnecessary idling of internal combustion engines.

With the inclusion of the standard best management practices listed above, temporary construction noise would result in a less-than-significant impact.

Impact 3: Temporary Construction Vibration

As stated above, this is a relatively small construction project. Nonetheless, various types of construction equipment are considered in this analysis to determine the worst-case scenario. The construction of the project may generate perceptible vibration at nearby residential land uses when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used near the perimeter of the project site. Vibration-producing activities would occur when heavy equipment is used during site preparation work. Foundation construction techniques involving impact or vibratory pile driving, which can cause excessive vibration, are not anticipated as part of the project.

There are no applicable Federal, state, or local quantitatively defined regulations relating to vibration resulting from construction activities. Based on the thresholds provided by Caltrans, a vibration limit of 0.3 in/sec PPV would minimize damage to buildings of normal conventional construction. A significant impact would occur if buildings adjacent to the proposed construction site were exposed to vibration levels in excess of 0.3 in/sec PPV.

Table 13 presents typical vibration levels that could be expected from construction equipment at distances of 25 feet (near the source) and 90 feet (closest receptor to the center of construction activities). The dropping of heavy equipment (e.g., clam shovel drop) and vibratory rollers produce vibration levels ranging from 0.202 to 0.210 in/sec PPV at 25 feet. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

Construction vibration levels were calculated from the estimated center of construction activities. Project construction activities, such as drilling, the use of jackhammers, rock drills, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity of the activities, but the vibration levels would be expected to attenuate with distance from the source. At the closest neighboring residential building to the construction site (90 feet), vibration levels due to construction activities would reach 0.049 to 0.051 in/sec PPV if heavy objects are dropped (e.g., clam shovel drop) or vibratory rollers are used.

Project-generated vibration levels would be well below the 0.3 in/sec PPV structural damage threshold at all surrounding residential buildings. Neither cosmetic, minor, nor major damage would occur at any neighboring buildings in the vicinity. At these locations and in other surrounding areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration. By use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby residences, perceptible vibration can be kept to a minimum.

TABLE 13 Vibration Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	PPV at 90 ft. (in/sec)
Clam shovel drop		0.202	0.049
Hydromill (slurry wall)	in soil	0.008	0.002
	in rock	0.017	0.004
Vibratory Roller		0.210	0.051
Hoe Ram		0.089	0.022
Large bulldozer		0.089	0.022
Caisson drilling		0.089	0.022
Loaded trucks		0.076	0.019
Jackhammer		0.035	0.009
Small bulldozer		0.003	0.001

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., January 2025.

CUMULATIVE NOISE ENVIRONMENT

There are no other known noise-generating projects proposed in the site vicinity. Operational noise levels from other potential projects would not add to noise levels produced by operations at the project site.

CEQA INITIAL STUDY CHECKLIST QUESTIONS

The California Environmental Quality Act (CEQA) includes qualitative guidelines for determining the significance of environmental noise impacts. The CEQA Initial Study checklist questions are listed below:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

The primary noise sources associated with the project are outdoor play and lunch areas, and temporary construction. These sources of noise comply with the Alameda County noise thresholds, resulting in a ***Less-than-Significant Impact****.*

Construction would be conducted within allowable hours and would occur over a temporary period. Pile driving is not anticipated as a method of construction. With the implementation of standard best management practices this would be a ***Less-than-Significant Impact****.*

(b) Generation of excessive groundborne vibration or groundborne noise levels;

Construction would occur 90 feet from the nearest neighboring residential structure. At this distance, groundborne vibration from construction is not anticipated to generate vibration levels exceeding the 0.3 in/sec PPV vibration limit recommended by the California Department of Transportation. This is a ***Less-than-Significant Impact****.*

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

The project is already an existing school and is located approximately 3 miles north of Hayward Executive Airport, and approximately 5.5 miles east of Oakland International Airport. The project site is located just outside of the airport's ALUC referral area and 55 dBA CNEL noise contour. Excessive aircraft-related noise would not be expected at the project site. This is a ***Less-than-Significant Impact****.*

SUMMARY/CONCLUSIONS

Based on the above findings, noise associated with project operations would be below the Alameda County noise standards for noise sensitive land uses in the site vicinity. Temporary construction noise would be reduced by the implementation of standard best management practices. Temporary construction vibration would not exceed any thresholds.

Appendix A – Noise and Vibration Fundamentals

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales that are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement that indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a tenfold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table A1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table A2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the *sound level meter*. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (L_{dn})* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors, the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is about equal to the $L_{dn,}$ and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA L_{dn} with open windows and 65 to 70 dBA L_{dn} with standard construction if the windows are closed.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn}. At a L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60 to 70 dBA. Between a L_{dn} of 70 to 80 dBA, each decibel increase increases by about 3 percent, the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed.

TABLE A1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound and a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz, and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after the addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after the addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE A2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table A3 displays the reactions of people and the effects on buildings that continuous vibration levels produce. The guidelines in Table A3 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table A3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table A3 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibrations, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

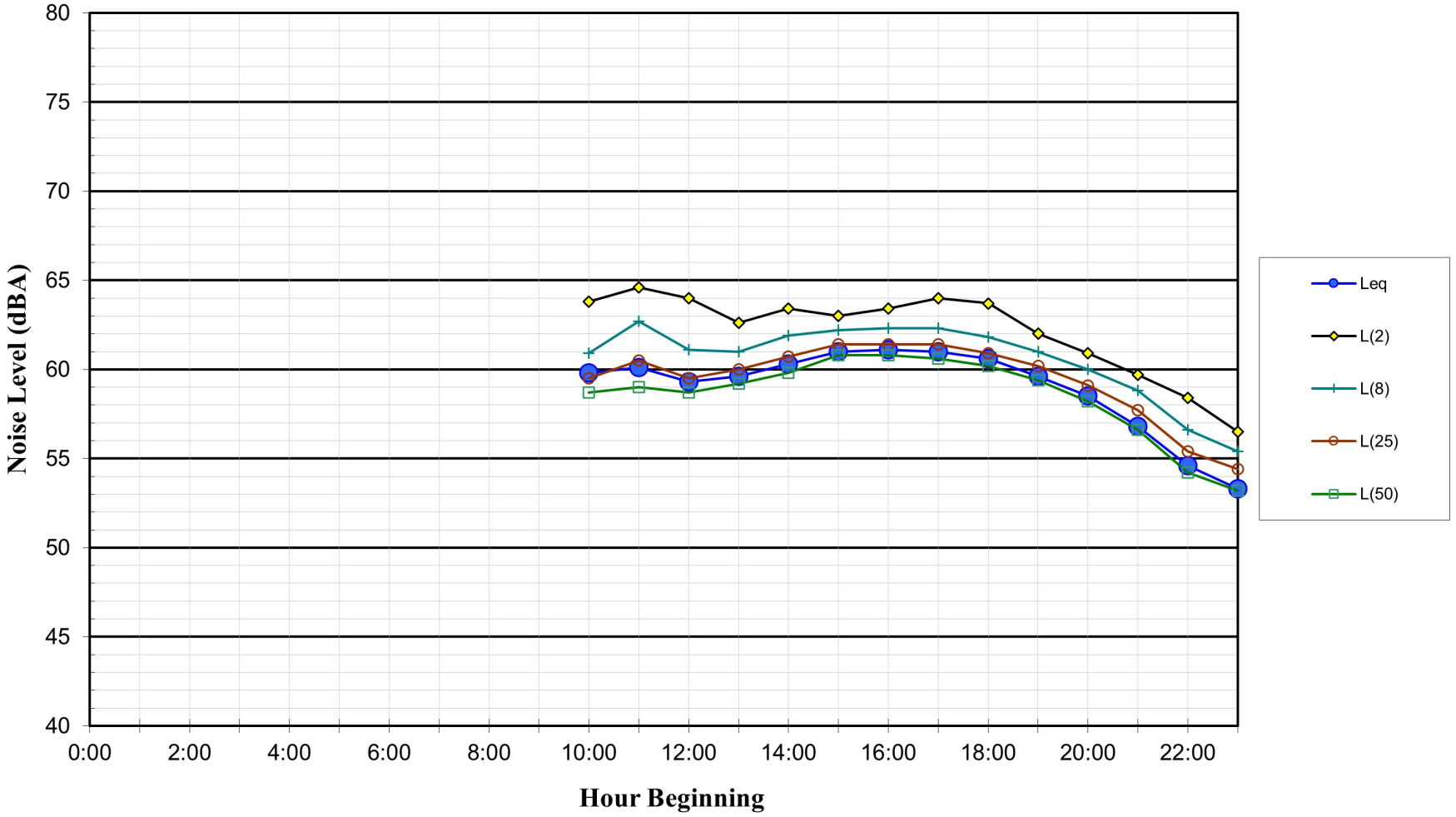
TABLE A3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

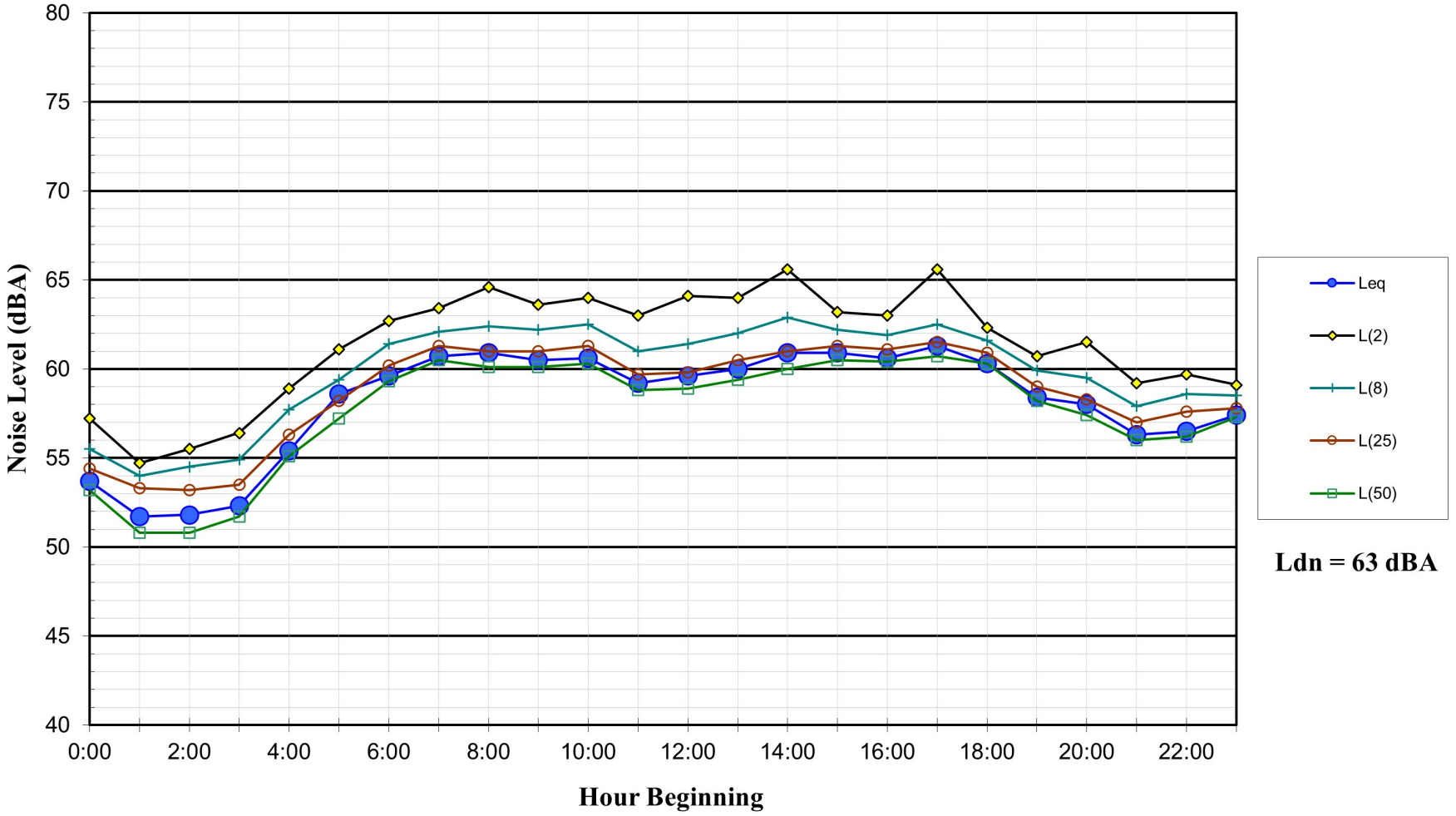
Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, April 2020.

Appendix B – Long-Term Noise Data

Noise Levels at Noise Measurement Site LT-1
Southwest Side of Project Site
Tuesday, October 8, 2024

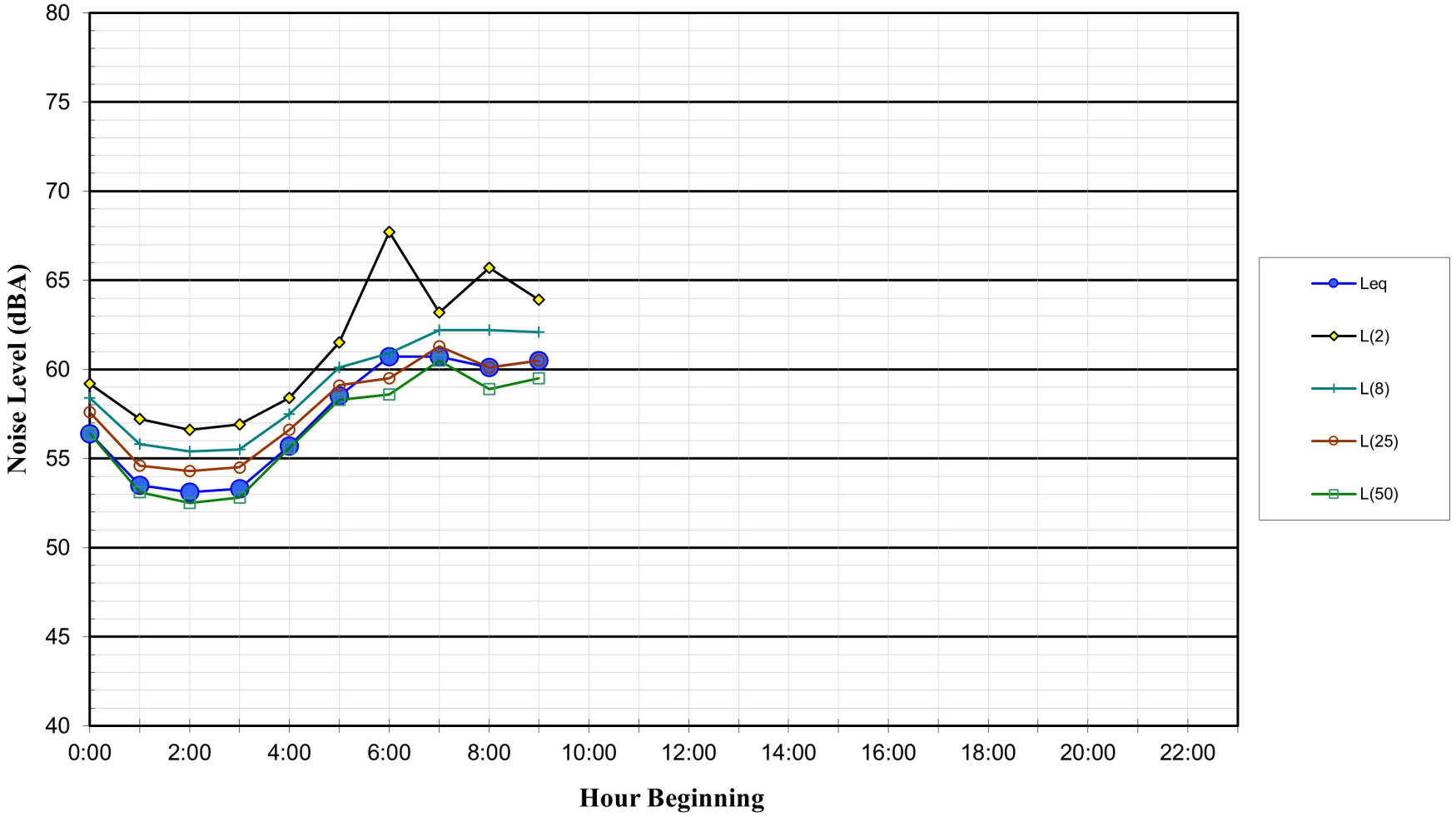


Noise Levels at Noise Measurement Site LT-1
Southwest Side of Project Site
Wednesday, October 9, 2024

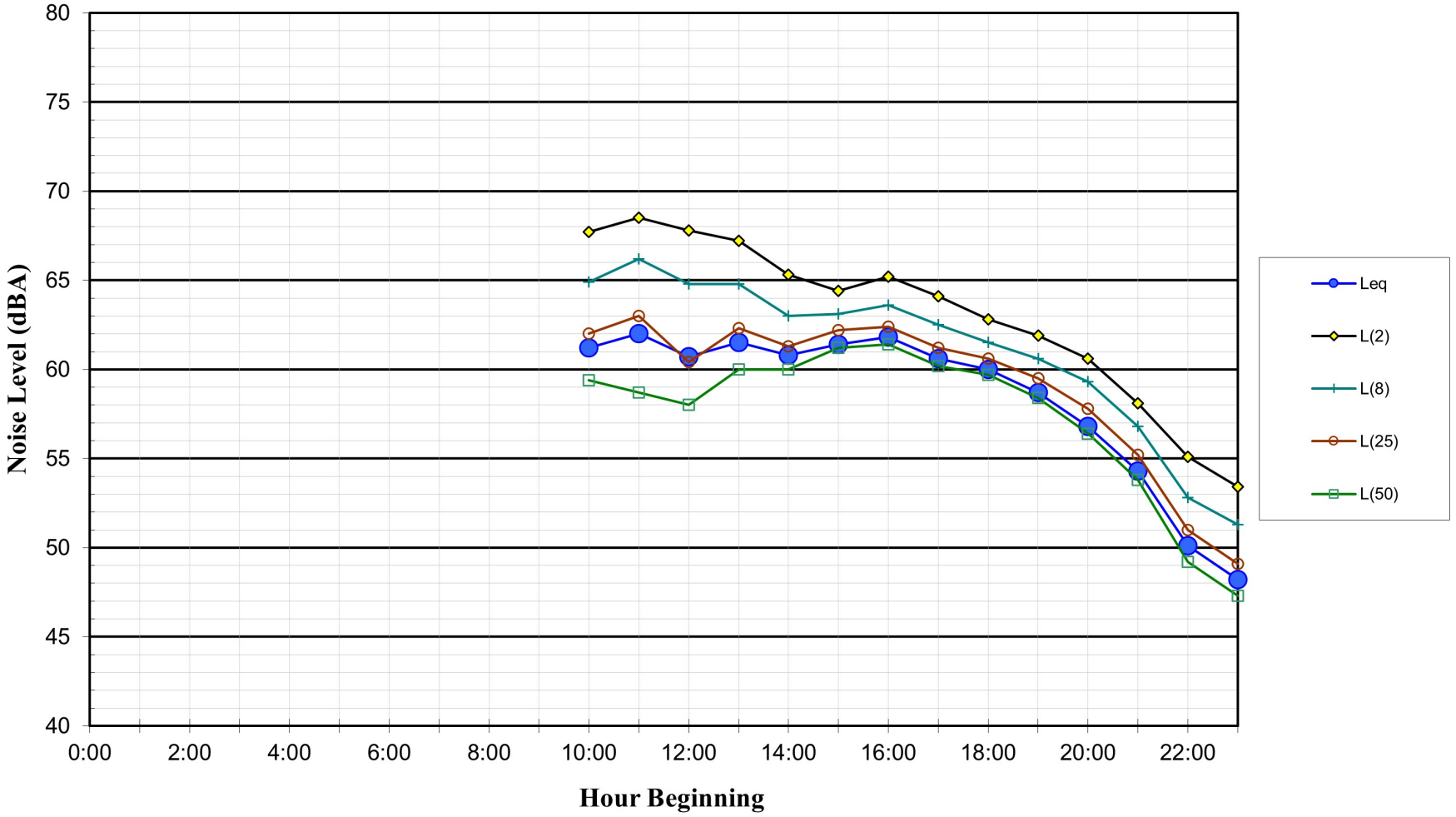


Ldn = 63 dBA

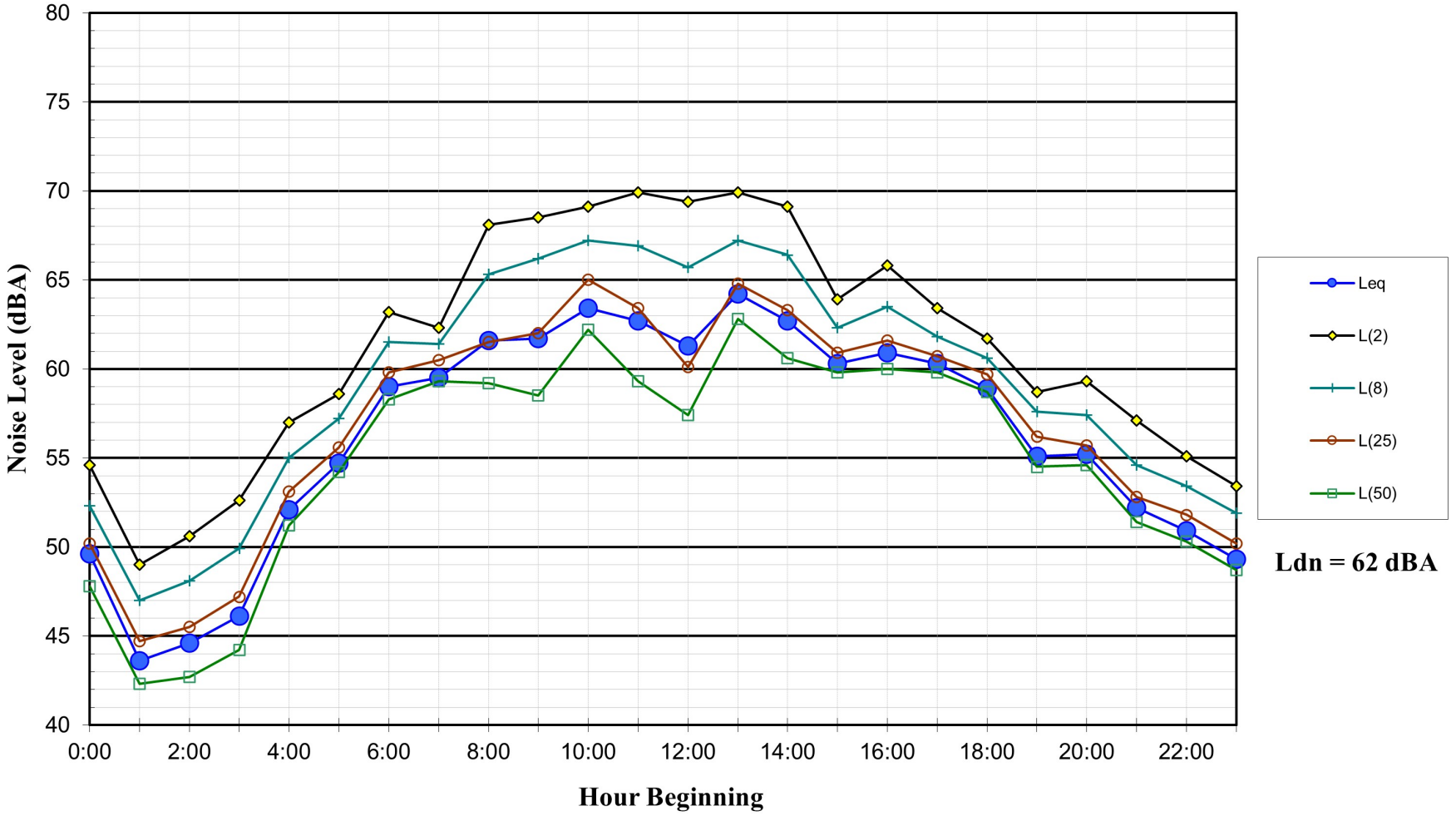
Noise Levels at Noise Measurement Site LT-1
Southwest Side of Project Site
Thursday, October 10, 2024



Noise Levels at Noise Measurement Site LT-2
Northeast Side of Project Site
Tuesday, October 8, 2024

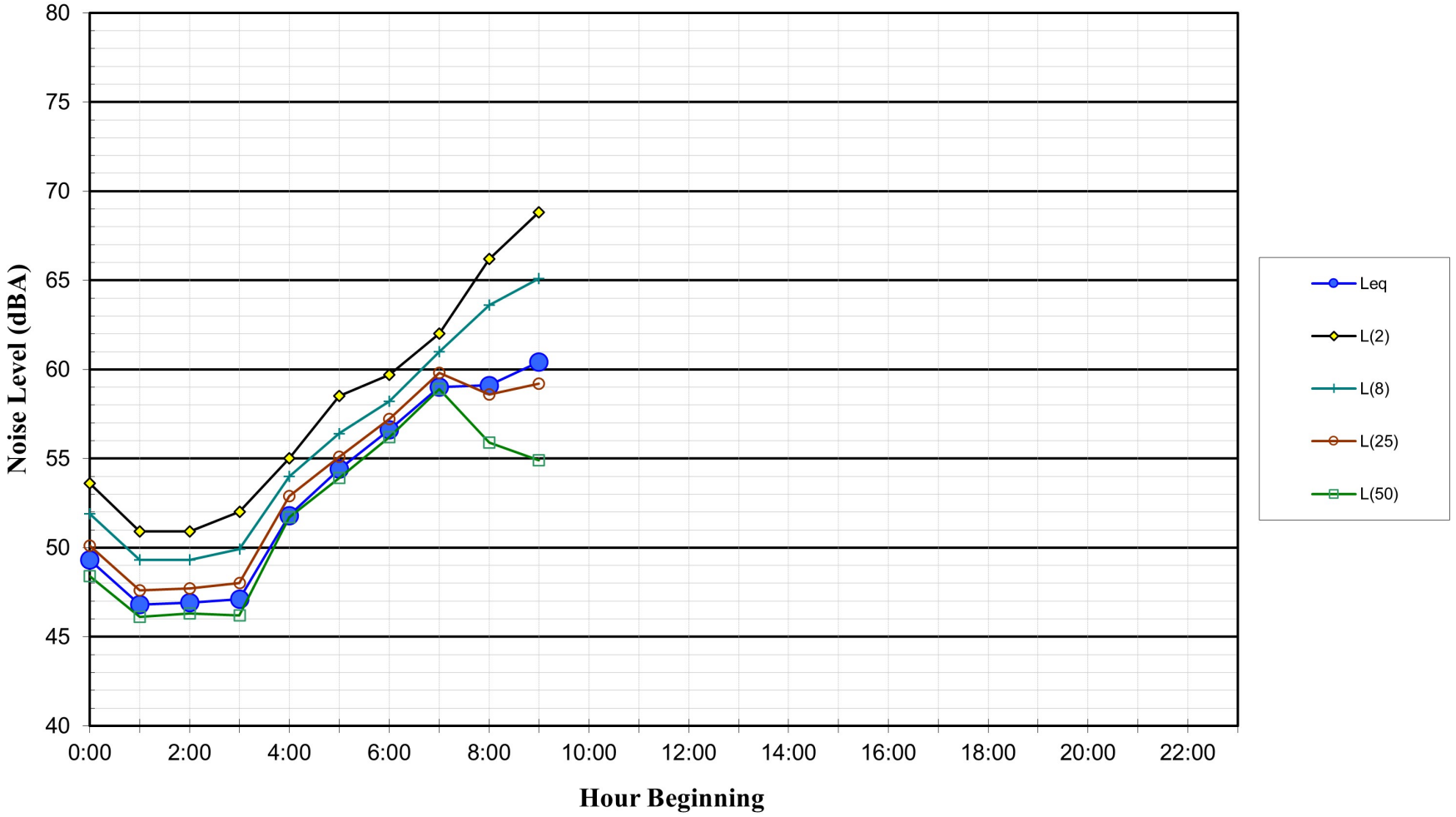


Noise Levels at Noise Measurement Site LT-2
Northeast Side of Project Site
Wednesday, October 9, 2024



Ldn = 62 dBA

Noise Levels at Noise Measurement Site LT-2
Northeast Side of Project Site
Thursday, October 10, 2024



ENROLLMENT INCREASE TRANSPORTATION ASSESSMENT

ATTACHMENT D

to the
Yu Ming Carolyn Campus School Expansion Project

Fehr & Peers

Memo

Date: April 10, 2026

To: Michael Fleming, Alameda County Community Development Agency

CC: Stacey Wang, Yu Ming Charter School

From: Sam Tabibnia, Fehr & Peers

Subject: Yu Ming Carolyn Campus Charter School Enrollment Increase Transportation Assessment

OK24-0558

This memorandum presents the transportation impact assessment conducted by Fehr & Peers for the proposed enrollment increase and construction of new school buildings at the Yu Ming Charter School located at 16244 Carolyn Street in Unincorporated Alameda County. The school currently enrolls 236 students (2023-2024 school year) at the project site and is seeking to increase the maximum allowable enrollment from 280 to 450 students. It is also seeking to construct two new one-story school building to replace the existing portable buildings at the east side of the site, and modify the vehicular circulation through the project parking lot.

This memorandum includes the following sections:

1. Background Information (page 1)
2. Data Collection (page 3)
3. Project Description (page 5)
4. Trip Generation, Distribution, and Assignment (page 6)
5. Intersection Operations Analysis (page 7)
6. Drop-Off Period Queuing Assessment (page 11)
7. Automobile Parking Demand and Supply Analysis (page 11)
8. Construction Period Operations (page 13)
9. Vehicle Miles Traveled Assessment (page 13)
10. Conclusion and Summary of Recommendations (page 14)

1. Background Information

Yu Ming Charter School is located on Carolyn Street between Foothill Boulevard and Strang Avenue in unincorporated Alameda County. Vehicle access to the campus is provided through a driveway on Carolyn Street that serves both the surface parking lot and the student pick-up and drop-off area. An additional driveway connects the site to Foothill Boulevard through an adjacent service station south of the site. This connection is gated and closed to motor vehicles during school hours but remains accessible to pedestrians. Typical school hours are 8:15 AM to 3:00 PM on weekdays, with early care beginning at 7:30 AM and aftercare provided until 6:00 PM.

Prior to Yu Ming Charter School, KEY Academy Charter School operated at the project site. In 2018, KEY Academy Charter School proposed to increase maximum allowable enrollment to 360 students. Fehr & Peers assessed the effect of the proposed enrollment increase on traffic operations and made recommendations to improve site access and circulation in a transportation impact assessment (TIA) memorandum entitled *KEY Academy Charter School – Transportation Impact Assessment (February 6, 2018)*. In 2019, Alameda County approved a conditional use permit (CUP) allowing operation of a K-8 school with up to 280 students at the site.

Table 1 summarizes the transportation-related Conditions of Approval (COA) for the CUP dated September 3, 2019, and the recommendations from the 2018 TIA.

Table 1: Status of COA and TIA Recommendations

COA[1]	KEY Academy TIA[2]	Description	Status (March 2026)
COA #8	–	Open service station gate during pick-up/drop-off	Not complete. Recommended to be completed by Yu Ming to accommodate the proposed clockwise circulation in the parking lot.
COA #9	–	Develop and submit traffic plan	Completed. Submitted within 15 days of approval.
COA #10	Rec #8	Maintain on-site parking for all uses	Completed. Parking has been maintained.
COA #14A	Rec #3	Repair sidewalk/driveway for ADA compliance	Completed. Finished in September 2020. Needs repair. Recommend repairing after construction is complete.
COA #14B	–	Install streetlight at driveway	Completed. Installed in 2020 and repairs were completed in summer 2024.
COA #14C	Rec #1	Install signage per TIA recommendations (Relocate school zone speed limit sign)	Completed. Relocated in March 2020.
COA #14C	Rec #1	Install signage per TIA recommendations (Provide flashing beacons on school zone sign for pick-up/drop-off)	No longer recommended for implementation. Refer to email from County Public Works employee Rick Yeung on 10/8/2019 waiving the requirement. In addition, per Section 7B.15 of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD), use of flashers during specific time periods is misleading as it suggests that the speed limit is in force only when the flashing beacons are in operation. Instead, per CVC 22352, the prima facie speed limit of 25 mph is in effect when children are present, as the existing signs indicate.

COA[1]	KEY Academy TIA[2]	Description	Status (March 2026)
COA #14D	–	Keep driveway entrance to gas station clear to use to accommodate additional trips	Not complete. Recommended to be completed by Yu Ming to accommodate the proposed clockwise circulation in the parking lot.
–	Rec #2	Stripe left-turn pocket on Carolyn Street at Foothill Boulevard	No longer applicable. The change in on-site circulation would reduce the traffic volume on southbound Carolyn Street and eliminate the need for this recommendation.
–	Rec #4	Construct on-site accessible path and repaint fire lane	Not complete. May need to be completed. If alternative paths (such as along the former church frontage) meet ADA requirements, this may no longer be needed.
–	Rec #5	Contribute fair share to accessibility improvements at the Carolyn Street/Foothill Boulevard intersection for bus stop access	No longer applicable. AC Transit discontinued service on this route.
–	Rec #6	Contribute fair share to construct transit amenities at Carolyn Street/ Foothill Boulevard intersection bus stops	No longer applicable. AC Transit discontinued service on this route.
–	Rec #7	Implement on-site operational strategies to reduce queueing onto Carolyn Street	Not complete. Staggering school start times is recommended to accommodate additional enrollment.
–	Rec #9	Provide bike racks at school entrances	Completed. Bike racks have been installed.

Notes:

1. County of Alameda Resolution No. Z-19-21 of the West County Board of Zoning Adjustments Adopted at the Hearing of August 28, 2019 Concerning Conditional Use Permit, PLN2017-00083 (Revised September 3, 2019)
2. KEY Academy Charter School – Transportation Impact Assessment (Fehr & Peers, February 6, 2018)

Source: Fehr & Peers, 2026.

Yu Ming Charter School has a current enrollment of 236 students (2023-2024 school year)[1] at the site, serving Kindergarten through 2nd grade. The School also has 24 teachers and staff.

The project parking lot currently provides 43 striped parking spaces. However, eight parking spaces (consisting of two ADA spaces and six regular spaces) are located east of the fence that divides the

[1] Enrollment increased to 252 students in the 2024-2025 school year and 242 students in the 2025-2026 school year. This analysis uses the enrollment of 236 students in the 2023-2024 school year as the baseline to be consistent with the observations and data collected at the site for this analysis.

site and are not currently available during typical school operations; thus, 35 parking spaces are currently available to accommodate the School's parking demand.

2. Data Collection

Fehr & Peers retained a traffic count firm to collect peak period multimodal intersection counts at two study intersections that were also evaluated in the 2018 memorandum for KEY Academy:

- Carolyn Street/Foothill Boulevard
- Carolyn Street/Project Driveway

Counts were collected during morning drop-off from 7:00 AM to 9:00 AM and afternoon/evening pick-up from 2:30 PM to 6:00 PM on a typical school day in November 2023. The morning peak hour (the hour with the highest traffic volume) for both intersections was from 7:30 AM to 8:30 AM, with the peak 15-minute from 8:00 AM to 8:15 AM, which coincides with the school start time. The afternoon/evening peak hour was from 4:45 PM to 5:45 PM for the Carolyn Street/Foothill Boulevard intersection and from 2:45 PM to 3:45 PM for the Carolyn Street/Project Driveway intersection, with the peak 15-minute from 3:00 PM to 3:15 PM, which coincides with the school end time.

During both the morning and afternoon/evening peak periods, approximately 98 percent of vehicles accessing the Yu Ming Charter School driveway traveled from the Carolyn Street/Foothill Boulevard intersection, with the other two percent traveling southbound on Carolyn Street from neighborhood streets.

Attachment A provides the multimodal count data, including separate counts for vehicles, bicycles, and pedestrians.

On-Site Queuing and Parking Observations

Fehr & Peers observed and collected vehicle queuing and parking observations at the site in November 2023, June 2024, and November 2025 on days that Yu Ming Charter School was in regular session. During the morning drop-off and the afternoon pick-up periods, vehicles enter the project site through the Carolyn Street driveway, circulate counterclockwise through the parking lot, and travel through gates on the east side of the parking lot that are only open during the drop-off and pick-up periods, to access the formal drop-off/pick-up area located along the school frontage on the north side of the parking lot. The drop-off/pick-up area can accommodate up to four vehicles at once. Three to five staff assist with the drop-off and pick-up operations and direct vehicles through the parking lot. **Figure 1** shows the existing on-site circulation pattern and parking lot.

About 90 vehicles use the drop-off area during the morning peak drop-off period. Vehicles start arriving at around 7:55 AM, 20 minutes before bell time. Most vehicles start arriving around 8:05 AM, about 10 minutes before bell time, with peak arrival at around 8:10 AM, five minutes before bell time. During most of the morning drop-off period, queues from vehicles dropping off students were generally contained within the parking lot. However, they were observed to intermittently spill back onto Carolyn Street for about five minutes from 8:10 AM to 8:15 AM. The longest queue during our observations was about 20 vehicles long with 16 vehicles accommodated within the school parking lot and four vehicles on northbound Carolyn Street between the project driveway and Foothill Boulevard. However, sporadic queues of one or two additional vehicles on westbound Foothill Boulevard waiting to turn right onto Carolyn Street have also been reported under rare and unusual conditions, such as inclement weather.

Some queuing was also observed in the outbound direction of the project driveway on Carolyn Street because left-turning outbound vehicles could not turn left onto Carolyn Street due to the queue on southbound Carolyn Steet at the signalized intersection on Foothill Boulevard spilling back to the project driveway, and occasionally blocking northbound through traffic on Carolyn Street. However, these queues generally cleared within one signal cycle (typically 80 seconds or less) and the outbound queue at the project driveway, which can accommodate up to seven vehicles, did not spill back to the designated drop-off area and affect the drop-off operations. During the peak afternoon pick-up period, queues were fully contained within the project site, with maximum queues observed from 2:55 PM to 3:10 PM.

In addition to use of the formal pick-up/drop-off area, some parents were observed to park in the school parking lot, the parking lots of adjacent businesses along Foothill Boulevard, or on Carolyn Street or Strang Avenue and walked students to and from the school.

The parking lot provides 35 marked parking spaces, including two ADA spaces, available for Yu Ming School. Based on our observations, 30 parking spaces were occupied in the mid-morning period.

3. Project Description

Yu Ming Charter School has a current enrollment of 236 students at the site, serving Kindergarten through 2nd grade. The school is proposing to increase the maximum allowable enrollment from 280 students to 450 students to accommodate additional grade levels at the project site. The enrollment increase would increase the number of teachers and staff from 24 to 38, consisting of 30 full-time and 8 part-time staff. Yu Ming would accommodate the increased enrollment through constructing two new one-story buildings, comprising about 17,440 square feet of space, which would replace the existing portable buildings on the east side of the project site. **Attachment B** shows the project site plan dated March 10, 2026.

Changes in School Operations

The proposed project would modify the drop-offs and pick-ups from current conditions. Vehicles would continue to enter the parking lot through the driveway on Carolyn Street; however, the formal drop-off/pick-up area would relocate from the north side to the east side of the parking lot. In addition, the project would modify the circulation direction in the parking lot from counterclockwise to clockwise. Although vehicles would continue to enter the parking lot through the driveway on Carolyn Street, they would need to circulate clockwise through the reconfigured parking lot to access the formal drop-off/pick-up area on the east side of the parking lot, which would require most students to exit or enter vehicles on the left side of the vehicle. Vehicles would exit the parking lot through the gate on the south side of the parking lot, travel through the adjacent service station, and use the shared driveway to turn right on westbound Foothill Boulevard. As a result, The Carolyn Street driveway would become one-way inbound only and the gate to the service station to south of the parking lot would become one-way outbound only.

The drop-off/pick-up area would continue to accommodate up to four vehicles at once, and the parking lot would accommodate queues of up to 15 inbound vehicles, before they spill back onto Carolyn Street. The adjacent service station and the project parking lot would accommodate queues of up to nine outbound vehicles, before they spill back into the drop-off/pick-up area. **Figure 2** shows the circulation and the available queuing spaces after project completion.

In order to accommodate the maximum enrollment of 450 students in the reconfigured parking lot, the following is recommended to reduce the potential for queue spillbacks during the morning drop-off period.

Recommendation 1: To reduce the queuing during the morning drop-off period and minimize effects on nearby streets, implement the following:

- Provide two school bell times, staggered by at least 20 minutes, with approximately similar number of students assigned to each drop-off period to reduce the peak drop-off demand
- Provide at least five staff to manage the student drop-off
- Implement a carpool matching program to encourage families to drive to and from the school in carpools to reduce the vehicle trip generation
- Monitor queuing during pick-up/drop-off times and implement additional demand management strategies, such as more robust carpool matching, providing additional incentives for carpooling, or introduction of school bus service, if inbound queues continue to spill past Carolyn Street.

Attachment C shows the Proposed Drop-Off/Pick-Up Management Plan for Yu Ming School.

4. Trip Generation, Distribution, and Assignment

Based on the current enrollment of 236 students and the vehicle counts collected at the school driveway in 2023, Fehr & Peers estimated the morning and evening peak hour vehicle trip generation rates per student. These trip generation rates are presented in **Table 2** and reflect total traffic volumes at the project driveway, including both inbound and outbound trips. Table 2 also compares the current observed trip generation rates to the ones estimated for KEY Academy in the 2018 memorandum, which were calculated using the same methodology.

Table 2: Vehicle Peak Hour Trip Generation Rates

	Morning Peak Hour[1]	Afternoon Peak Hour[1]
Total 2023 Driveway Volumes (In + Out)	227	83
Yu Ming Trip Generation Rate Per Student (236 students)	**0.96**	**0.35**
KEY Academy Trip Generation Rate Per Student	0.92	0.52

Note:
1. Represents the peak hour of trip generation by the Yu Ming Charter School or KEY Academy.
Source: Fehr & Peers, 2026.

As shown in **Table 2**, Yu Ming Charter School currently generates approximately 227 morning peak hour vehicle trips and 83 afternoon/evening peak hour trips, which corresponds to a trip generation rate of 0.96 morning peak hour trips per student and 0.35 afternoon/evening peak hour trips per student. The morning peak hour trip generation rate is slightly higher than what was estimated for KEY Academy. The afternoon/evening peak hour trip generation is lower for Yu Ming Charter School likely because Yu Ming Charter School provides a three-hour aftercare program from 3:00 PM to 6:00 PM that reduces the concentration of pick-ups during the peak hour.

Using the trip generation rates provided in Table 2, Fehr & Peers developed trip generation estimates for Yu Ming Charter School for an enrollment of 450 students. **Table 3** provides these estimates. The use of trip generation rates based on the existing enrollment is somewhat conservative. The introduction of additional grade levels is expected to slightly lower trip generation rates because a greater proportion of the students would be siblings who could share the same vehicle ride for pick-up and drop-off.

Table 3: Automobile Trip Generation Estimates

	Morning Peak Hour[1]			Afternoon Peak Hour[1]		
	In	Out	Total	In	Out	Total
Existing (236 students)	128	99	227	37	46	83
Proposed (450 students)[2]	244	189	433	71	87	158
Net New Automobile Trips	**+116**	**+90**	**+206**	**+34**	**+41**	**+75**

Note:
1. Represents the peak hour of trip generation by the Yu Ming Charter School at 7:30-8:30 AM and 2:45-3:45 PM
2. Trip generation rates based on data collected at the Yu Ming Charter School in November 2023.

Source: Fehr & Peers, 2026.

As shown in Table 3, an enrollment of 450 students at Yu Ming Charter School is estimated to generate an additional 116 inbound and 90 outbound trips during the morning peak hour and an additional 34 inbound and 41 outbound trips during the afternoon peak hour compared to existing conditions.

The project trip distribution is defined as the origins and destinations of vehicles to/from the project site. The trip distribution for the added students at the project site is expected to be similar to the current trip distribution since the school would continue to serve the same geographic area. The roadways used by the added students to access the project site are likewise expected to be similar to those used by the existing student body. The assignment of project trips to the roadway network was therefore based on the traffic count data collected in November 2023, which show that about 98 percent of vehicles accessing the school driveway approach from the Carolyn Street/Foothill Boulevard intersection.

5. Intersection Operations Analysis

Analysis Methodology

Intersection operations are described using the term "Level of Service" (LOS). LOS is a qualitative measure of the average delay experienced by a driver at an intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delay. **Attachment D** provides the detailed LOS definitions. Methods used to assess signalized and unsignalized intersections are described below.

- ***Signalized Intersection*** – Signalized intersection operations are evaluated using the method provided in the *Highway Capacity Manual 6th Edition* (HCM6). This method uses intersection characteristics to estimate average control delay and then assigns a LOS value. Control delay

is defined as the delay associated with deceleration, stopping, moving up in the queue, and acceleration experienced by drivers at a signalized intersection.

- ***Unsignalized Intersections*** – All-way stop-controlled and side-street stop-controlled intersection operations are also analyzed using the HCM6. Delay is calculated for movements that are controlled by a stop sign or that must yield the right-of-way. This method defines operations by average control delay per vehicle (measured in seconds) for each stop-controlled movement. This incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side-street stop-controlled intersections, the movement or approach with the highest delay is reported, as well as average intersection delay.

The Synchro 11 Software is used to estimate delay and corresponding LOS at the study intersections. Synchro uses the equations provided in the HCM6 to calculate control delay. These equations use intersection characteristics, such as vehicle and pedestrian volumes, lane geometry, and signal timing parameters, as inputs to estimate control delay.

Intersection Volumes

Fehr & Peers used the Synchro software and applied the HCM6 methods to analyze LOS and queuing at the Carolyn Street/Foothill Boulevard and Carolyn Street/Project Driveway intersections during the morning (AM) and evening (PM) peak hours under the following scenarios:

- ***Existing*** – Existing conditions based on traffic counts collected in 2023 at the study intersections
- ***Existing Plus Project*** – Existing conditions plus traffic generated by the project (which is defined as an increase in enrollment to 450 students). This scenario also accounts for the changes in school operations that the project would implement, which consist of relocating the passenger loading area from the north to the east side of the parking lot, changing the parking lot circulation from counterclockwise to clockwise direction, converting the Carolyn Street Driveway to one-way inbound, directing all vehicles to exit through the service station to the south and onto Foothill Boulevard, and providing two school bell times that are staggered by at least 20 minutes.
- ***Cumulative*** – Forecasts for the cumulative scenario are based on traffic growth trends through 2040 as documented in the Alameda County Transportation Commission (Alameda CTC) Travel Demand Model. This analysis assumes that the streets serving the project site would have the same configuration as current conditions.
- ***Cumulative Plus Project*** – Cumulative conditions plus traffic generated by the project and accounting for the changes in school operations as described above.

Cumulative conditions traffic forecasts were developed using the most recent version of the Alameda CTC Travel Demand Model dated May 2019 to estimate the growth rates of background traffic volumes through 2040. This accounts for the traffic increase due to land use changes anticipated by the Alameda County and the San Leandro General Plans. **Figure 3** presents the forecasted peak hour turning movement volumes under the four analysis scenarios.

Intersection Delay and Level of Service Summary

Table 4 presents the LOS results for the two study intersections under the four scenarios, and **Attachment E** presents the detailed calculations.

Table 4: Intersection Level of Service Results

Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		Cumulative		Cumulative Plus Project	
			Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS
Carolyn Street/I-580 NB Ramps & Foothill Boulevard	Signal	AM PM	14 15	B B	14 15	B B	22 19	C B	19 20	B C
Carolyn Street & Project Driveway	SSSC[3]	AM PM	4 (13) 2 (11)	A (B) A (B)	<1 (8) <1 (8)	A (A) A (A)	4 (16) 2 (12)	A (C) A (B)	<1 (8) <1 (8)	A (A) A (A)

Notes:

1. SSSC = side street stop-controlled intersection; Signal = signalized intersection
2. Average intersection delay in seconds calculated using the HCM6 methodology for all intersections
3. For SSSC intersections, average delay or LOS is followed by the delay or LOS for the worst approach in parentheses

Source: Fehr & Peers, 2026.

As shown in Table 4, the signalized Carolyn Street & Foothill Boulevard intersection would continue to operate at LOS B during both the AM and PM peak hours under Existing Plus Project conditions. Under Cumulative Plus Project conditions, the project would reduce the intersection average delay during the AM peak hour by about three seconds and increase the intersection average delay during the PM peak hour by about one second due to shifting the exiting project traffic from the southbound Carolyn Street approach to the westbound Foothill Boulevard approach.

The side-street stop-controlled Carolyn Street & Project Driveway intersection would improve to LOS A during both AM and PM peak hours under both Existing Plus Project and Cumulative Plus Project conditions because the project would eliminate the traffic volume of the stop-controlled driveway approach.

Queuing

Vehicle queues were analyzed for all movements at the signalized Carolyn Street & Foothill Boulevard intersection as well as the unsignalized project driveways on Carolyn Street and Foothill Boulevard under the four scenarios for the AM and PM peak hours. **Table 5** presents the 95th percentile queues[2] for each movement at the two study intersections.

As shown in Table 5, the 95th percentile vehicle queues on the southbound Carolyn Street approach at the Carolyn Street & Foothill Boulevard intersection exceeds the available queue storage and spills back to the Carolyn Street & Project Driveway intersection during the AM peak hour under Existing and Cumulative conditions, which is consistent with our current observations of periodic spillbacks. The proposed project, which would divert project traffic from Carolyn Street to Foothill Boulevard, would reduce the queue length on the southbound Carolyn Street approach during both the AM and PM peak hours under Existing and Cumulative conditions.

[2] 95 percent of the time in the peak hour vehicle queues are at or below this queue length and 5 percent of the time the vehicle queues are above this queue length.

Table 5: Intersection Queuing Results

Intersection	Movement	Available Storage (feet)[1]	Peak Hour	95th Percentile Vehicle Queue[1, 2] (feet)			
				Existing	Existing Plus Project	Cumulative	Cumulative Plus Project
Carolyn Street/ I-580 NB Ramps & Foothill Boulevard	Eastbound Left	175	AM PM	50 25	50 25	50 50	50 50
	Eastbound Through	1,725	AM PM	50 100	50 100	75 125	75 150
	Eastbound Right	150	AM PM	25 25	25 25	25 25	25 25
	Westbound Left	425	AM PM	125 75	175 100	250 125	325 150
	Westbound Through	850	AM PM	50 75	50 75	75 100	100 100
	Westbound Right	100	AM PM	25 25	25 25	25 25	25 25
	Northbound Left/Through	425	AM PM	100 75	125 100	125 125	175 150
	Northbound Right	425	AM PM	75 150	100 150	150 325	150 375
	Southbound Left/Through /Right	50[3]	AM PM	**100** 50	50 50	**125** **75**	**75** 50
Carolyn Street & Project Driveway	Westbound Left/Right	125	AM PM	100 25	0 0	100 25	0 0
Project Driveway & Foothill Boulevard	Southbound Right	200	AM PM	25 25	100 50	25 25	125 75

Notes:

Bold indicated queues exceeding the available storage.

1. Queue storage and queue lengths are per lane and rounded to nearest 25 feet.
2. 95 percent of the time the vehicle queues are at or below this queue length and 5 percent of the time the vehicle queues are above this queue length.
3. Queue storage for this movement is measured to the Project Driveway.

Source: Fehr & Peers, 2026.

The proposed project, which would increase the traffic on Foothill Boulevard, would increase the 95th percentile vehicle queues on the westbound Foothill Boulevard approach. Although the queues on all movements on the westbound approach can be accommodated within the provided storage, the westbound left-turn queues during the AM peak hour may spill back past the project driveway. However, these queues are estimated to clear within one cycle and would not result in queue buildups on the westbound Foothill Boulevard approach or the southbound project driveway.

The 95th percentile queues at the other movements would be accommodated within the available storage under all four scenarios.

6. Drop-Off Period Queuing Assessment

Fehr & Peers developed a queuing model to estimate the worst queue lengths under typical conditions during the morning drop-off period with the enrollment increase proposed by the project and after the implementation of the operational changes, including Recommendation 1, described above. The model is based on current field observations of the morning drop-offs and extrapolates to estimate queue lengths under future conditions. **Table 6** summarizes the results of the queuing model results and **Attachment F** provides the detailed model output.

Table 6: Estimated Queues During the Morning Drop-Off Period

Scenario	Bell Times	Total Drop-Off Vehicles	Drop-Off Spaces	Average Queue Length	Worst Queue Length		
					Within Site	On Carolyn Street	Total
Existing Conditions (236 students)[1]	8:15 AM	90 vehicles in one period	4	7	16	4	20
Proposed Project (450 students)[2]	7:55 AM and 8:15 AM	172 vehicles with approximately 86 vehicles per period	4	7	15	4	19

Notes:

1. Based on queuing model provided in Attachment F and confirmed by existing observations
2. Based on queuing model provided in Attachment F.

Source: Fehr & Peers, 2026.

As described in Section 2 of this memorandum, drop-offs currently start at about 7:55 AM and end at 8:15 AM when the school bell rings. During this 20-minute period, about 90 vehicles use the drop-off area, which includes four drop-off spaces on the north side of the parking lot, staffed by four personnel to assist students exiting their vehicles. Under typical conditions, the worst queues occur immediately before bell time, with up to 20 vehicles queued. Of these, 16 vehicles are accommodated within the school parking lot and four vehicles queue on northbound Carolyn Street. Queues spill back onto Carolyn Street for approximately five minutes. Occasionally, queues may spill back onto westbound Foothill Boulevard with one or two additional vehicles queuing waiting to turn right onto Carolyn Street from westbound Foothill Boulevard.

After completion of the proposed project, the school would provide four staffed drop-off spaces on the east side of the parking lot; however, the parking lot would accommodate up to 15 queued vehicles before queues spill back onto Carolyn Street. This analysis assumes two bell times spaced 20 minutes apart (7:55 AM and 8:15 AM), with drop-offs starting at 7:35 AM, 20 minutes before the first bell. Assuming similar drop-off behavior as under existing conditions, approximately 172 vehicles are expected to use the drop-off area during both bell times combined. With students assigned

equally between the two bell times, approximately 86 vehicles would use each of the two drop-off periods. Under typical conditions, the worst queue is estimated to be 19 vehicles and would occur immediately before each bell time. Furthermore, one or two additional vehicles may also queue on westbound Foothill Boulevard for short-term periods under rare and unusual conditions.

With staggering the school bell times by at least 20 minutes, morning drop-off operations under project conditions (450 students) are expected to remain comparable to existing conditions (236 students), with slightly lower worst-case queue lengths (19 vehicles versus 20 vehicles) occurring before each bell time and no increase in queue spillback onto Carolyn Street.

Under current operations, vehicles exiting the school during morning drop-off and turning left onto southbound Carolyn Street occasionally block northbound through traffic. This occurs when the queue on southbound Carolyn Street spills back from the signalized intersection at Foothill Boulevard to the project driveway. The proposed parking lot reconfiguration and change in circulation direction would eliminate this outbound traffic entirely, including the left-turns out of the Carolyn Street driveway, which means that exiting vehicles would not impede northbound traffic or contribute to the queue spillback on northbound Carolyn Street.

Based on current school operations and collected data, afternoon peak pick-up demand is roughly one-third of the morning peak drop-off demand. This is largely due to after-school activities and programs, which spread student pick-ups across a longer window later in the afternoon (unlike the more concentrated morning drop-offs). As a result, afternoon pick-ups are not expected to require staggering and are expected to be fully accommodated within the school parking lot. However, if school operations change and peak afternoon pick-up demand increases at a faster rate, staggered pick-ups may become necessary.

7. Automobile Parking Demand and Supply

Off-street parking requirements and design guidance are outlined in the *Alameda County Code of Ordinances* Chapter 17.52. The County's Code of Ordinances does not specify a number of parking spaces required for schools.

The site parking lot currently provides 43 striped parking spaces, including four ADA spaces. However, only 35 parking spaces are available to Yu Ming Charter School on typical school days because eight parking spaces located on the east side of the lot, including two ADA spaces, cannot be used due to the presence of a fence separating the portable school buildings and the parking lot.

The project would increase the on-site parking supply by removing the fence that divides the parking lot and reconfiguring the parking lot to provide additional parking spaces. The project would reconfigure the parking lot to provide one circulation loop throughout the parking lot with perpendicular parking spaces on one or both sides of the circulation aisle. As a result, the parking supply available to Yu Ming Charter School would increase from 35 to 45 parking spaces. All parking spaces in the reconfigured parking lot would meet the County's minimum dimension requirements (minimum 18-feet long by 9-feet wide).

Our observations show that about 30 spaces in the parking lot are currently used. An increase in enrollment to 450 students is estimated to add 14 additional staff at peak times. Assuming that all the new staff would drive alone to the site, the parking demand would increase to 44 spaces, which the reconfigured 45-space parking lot can accommodate.

Special Event Parking

The school would continue to hold few large special events, such as back-to-school nights, enrollment tours, or new student and family orientation, during the school year. The on-site parking lot may not be sufficient to accommodate the peak visitor parking demand for these special events. As a result, attendees would likely use on-street parking on nearby streets, such as Carolyn Street and Strang Avenue. Parking occupancy on the segments of these streets near the school may reach or approach capacity during these large special events. However, any such effect would be temporary and localized, resolving after the end of the event.

8. Construction Period Operations

Project construction is proposed to be completed in two phases, with each phase lasting approximately one year. The new school buildings would use modular construction, where buildings are built off-site and delivered and assembled in sections over about two to three days per building. Major site work, consisting of demolition of existing portable buildings, site preparation, modular assembly, and parking lot reconfiguration, are scheduled to occur during the summer months when school is out. This allows the contractor to occupy the parking lot without interfering with school operations or affecting the neighboring streets.

All construction phases would generate temporary construction-related vehicle trips, primarily consisting of worker vehicles and delivery trucks. Construction is estimated to generate about 10 to 20 trips on typical days, with short-term peak days generating up to 40 trips during modular delivery and installation, which is below the traffic generated during normal school operations.

Once the modular buildings are in place, finishing work is expected to take three to four months, overlapping with the regular school year. During this period, construction activity would be limited and is not expected to disrupt morning drop-offs or afternoon pick-ups, all of which would continue to be accommodated in the project parking lot. The school parking lot would remain in use throughout, with up to eight spaces designated for construction workers, which would keep parking spillover onto the adjacent streets to a minimum.

9. Vehicle Miles Traveled Assessment

Since Alameda County does not provide guidance on evaluating vehicle miles traveled (VMT) for environmental documents, Fehr & Peers evaluated the effects of the project on VMT based on the guidance provided by the State's Office of Land Use & Climate Innovation (LCI, previously known as Office of Planning and Research [OPR]) in their *Technical Advisory on Evaluating Transportation Impacts in CEQA.* The LCI guidance recommends using an efficiency metric (such as VMT per person) rather than an absolute numeric measure (such as total VMT) because an efficiency metric speaks to how efficiently the people at a given location travel. A project that contributes to a more efficient use of the transportation system would be expected to reduce or avoid increases in the VMT per person.

According to the LCI guidance, screening criteria can be used to identify projects that can be expected to cause a less-than-significant impact without conducting a detailed analysis. Local-serving uses can be presumed to have a less-than-significant impact on VMT absent substantial evidence to the contrary. Local serving uses, such as grocery stores, local schools, and community centers, can be considered to have a less-than-significant impact on VMT because they would draw

most of their users, customers, and/or visitors from a relatively small geographical area. The proposed project is an expansion of an existing school that primarily serves the local community in the unincorporated Alameda County, the City of San Leandro, and the surrounding areas. Based on student home ZIP code data provided by Yu Ming School, approximately 60 percent of the current students live within five miles of the school. The increase in student enrollment would be expected to come from the same geographic service area as the existing school, therefore, the project would continue to function as a local-serving use and may be presumed to have a less-than-significant impact on VMT.

As previously discussed, the project would provide additional grades at an existing school site. Current students at the Yu Ming Carolyn Campus wishing to attend 3rd through 5th grades at a Yu Ming School would need to travel to the Oakland Campus. Considering that most Carolyn Campus students live closer to the Carolyn Campus than the Oakland Campus, expanding the Carolyn Campus to provide additional grades would result in shorter travel distances for most students and reduce VMT per capita. In addition, providing additional grades at the Yu Ming Carolyn Campus would likely increase the number of siblings attending the same school, which could increase carpooling rates and reduce trip generation and VMT per capita.

While the project would increase total VMT due to additional enrollment, CEQA significance is evaluated based on VMT per capita rather than total VMT. An increase in total VMT, by itself, does not indicate a significant impact. Because the project would not increase VMT per capita, it would not result in a significant transportation impact under CEQA.

10. Conclusion and Summary of Recommendations

The proposed increase in enrollment at the Yu Ming Charter School is not expected to substantially affect traffic operations in the project vicinity. The project includes operational changes that would improve circulation and reduce potential conflicts, including relocating the passenger loading area from the north to the east side of the parking lot, changing the parking lot circulation from counterclockwise to clockwise direction, converting the Carolyn Street Driveway to one-way inbound, directing all vehicles to exit through the adjacent service station to Foothill Boulevard, and the following recommendation:

> **Recommendation 1:** To reduce queuing during drop-off and minimize effects on nearby streets, implement the following:
>
> - Provide two school bell times, staggered by at least 20 minutes, with approximately similar number of students assigned to each drop-off period to reduce the peak drop-off demand
> - Provide at least five staff to manage the student drop-off
> - Implement a carpool matching program to encourage families to drive to and from the school in carpools to reduce the vehicle trip generation
> - Monitor queuing during pick-up/drop-off times and implement additional demand management strategies, such as more robust carpool matching, providing additional incentives for carpooling, or introduction of school bus service, if inbound queues continue to spill past Carolyn Street.

Implementation of these changes, including Recommendation 1 would result in morning drop-off operations under project conditions (450 students) to remain similar to existing conditions (236 students), with slightly lower worst-case queue lengths (19 vehicles versus 20 vehicles) occurring before each bell time and no increase in queue spillback onto Carolyn Street.

Although the Alameda County Code of Ordinances does not specify on-site parking requirements for schools, it is estimated that the parking generated by the proposed enrollment increase would be accommodated by the on-site parking supply.

The proposed increase in enrollment at the Yu Ming Charter School would not cause a significant impact on transportation under CEQA. The project impact on VMT is less-than-significant because the project would continue to serve the same local geographic area and is considered local-serving.

Please contact Sam Tabibnia (stabibnia@fehrandpeers.com or 510-835-1943) with questions or comments.

ATTACHMENTS

Figure 1 – Project Site Plan and Pick-Up/Drop-Off Circulation Diagram

Figure 2 – Proposed Project Circulation

Figure 3 – No Project and Plus Project Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

Attachment A: Multimodal Traffic Count Data

Attachment B: Project Site Plan

Attachment C: Proposed Drop-Off/Pick-Up Management Plan

Attachment D: LOS Definitions

Attachment E: Intersection Operations Results

Attachment F: On-Site Morning Drop-Off Queuing Estimates

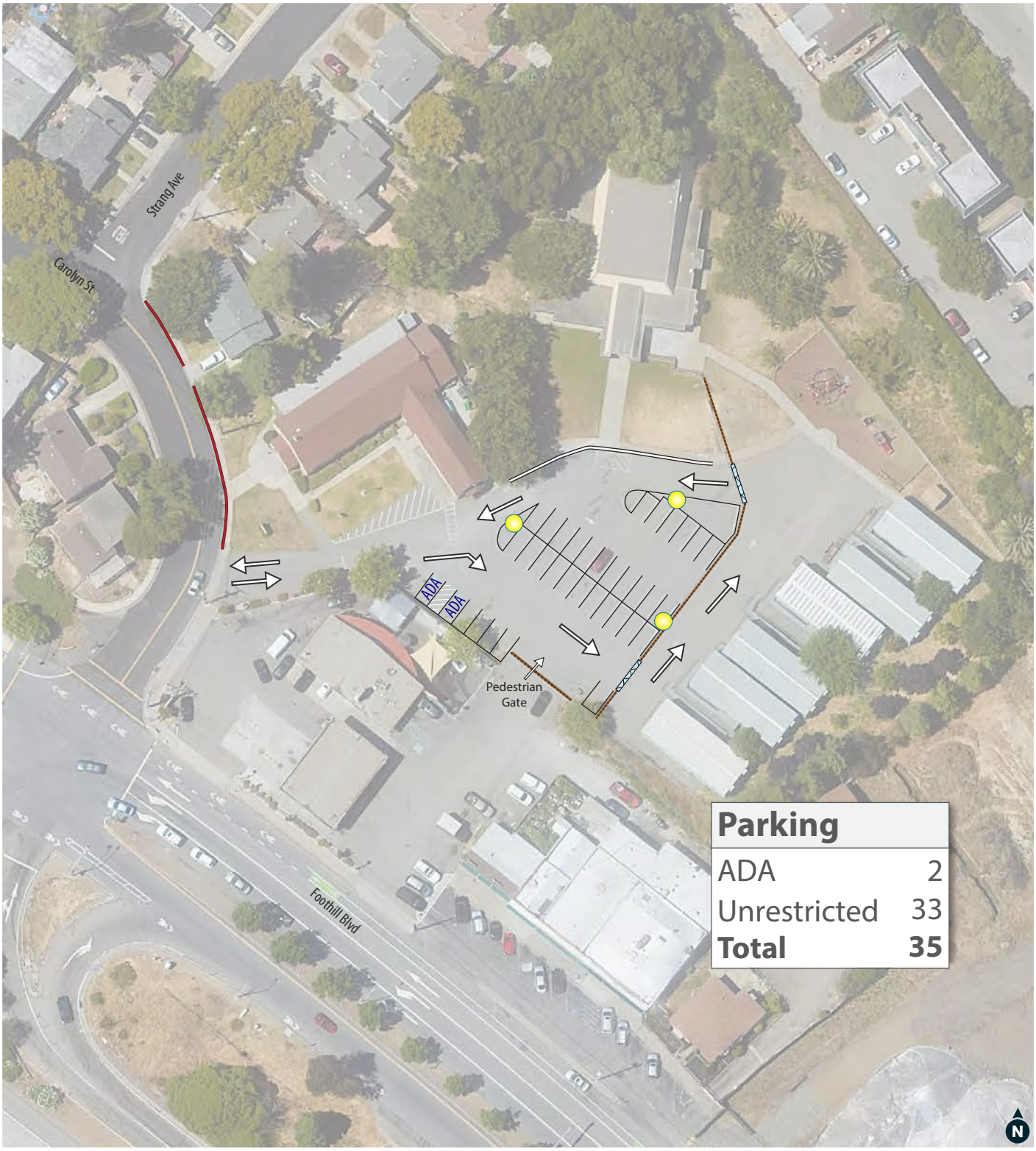


FIGURE 1

Existing Site Plan

Fehr & Peers



Site Plan Source: Sandis, 3/10/2026

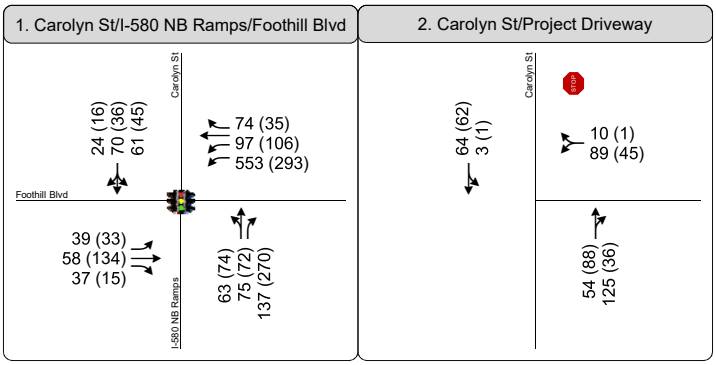
FIGURE 2

Proposed Project Circulation

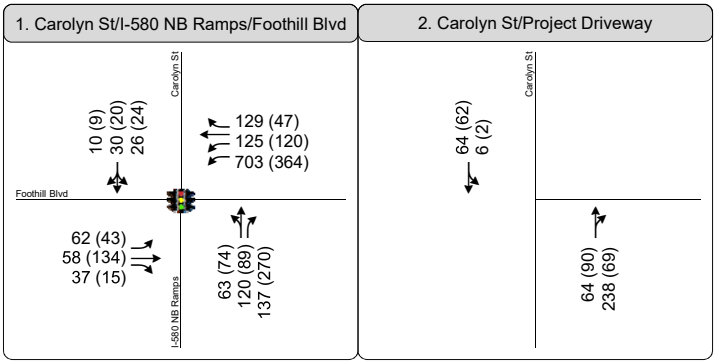
Fehr & Peers



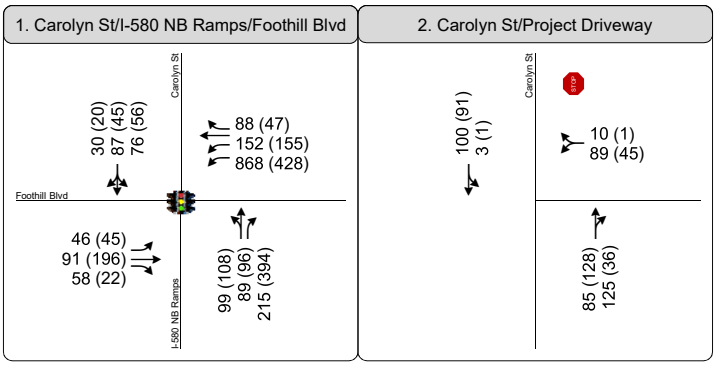
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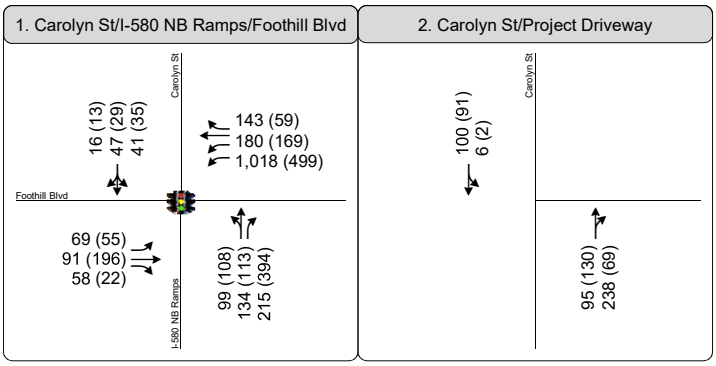
EXISTING PLUS PROJECT



CUMULATIVE NO PROJECT



CUMULATIVE PLUS PROJECT



XX (YY) AM (PM) Peak Hour Traffic Volumes | Signalized Intersection | Stop Sign

Project Site | # Study Intersection

FIGURE 3

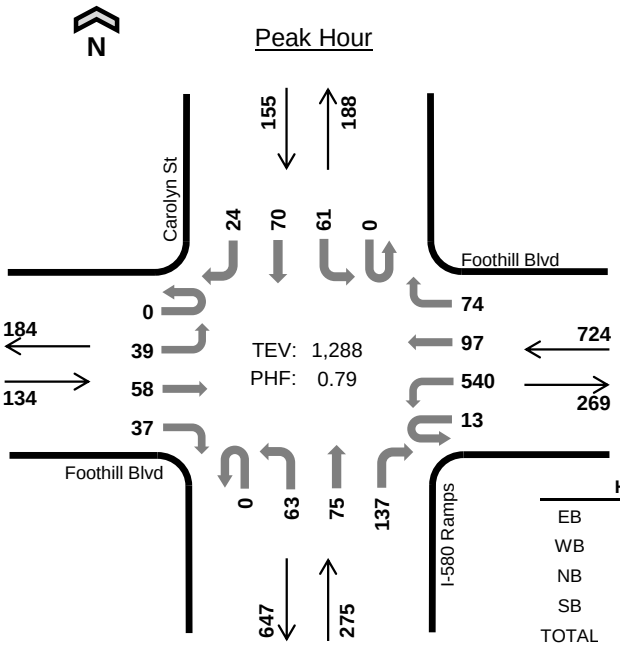
No Project and Plus Project Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

Fehr & Peers

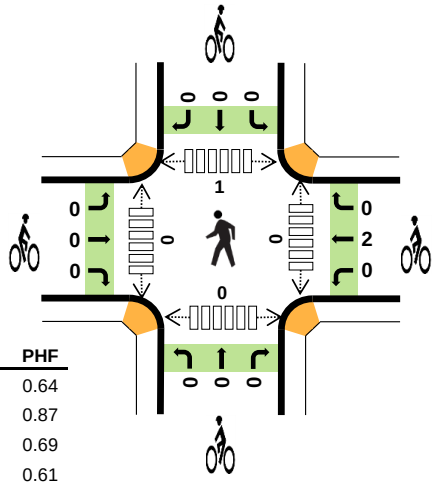
ATTACHMENT A. MULTIMODAL TRAFFIC COUNT DATA

Carolyn St
Foothill Blvd

Date: 11/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.2%	0.64
WB	1.4%	0.87
NB	1.1%	0.69
SB	0.6%	0.61
TOTAL	1.3%	0.79



Two-Hour Count Summaries

Interval Start	Foothill Blvd Eastbound				Foothill Blvd Westbound				I-580 Ramps Northbound				Carolyn St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	11	2	1	73	20	0	0	14	1	16	0	5	5	1	151	0
7:15 AM	0	4	9	6	0	110	16	1	1	11	5	21	0	3	16	2	205	0
7:30 AM	**0**	**1**	**13**	**11**	**1**	**174**	**23**	**11**	**0**	**14**	**6**	**30**	**0**	**6**	**7**	**2**	**299**	0
7:45 AM	**0**	**10**	**16**	**9**	**3**	**124**	**22**	**13**	**0**	**9**	**18**	**33**	**0**	**9**	**14**	**2**	**282**	937
8:00 AM	**0**	**24**	**17**	**11**	**1**	**119**	**28**	**43**	**0**	**25**	**39**	**36**	**0**	**27**	**27**	**10**	**407**	1,193
8:15 AM	**0**	**4**	**12**	**6**	**8**	**123**	**24**	**7**	**0**	**15**	**12**	**38**	**0**	**19**	**22**	**10**	**300**	**1,288**
8:30 AM	0	2	11	6	4	99	24	5	0	22	3	45	0	7	10	3	241	1,230
8:45 AM	0	2	15	4	2	72	18	3	0	20	4	44	0	4	11	3	202	1,150
Count Total	0	49	104	55	20	894	175	83	1	130	88	263	0	80	112	33	2,087	0
Peak Hour All	**0**	**39**	**58**	**37**	**13**	**540**	**97**	**74**	**0**	**63**	**75**	**137**	**0**	**61**	**70**	**24**	**1,288**	**0**
Peak Hour HV	**0**	**0**	**1**	**2**	**0**	**6**	**2**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**17**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**5%**	**0%**	**1%**	**2%**	**3%**	**-**	**2%**	**3%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	1	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:00 AM	**1**	**4**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**2**	**2**	**0**	***5***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	14	8	1	*28*	0	2	0	0	*2*	0	0	1	0	*1*
Peak Hour	**3**	**10**	**3**	**1**	***17***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**1**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Foothill Blvd Eastbound				Foothill Blvd Westbound				I-580 Ramps Northbound				Carolyn St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4	0
7:30 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	12
8:00 AM	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	16
8:15 AM	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**17**
8:30 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	16
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	16
Count Total	0	0	3	2	0	8	4	2	0	1	3	4	0	0	1	0	28	0
Peak Hour	**0**	**0**	**1**	**2**	**0**	**6**	**2**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**17**	**0**

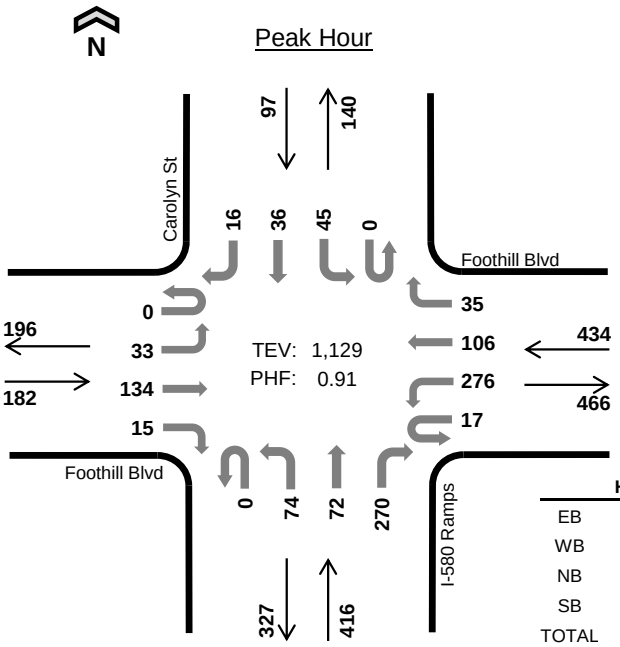
Two-Hour Count Summaries - Bikes

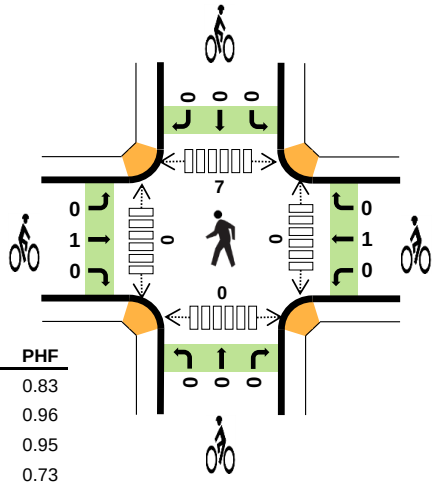
Interval Start	Foothill Blvd Eastbound			Foothill Blvd Westbound			I-580 Ramps Northbound			Carolyn St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Carolyn St
Foothill Blvd

Date: 11/01/2023
Count Period: 2:30 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.1%	0.83
WB	0.9%	0.96
NB	0.5%	0.95
SB	0.0%	0.73
TOTAL	0.7%	0.91

Three-and-a-Half-Hour Count Summaries

Interval Start		Foothill Blvd Eastbound				Foothill Blvd Westbound				I-580 Ramps Northbound				Carolyn St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	7	44	4	4	69	28	12	0	23	23	63	0	18	9	6	310	0
5:00 PM		0	11	40	2	5	73	27	3	0	14	18	59	0	7	10	3	272	0
5:15 PM		0	10	24	4	3	67	23	8	0	20	11	76	0	8	7	3	264	0
5:30 PM		0	5	26	5	5	67	28	12	0	17	20	72	0	12	10	4	283	1,129
Peak Hour	All	0	33	134	15	17	276	106	35	0	74	72	270	0	45	36	16	1,129	0
	HV	0	0	2	0	0	3	1	0	0	1	0	1	0	0	0	0	8	0
	HV%	-	0%	1%	0%	0%	1%	1%	0%	-	1%	0%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	2	0	*2*
5:00 PM	0	1	1	0	*2*	0	1	0	0	*1*	0	0	2	0	*2*
5:15 PM	1	1	1	0	*3*	1	0	0	0	*1*	0	0	0	0	*0*
5:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	3	0	*3*
Peak Hour	2	4	2	0	*8*	1	1	0	0	*2*	0	0	7	0	*7*

Three-and-a-Half-Hour Count Summaries

Interval Start	Foothill Blvd Eastbound				Foothill Blvd Westbound				I-580 Ramps Northbound				Carolyn St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	4	32	1	10	62	16	5	0	13	13	53	0	4	6	0	219	0
2:45 PM	0	10	33	2	3	64	28	16	0	9	15	56	0	9	3	3	251	0
3:00 PM	0	8	25	2	12	73	20	17	0	12	17	57	0	23	27	12	305	0
3:15 PM	0	4	30	3	8	60	20	8	0	8	19	49	0	7	8	3	227	1,002
3:30 PM	0	4	35	4	4	63	23	8	0	12	13	50	0	15	7	2	240	1,023
3:45 PM	0	5	26	3	9	40	22	5	0	6	16	61	0	9	7	4	213	985
4:00 PM	0	3	31	3	5	52	21	4	1	17	20	70	0	12	9	3	251	931
4:15 PM	0	10	26	9	2	70	24	7	0	20	14	58	0	18	10	6	274	978
4:30 PM	0	8	37	6	3	82	22	6	0	15	15	54	0	8	8	3	267	1,005
4:45 PM	**0**	**7**	**44**	**4**	**4**	**69**	**28**	**12**	**0**	**23**	**23**	**63**	**0**	**18**	**9**	**6**	**310**	1,102
5:00 PM	**0**	**11**	**40**	**2**	**5**	**73**	**27**	**3**	**0**	**14**	**18**	**59**	**0**	**7**	**10**	**3**	**272**	1,123
5:15 PM	**0**	**10**	**24**	**4**	**3**	**67**	**23**	**8**	**0**	**20**	**11**	**76**	**0**	**8**	**7**	**3**	**264**	1,113
5:30 PM	**0**	**5**	**26**	**5**	**5**	**67**	**28**	**12**	**0**	**17**	**20**	**72**	**0**	**12**	**10**	**4**	**283**	**1,129**
5:45 PM	0	2	30	6	5	63	17	5	0	20	9	65	0	7	9	0	238	1,057
Count Total	0	91	439	54	78	905	319	116	1	206	223	843	0	157	130	52	3,614	0
Peak Hour All	**0**	**33**	**134**	**15**	**17**	**276**	**106**	**35**	**0**	**74**	**72**	**270**	**0**	**45**	**36**	**16**	**1,129**	**0**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**0%**	**0%**	**1%**	**1%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Three-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	2	1	2	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
2:45 PM	2	2	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:00 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
3:30 PM	0	3	3	0	*6*	0	0	0	0	*0*	0	0	1	0	*1*
3:45 PM	0	1	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	1	2	0	*3*	1	0	0	0	*1*	0	0	0	0	*0*
4:15 PM	1	4	2	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
5:00 PM	**0**	**1**	**1**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	*2*
5:15 PM	**1**	**1**	**1**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
5:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	9	17	15	1	*42*	3	1	0	0	*4*	0	1	9	0	*10*
Peak Hour	**2**	**4**	**2**	**0**	***8***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**7**	**0**	***7***

Three-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Foothill Blvd				Foothill Blvd				I-580 Ramps				Carolyn St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	5	0
2:45 PM	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	5	0
3:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
3:30 PM	0	0	0	0	0	1	2	0	0	2	0	1	0	0	0	0	6	13
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	3	11
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	12
4:15 PM	0	0	1	0	0	3	1	0	0	0	1	1	0	0	0	0	7	19
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	14
4:45 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	12
5:15 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	8
Count Total	0	0	8	1	0	8	9	0	0	4	1	10	0	1	0	0	42	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**0**

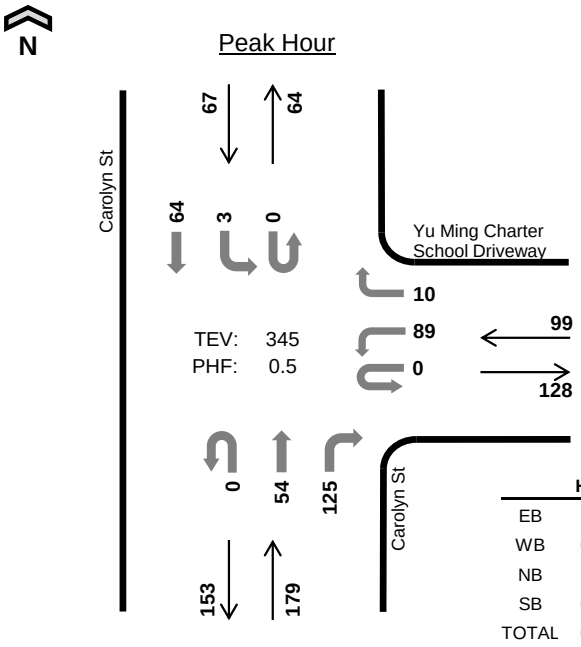
Three-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Foothill Blvd			Foothill Blvd			I-580 Ramps			Carolyn St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	3	0	0	1	0	0	0	0	0	0	0	4	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

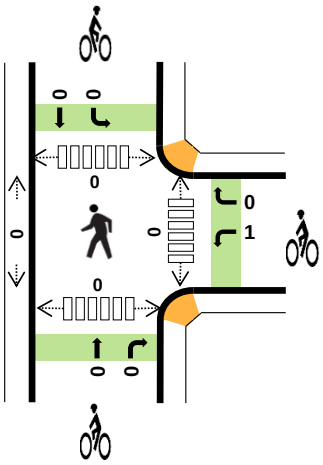
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Carolyn St
Yu Ming Charter School Driveway

Date: 11/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.45
NB	1.7%	0.45
SB	0.0%	0.60
TOTAL	0.9%	0.50



Two-Hour Count Summaries

Interval Start		n/a Eastbound				Yu Ming Charter School Driveway Westbound				Carolyn St Northbound				Carolyn St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	1	2	0	0	13	0	16	0
7:15 AM		0	0	0	0	0	3	0	0	0	0	3	6	0	0	11	0	23	0
7:30 AM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**2**	**0**	**0**	**4**	**14**	**0**	**1**	**7**	**0**	**36**	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**12**	**0**	**1**	**0**	**0**	**15**	**29**	**0**	**1**	**13**	**0**	**71**	146
8:00 AM		**0**	**0**	**0**	**0**	**0**	**50**	**0**	**5**	**0**	**0**	**25**	**74**	**0**	**1**	**16**	**0**	**171**	301
8:15 AM		**0**	**0**	**0**	**0**	**0**	**19**	**0**	**2**	**0**	**0**	**10**	**8**	**0**	**0**	**28**	**0**	**67**	**345**
8:30 AM		0	0	0	0	0	3	0	0	0	0	6	1	0	0	18	0	28	337
8:45 AM		0	0	0	0	0	4	0	0	0	0	8	0	0	0	11	0	23	289
Count Total		0	0	0	0	0	99	0	10	0	0	72	134	0	3	117	0	435	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**89**	**0**	**10**	**0**	**0**	**54**	**125**	**0**	**3**	**64**	**0**	**345**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**4%**	**1%**	**-**	**0%**	**0%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	4	0	*4*	0	1	0	0	*1*	1	0	0	0	*1*
Peak Hr	**0**	**0**	**3**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Yu Ming Charter School Driveway				Carolyn St				Carolyn St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Count Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	**0**

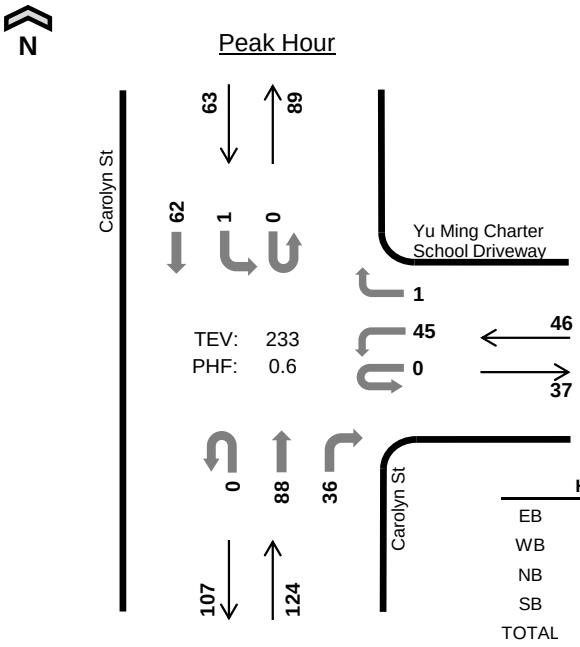
Two-Hour Count Summaries - Bikes

Interval Start	n/a			Yu Ming Charter School Driveway			Carolyn St			Carolyn St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

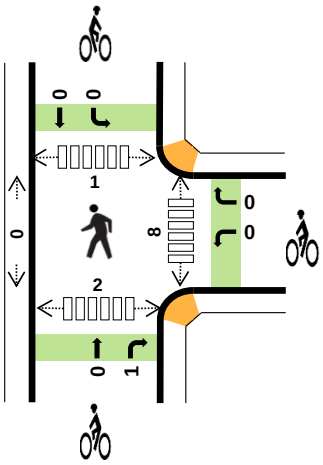
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Carolyn St
Yu Ming Charter School Driveway

Date: 11/01/2023
Count Period: 2:30 PM to 6:00 PM
Peak Hour: 2:45 PM to 3:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.36
NB	0.0%	0.78
SB	0.0%	0.53
TOTAL	0.0%	0.60



Three-and-a-Half-Hour Count Summaries

Interval Start		n/a				Yu Ming Charter School Driveway				Carolyn St				Carolyn St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM		0	0	0	0	0	5	0	0	0	0	26	14	0	0	7	0	52	0
3:00 PM		0	0	0	0	0	32	0	0	0	0	19	16	0	1	29	0	97	0
3:15 PM		0	0	0	0	0	6	0	0	0	0	21	3	0	0	13	0	43	0
3:30 PM		0	0	0	0	0	2	0	1	0	0	22	3	0	0	13	0	41	233
Peak Hour	All	0	0	0	0	0	45	0	1	0	0	88	36	0	1	62	0	233	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
3:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	4	0	0	1	*5*
3:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
3:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	1	1	*4*
Peak Hour	0	0	0	0	*0*	0	0	1	0	*1*	8	0	1	2	*11*

Three-and-a-Half-Hour Count Summaries

Interval Start		n/a				Yu Ming Charter School Driveway				Carolyn St				Carolyn St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM		0	0	0	0	0	1	0	0	0	0	12	4	0	1	9	0	27	0
2:45 PM		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**26**	**14**	**0**	**0**	**7**	**0**	**52**	0
3:00 PM		**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**19**	**16**	**0**	**1**	**29**	**0**	**97**	0
3:15 PM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**21**	**3**	**0**	**0**	**13**	**0**	**43**	219
3:30 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**22**	**3**	**0**	**0**	**13**	**0**	**41**	**233**
3:45 PM		0	0	0	0	0	5	0	0	0	0	22	6	0	1	12	0	46	227
4:00 PM		0	0	0	0	0	13	0	1	0	0	15	8	0	1	12	0	50	180
4:15 PM		0	0	0	0	0	18	0	1	0	0	15	10	0	1	6	0	51	188
4:30 PM		0	0	0	0	0	8	0	0	0	0	24	5	0	0	10	0	47	194
4:45 PM		0	0	0	0	0	12	0	0	0	0	30	8	0	0	15	0	65	213
5:00 PM		0	0	0	0	0	8	0	0	0	0	24	8	0	0	9	0	49	212
5:15 PM		0	0	0	0	0	9	0	0	0	0	21	7	0	1	8	0	46	207
5:30 PM		0	0	0	0	0	10	0	1	0	0	24	10	0	1	13	0	59	219
5:45 PM		0	0	0	0	0	3	0	1	0	0	18	1	0	1	8	0	32	186
Count Total		0	0	0	0	0	132	0	5	0	0	293	103	0	8	164	0	705	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**1**	**0**	**0**	**88**	**36**	**0**	**1**	**62**	**0**	**233**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**0**

Note: Three-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
3:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**1**	*5*
3:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
3:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**1**	***4***
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	1	0	*1*	0	0	1	0	*1*	15	0	1	2	*18*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**8**	**0**	**1**	**2**	***11***

Three-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Yu Ming Charter School Driveway				Carolyn St				Carolyn St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Three-and-a-Half-Hour Count Summaries - Bikes

Interval Start	n/a			Yu Ming Charter School Driveway			Carolyn St			Carolyn St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Guide to Intersection Turning Movement Counts

1. Peak Hour Intersection diagram (top graphic)

- Volumes show by approach:
    - EB = Eastbound
    - WB = Westbound
    - NB = Northbound
    - SB = Southbound
- Each approach leg (EB, WB, NB, SB) is shown with arrows:
    - LT = Left Turn
    - TH = Through
    - RT = Right Turn
    - UT = U-Turn
- The numbers next to each arrow represent the total vehicles during the peak hour for that specific movement.
- The diagram only shows the peak hour within the entire peak period. The counts for the full peak period are on pages 2-3.

---

2. Identify the count period and peak hour

Look in the upper right text block (example):

- Count Period: 7:00 AM – 9:00 AM
- Peak Hour: 7:45 AM – 8:45 AM

This means:

- Counts were collected in 15-minute intervals
- The busiest rolling 60 minutes occurred from 7:45–8:45 AM
- Everything highlighted or summarized as “Peak Hour” refers only to that window

---

3. Understand the Peak Hour Count Summary table

This table breaks the peak hour into four 15-minute bins.

How to read it:

- Rows = 15-minute intervals (7:45, 8:00, 8:15, 8:30)
- Columns = movement by approach:
    - Example: “Main St – Eastbound – LT (Left Turn) / TH (Through) / RT (Right Turn) / UT (U-Turn)”
- The bottom “Pk Hr” row is the sum of the four intervals → this is what feeds the diagram totals

---

4. Rolling hour vs. 15-minute totals

On the right side of the table:

- 15-min Total = all movements combined in that 15 minutes
- Rolling Hour Total = sum of the current 15-minute bin + previous three

The highest rolling hour total defines the peak hour.

---

5. TEV and PHF

Near the diagram you’ll see:

- TEV (Total Entering Vehicles)
    - Total vehicles entering the intersection during the peak hour
- PHF (Peak Hour Factor)
    - Indicates how evenly traffic is distributed
    - Lower PHF = heavier traffic surges

---

6. Heavy vehicles, bikes, and pedestrians

Separate tables below the main summary:

Heavy Vehicles

- Includes FHWA Classes 4–13 (trucks, buses)
- Shown by direction and interval
- Included in vehicle totals

Bicycles

- Bicycles on road counted by turning movement (LT, TH, RT, UT) for each approach.
- Not included in TEV

Pedestrians (Crossing Leg)

- Shown by crossing direction (E, W, N, S)
- Includes any cyclists using the crosswalk/sidewalk (separate from bicycles traveling on the road)

ATTACHMENT B: PROJECT SITE PLAN



LEGEND

- PROPERTY LINE
- SAWCUT LINE
- DIRECTION OF STEEP SLOPE
- FLOW LINE
- GRADE BREAK
- 194 / 195 CONTOURS
- RECREATIONAL SPACE. SEE LANDSCAPE DRAWINGS.
- PICNIC AREA SPACE. SEE LANDSCAPE DRAWINGS.
- CONCRETE SIDEWALK
- PLANTING. SEE LANDSCAPE DRAWINGS
- BIO-TREATMENT AREA

STORMWATER NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN COMPLIANCE WITH THE NPDES CONSTRUCTION GENERAL PERMIT. PRIOR TO START OF CONSTRUCTION A STORM WATER POLLUTION PREVENTION PLAN SHALL BE PREPARED AND THE PROJECT REGISTERED WITH THE STATE VIA THE SMART WEBSITE.
2. THE PROJECT WILL INCLUDE PERMANENT STORMWATER BMPS TO MANAGE AND TREAT STORMWATER RUN OFF IN COMPLIANCE WITH THE NPDES MUNICIPAL REGIONAL PERMIT.

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file name:

drawn by: GL checked by: MAK

date: 12/10/2025 1/31/2025 5:52:43 PM

rev:	date:	description:
	12/10/2025	CUP RESUBMITTAL
	03/10/2026	CUP RESUBMITTAL

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drawing title:

CONCEPTUAL GRADING PLAN

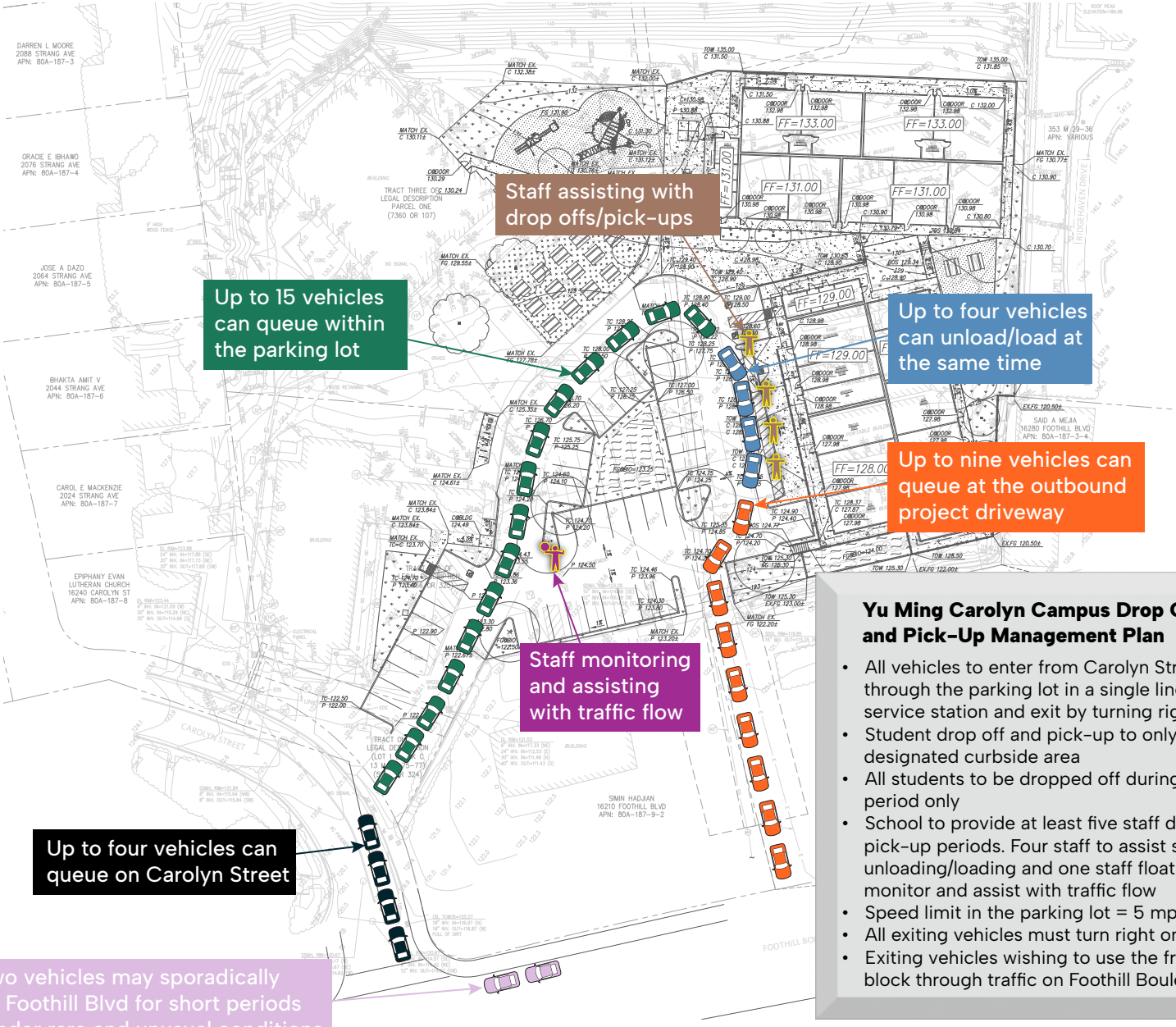
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ATTACHMENT C: PROPOSED DROP-OFF/ PICK-UP MANAGEMENT PLAN



Yu Ming Carolyn Campus Drop Off and Pick-Up Management Plan

- All vehicles to enter from Carolyn Street, circulate clockwise through the parking lot in a single line, and drive through the service station and exit by turning right on Foothill Boulevard
- Student drop off and pick-up to only occur at the designated curbside area
- All students to be dropped off during their assigned drop off period only
- School to provide at least five staff during the drop off and pick-up periods. Four staff to assist students with unloading/loading and one staff floating in the parking lot to monitor and assist with traffic flow
- Speed limit in the parking lot = 5 mph
- All exiting vehicles must turn right on Foothill Boulevard
- Exiting vehicles wishing to use the freeway ramp to not block through traffic on Foothill Boulevard

Site Plan Source: Sandis, 3/4/2026

Proposed Drop Off/Pick-Up Management Plan

ATTACHMENT D: LOS DEFINITIONS

Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: *Highway Capacity Manual 6th Edition*

Unsignalized Intersection LOS Criteria

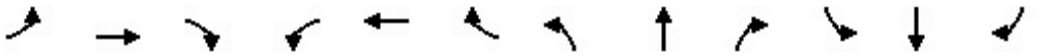
Level of Service	Description	Delay in Seconds
A	Little or no delays	< 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual 6th Edition*

ATTACHMENT E: INTERSECTION OPERATIONS RESULTS

HCM 6th Signalized Intersection Summary
1: I-580 NB Ramps/Carolyn St & Foothill Blvd

06/11/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	58	37	553	97	74	63	75	137	61	70	24
Future Volume (veh/h)	39	58	37	553	97	74	63	75	137	61	70	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	49	73	47	700	123	94	80	95	173	77	89	30
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	349	367	309	1162	629	531	248	246	352	190	170	45
Arrive On Green	0.19	0.19	0.19	0.33	0.33	0.33	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	601	1114	1598	358	772	204
Grp Volume(v), veh/h	49	73	47	700	123	94	175	0	173	196	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1715	0	1598	1334	0	0
Q Serve(g_s), s	1.0	1.5	1.1	7.5	2.1	1.9	0.0	0.0	4.3	2.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	1.5	1.1	7.5	2.1	1.9	3.7	0.0	4.3	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.46		1.00	0.39		0.15
Lane Grp Cap(c), veh/h	349	367	309	1162	629	531	494	0	352	405	0	0
V/C Ratio(X)	0.14	0.20	0.15	0.60	0.20	0.18	0.35	0.00	0.49	0.48	0.00	0.00
Avail Cap(c_a), veh/h	951	999	843	2015	1091	921	837	0	705	726	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	15.3	15.1	12.7	10.8	10.8	15.2	0.0	15.4	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.0	0.4	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.3	2.2	0.7	0.5	1.2	0.0	1.3	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	15.4	15.2	12.8	10.9	10.8	15.3	0.0	15.8	16.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	A
Approach Vol, veh/h		169			917			348			196	
Approach Delay, s/veh		15.3			12.4			15.6			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.8		13.5		19.0		13.5				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		3.5		6.3		9.5		8.5				
Green Ext Time (p_c), s		0.3		0.7		1.8		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

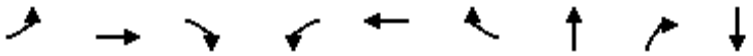
Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	10	54	125	3	64
Future Vol, veh/h	89	10	54	125	3	64
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	178	20	108	250	6	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	379	240	0	0	364	0
Stage 1	239	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	625	801	-	-	1206	-
Stage 1	803	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	796	-	-	1199	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1199	-
HCM Lane V/C Ratio	-	-	0.313	0.005	-
HCM Control Delay (s)	-	-	13.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0	-

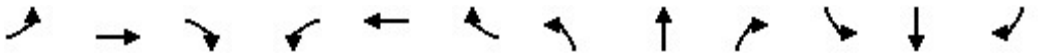


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	49	73	47	700	123	94	175	173	196
v/c Ratio	0.13	0.18	0.12	0.55	0.18	0.15	0.44	0.42	0.49
Control Delay	20.5	20.9	6.7	15.6	13.4	4.2	21.1	20.6	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	20.9	6.7	15.6	13.4	4.2	21.1	20.6	21.1
Queue Length 50th (ft)	11	17	0	82	24	0	42	41	45
Queue Length 95th (ft)	37	50	15	126	53	18	88	86	94
Internal Link Dist (ft)		1683			819		813		52
Turn Bay Length (ft)	175		150	415		100		425	
Base Capacity (vph)	926	975	855	1967	1067	945	667	691	660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.07	0.05	0.36	0.12	0.10	0.26	0.25	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary
1: I-580 NB Ramps/Carolyn St & Foothill Blvd

06/11/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	134	15	293	106	35	74	72	270	45	36	16
Future Volume (veh/h)	33	134	15	293	106	35	74	72	270	45	36	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	36	147	16	322	116	38	81	79	297	49	40	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	0	0	0
Cap, veh/h	356	373	313	1111	601	506	275	232	374	212	156	52
Arrive On Green	0.20	0.20	0.20	0.32	0.32	0.32	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1795	1885	1580	3456	1870	1574	676	989	1598	424	666	220
Grp Volume(v), veh/h	36	147	16	322	116	38	160	0	297	107	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1580	1728	1870	1574	1666	0	1598	1311	0	0
Q Serve(g_s), s	0.8	3.2	0.4	3.3	2.1	0.8	0.0	0.0	8.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	3.2	0.4	3.3	2.1	0.8	3.4	0.0	8.2	3.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.51		1.00	0.46		0.17
Lane Grp Cap(c), veh/h	356	373	313	1111	601	506	506	0	374	419	0	0
V/C Ratio(X)	0.10	0.39	0.05	0.29	0.19	0.08	0.32	0.00	0.79	0.26	0.00	0.00
Avail Cap(c_a), veh/h	923	969	813	1925	1042	877	812	0	685	679	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	16.3	15.2	11.9	11.5	11.0	15.0	0.0	16.8	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.1	0.0	0.1	0.0	1.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.2	0.1	1.0	0.7	0.2	1.1	0.0	2.5	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	16.5	15.2	11.9	11.5	11.0	15.1	0.0	18.3	14.7	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	A
Approach Vol, veh/h		199			476			457			107	
Approach Delay, s/veh		16.2			11.7			17.2			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.2	14.4	19.0	14.4
Change Period (Y+Rc), s	4.0	3.5	4.0	3.5
Max Green Setting (Gmax), s	24.0	20.0	26.0	20.0
Max Q Clear Time (g_c+I1), s	5.2	10.2	5.3	5.4
Green Ext Time (p_c), s	0.5	0.8	1.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

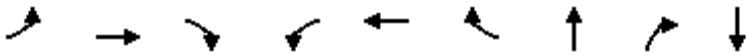
Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	1	88	36	1	62
Future Vol, veh/h	45	1	88	36	1	62
Conflicting Peds, #/hr	3	3	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	75	2	147	60	2	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	291	184	0	0	211	0
Stage 1	181	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	704	864	-	-	1372	-
Stage 1	855	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	858	-	-	1367	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	701	1367	-
HCM Lane V/C Ratio	-	-	0.109	0.001	-
HCM Control Delay (s)	-	-	10.8	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	36	147	16	322	116	38	160	297	107
v/c Ratio	0.09	0.35	0.04	0.29	0.19	0.07	0.35	0.62	0.23
Control Delay	18.9	21.9	0.2	15.8	16.4	3.7	17.0	22.2	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	21.9	0.2	15.8	16.4	3.7	17.0	22.2	14.0
Queue Length 50th (ft)	9	38	0	37	26	0	38	77	21
Queue Length 95th (ft)	30	90	0	78	68	12	81	149	53
Internal Link Dist (ft)		1683			819		813		52
Turn Bay Length (ft)	175		150	415		100		425	
Base Capacity (vph)	917	965	846	1908	1036	881	659	683	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.15	0.02	0.17	0.11	0.04	0.24	0.43	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	58	37	703	125	129	63	120	137	26	30	10
Future Volume (veh/h)	62	58	37	703	125	129	63	120	137	26	30	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	73	68	44	827	147	152	74	141	161	31	35	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	356	374	316	1157	626	529	207	286	350	177	170	43
Arrive On Green	0.20	0.20	0.20	0.33	0.33	0.33	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	457	1306	1598	305	778	197
Grp Volume(v), veh/h	73	68	44	827	147	152	215	0	161	78	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1764	0	1598	1280	0	0
Q Serve(g_s), s	1.5	1.4	1.0	9.4	2.6	3.2	0.0	0.0	4.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	1.4	1.0	9.4	2.6	3.2	4.6	0.0	4.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.34		1.00	0.40		0.15
Lane Grp Cap(c), veh/h	356	374	316	1157	626	529	493	0	350	391	0	0
V/C Ratio(X)	0.20	0.18	0.14	0.71	0.23	0.29	0.44	0.00	0.46	0.20	0.00	0.00
Avail Cap(c_a), veh/h	947	994	839	2006	1086	916	861	0	702	706	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	15.2	15.0	13.4	11.1	11.3	15.7	0.0	15.4	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.3	0.1	0.1	0.2	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.3	2.8	0.8	0.9	1.6	0.0	1.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	15.2	15.1	13.7	11.2	11.4	15.9	0.0	15.8	14.6	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B		B	B		
Approach Vol, veh/h		185			1126			376			78	
Approach Delay, s/veh		15.2			13.0			15.8			14.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.0		13.5		19.0		13.5				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		3.5		6.6		11.4		6.7				
Green Ext Time (p_c), s		0.3		0.8		2.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.9									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	64	238	6	64
Future Vol, veh/h	0	0	64	238	6	64
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	0	0	82	305	8	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	339	242	0	0	393	0
Stage 1	241	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	659	799	-	-	1177	-
Stage 1	801	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	650	794	-	-	1170	-
Mov Cap-2 Maneuver	650	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1170	-
HCM Lane V/C Ratio	-	-	-	0.007	-
HCM Ctrl Dly (s/v)	-	-	0	8.1	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	-	0	-

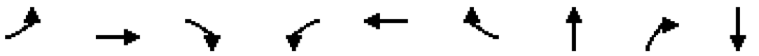
Intersection	
Int Delay, s/veh	2.6

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	189	0	291	768	0
Future Vol, veh/h	0	189	0	291	768	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	205	0	316	835	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	418	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	500	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	500	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

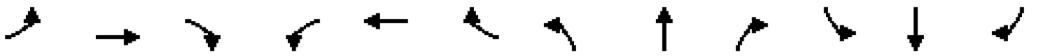
Approach	SB	SE	NW
HCM Ctrl Dly, s/v	17.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	500
HCM Lane V/C Ratio	-	-	-	0.411
HCM Ctrl Dly (s/v)	-	-	-	17.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q (veh)	-	-	-	2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	73	68	44	827	147	152	215	161	78
v/c Ratio	0.20	0.17	0.12	0.61	0.20	0.21	0.52	0.40	0.20
Control Delay (s/veh)	22.7	22.4	6.4	15.9	13.0	3.5	23.8	21.8	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	22.4	6.4	15.9	13.0	3.5	23.8	21.8	17.0
Queue Length 50th (ft)	19	18	0	105	30	0	58	42	17
Queue Length 95th (ft)	57	53	16	164	66	26	123	94	47
Internal Link Dist (ft)		1683			167		813		52
Turn Bay Length (ft)	175		150			100		425	
Base Capacity (vph)	893	940	826	1896	1029	940	685	666	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.05	0.44	0.14	0.16	0.31	0.24	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	134	15	364	120	47	74	89	270	24	20	9
Future Volume (veh/h)	43	134	15	364	120	47	74	89	270	24	20	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	51	158	18	428	141	55	87	105	318	28	24	11
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	357	375	316	1101	596	503	259	272	394	202	156	53
Arrive On Green	0.20	0.20	0.20	0.31	0.31	0.31	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	604	1104	1598	376	632	213
Grp Volume(v), veh/h	51	158	18	428	141	55	192	0	318	63	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1708	0	1598	1221	0	0
Q Serve(g_s), s	1.1	3.5	0.4	4.6	2.6	1.2	0.0	0.0	8.9	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.1	3.5	0.4	4.6	2.6	1.2	4.1	0.0	8.9	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.45		1.00	0.44		0.17
Lane Grp Cap(c), veh/h	357	375	316	1101	596	503	531	0	394	410	0	0
V/C Ratio(X)	0.14	0.42	0.06	0.39	0.24	0.11	0.36	0.00	0.81	0.15	0.00	0.00
Avail Cap(c_a), veh/h	901	946	799	1909	1033	872	809	0	668	633	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	16.7	15.5	12.8	12.2	11.7	15.1	0.0	16.9	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.1	0.1	0.0	0.2	0.0	1.5	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	0.1	1.4	0.9	0.3	1.4	0.0	2.7	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	17.0	15.5	12.9	12.2	11.7	15.3	0.0	18.4	14.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B		B	B		
Approach Vol, veh/h		227			624			510			63	
Approach Delay, s/veh		16.6			12.6			17.2			14.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.5		15.3		19.0		15.3				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		5.5		10.9		6.6		6.2				
Green Ext Time (p_c), s		0.5		0.9		1.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.0									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	90	69	2	62
Future Vol, veh/h	0	0	90	69	2	62
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	0	0	115	88	3	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	166	0	0	209	0
Stage 1	165	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	741	881	-	-	1374	-
Stage 1	867	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	875	-	-	1366	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1366	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	-	0	-

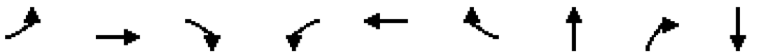
Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	88	0	467	443	0
Future Vol, veh/h	0	88	0	467	443	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	96	0	508	482	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	241	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	648	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Ctrl Dly, s/v	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	648
HCM Lane V/C Ratio	-	-	-	0.148
HCM Ctrl Dly (s/v)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.5

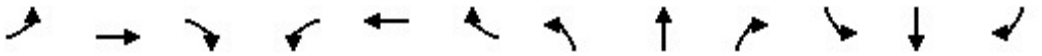


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	51	158	18	428	141	55	192	318	63
v/c Ratio	0.13	0.38	0.05	0.38	0.23	0.10	0.39	0.65	0.13
Control Delay (s/veh)	19.7	22.8	0.2	16.9	17.3	5.7	17.7	23.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.7	22.8	0.2	16.9	17.3	5.7	17.7	23.3	12.7
Queue Length 50th (ft)	13	44	0	54	33	0	47	85	12
Queue Length 95th (ft)	38	92	0	97	76	19	95	160	34
Internal Link Dist (ft)		1683			167		813		52
Turn Bay Length (ft)	175		150			100		425	
Base Capacity (vph)	894	942	828	1900	1030	900	667	667	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.17	0.02	0.23	0.14	0.06	0.29	0.48	0.10

Intersection Summary

HCM 6th Signalized Intersection Summary
1: I-580 NB Ramps/Carolyn St & Foothill Blvd

06/11/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	91	58	868	152	88	99	89	215	76	87	30
Future Volume (veh/h)	46	91	58	868	152	88	99	89	215	76	87	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	58	115	73	1099	192	111	125	113	272	96	110	38
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	284	299	252	1254	679	573	258	208	479	157	163	44
Arrive On Green	0.16	0.16	0.16	0.36	0.36	0.36	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	567	695	1598	254	544	147
Grp Volume(v), veh/h	58	115	73	1099	192	111	238	0	272	244	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1262	0	1598	945	0	0
Q Serve(g_s), s	1.7	3.4	2.5	18.2	4.5	3.0	0.0	0.0	8.9	6.6	0.0	0.0
Cycle Q Clear(g_c), s	1.7	3.4	2.5	18.2	4.5	3.0	9.9	0.0	8.9	16.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		1.00	0.39		0.16
Lane Grp Cap(c), veh/h	284	299	252	1254	679	573	467	0	479	364	0	0
V/C Ratio(X)	0.20	0.39	0.29	0.88	0.28	0.19	0.51	0.00	0.57	0.67	0.00	0.00
Avail Cap(c_a), veh/h	692	727	613	1466	793	670	499	0	513	394	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.8	23.5	23.1	18.7	14.3	13.8	18.4	0.0	18.4	21.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.2	5.0	0.1	0.1	0.3	0.0	0.7	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.4	0.9	7.1	1.7	0.9	2.5	0.0	2.9	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	23.8	23.3	23.8	14.4	13.9	18.7	0.0	19.1	24.5	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	B	A	B	C	A	A
Approach Vol, veh/h		246			1402			510			244	
Approach Delay, s/veh		23.4			21.7			18.9			24.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		22.2		26.2		22.2				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		5.4		11.9		20.2		18.5				
Green Ext Time (p_c), s		0.5		0.9		2.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

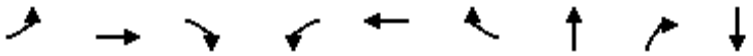
Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	10	85	125	3	100
Future Vol, veh/h	89	10	85	125	3	100
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	178	20	170	250	6	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	513	302	0	0	426	0
Stage 1	301	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	523	740	-	-	1144	-
Stage 1	753	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	735	-	-	1137	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	1137	-
HCM Lane V/C Ratio	-	-	0.371	0.005	-
HCM Control Delay (s)	-	-	15.7	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0	-

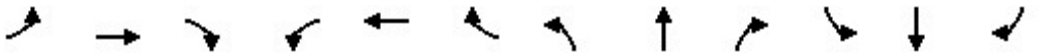


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	58	115	73	1099	192	111	238	272	244
v/c Ratio	0.18	0.34	0.21	0.76	0.25	0.15	0.62	0.59	0.62
Control Delay	26.7	29.1	9.0	22.0	15.3	4.0	29.0	26.6	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	29.1	9.0	22.0	15.3	4.0	29.0	26.6	27.5
Queue Length 50th (ft)	21	44	0	203	53	0	84	95	81
Queue Length 95th (ft)	45	76	24	237	86	20	133	145	131
Internal Link Dist (ft)		1683			819		813		52
Turn Bay Length (ft)	175		150	415		100		425	
Base Capacity (vph)	740	779	703	1572	853	784	460	552	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.15	0.10	0.70	0.23	0.14	0.52	0.49	0.51

Intersection Summary

HCM 6th Signalized Intersection Summary
1: I-580 NB Ramps/Carolyn St & Foothill Blvd

06/11/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	196	22	428	155	47	108	96	394	56	45	20
Future Volume (veh/h)	45	196	22	428	155	47	108	96	394	56	45	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	49	215	24	470	170	52	119	105	433	62	49	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	0	0	0
Cap, veh/h	336	353	295	985	533	448	339	270	495	218	160	55
Arrive On Green	0.19	0.19	0.19	0.28	0.28	0.28	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1795	1885	1579	3456	1870	1574	757	871	1598	380	516	178
Grp Volume(v), veh/h	49	215	24	470	170	52	224	0	433	133	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1579	1728	1870	1574	1628	0	1598	1073	0	0
Q Serve(g_s), s	1.2	5.5	0.7	5.9	3.8	1.3	0.0	0.0	13.5	1.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.5	0.7	5.9	3.8	1.3	5.3	0.0	13.5	6.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		1.00	0.47		0.17
Lane Grp Cap(c), veh/h	336	353	295	985	533	448	609	0	495	433	0	0
V/C Ratio(X)	0.15	0.61	0.08	0.48	0.32	0.12	0.37	0.00	0.88	0.31	0.00	0.00
Avail Cap(c_a), veh/h	818	859	720	1707	924	777	718	0	607	518	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	19.6	17.7	15.6	14.8	13.9	14.3	0.0	17.2	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.1	0.1	0.0	0.1	0.0	10.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	0.2	2.0	1.3	0.4	1.7	0.0	5.3	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	20.3	17.7	15.7	14.9	14.0	14.5	0.0	27.5	14.3	0.0	0.0
LnGrp LOS	B	C	B	B	B	B	B	A	C	B	A	A
Approach Vol, veh/h		288			692			657			133	
Approach Delay, s/veh		19.7			15.4			23.0			14.3	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		19.8		19.0		19.8				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		7.5		15.5		7.9		8.6				
Green Ext Time (p_c), s		0.7		0.8		1.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

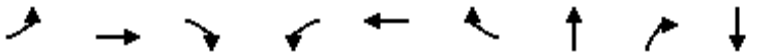
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	1	128	36	1	91
Future Vol, veh/h	45	1	128	36	1	91
Conflicting Peds, #/hr	3	3	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	75	2	213	60	2	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	406	250	0	0	277	0
Stage 1	247	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	605	794	-	-	1298	-
Stage 1	799	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	600	789	-	-	1293	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1293	-
HCM Lane V/C Ratio	-	-	0.127	0.001	-
HCM Control Delay (s)	-	-	11.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	49	215	24	470	170	52	224	433	133
v/c Ratio	0.14	0.57	0.07	0.52	0.34	0.12	0.44	0.80	0.26
Control Delay	20.4	27.9	1.7	21.2	20.5	5.7	19.5	32.9	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	27.9	1.7	21.2	20.5	5.7	19.5	32.9	15.6
Queue Length 50th (ft)	14	68	0	71	47	0	57	129	29
Queue Length 95th (ft)	40	133	5	122	102	20	136	#327	78
Internal Link Dist (ft)		1683			819		813		52
Turn Bay Length (ft)	175		150	415		100		425	
Base Capacity (vph)	727	765	683	1512	821	711	512	542	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.04	0.31	0.21	0.07	0.44	0.80	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	91	58	1018	180	143	99	134	215	41	47	16
Future Volume (veh/h)	69	91	58	1018	180	143	99	134	215	41	47	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	81	107	68	1198	212	168	116	158	253	48	55	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	310	325	275	1373	743	627	216	218	374	117	115	27
Arrive On Green	0.17	0.17	0.17	0.39	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	536	930	1598	126	489	113
Grp Volume(v), veh/h	81	107	68	1198	212	168	274	0	253	122	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1467	0	1598	728	0	0
Q Serve(g_s), s	2.2	2.8	2.1	18.0	4.4	4.1	0.0	0.0	8.2	0.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	2.8	2.1	18.0	4.4	4.1	10.2	0.0	8.2	11.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.42		1.00	0.39		0.16
Lane Grp Cap(c), veh/h	310	325	275	1373	743	627	434	0	374	259	0	0
V/C Ratio(X)	0.26	0.33	0.25	0.87	0.29	0.27	0.63	0.00	0.68	0.47	0.00	0.00
Avail Cap(c_a), veh/h	757	794	671	1603	867	732	621	0	561	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	20.7	20.4	16.0	11.9	11.8	20.4	0.0	19.8	18.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	4.5	0.1	0.1	0.6	0.0	0.8	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.1	0.7	6.6	1.5	1.2	2.9	0.0	2.7	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	20.9	20.5	20.5	12.0	11.9	21.0	0.0	20.6	19.1	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	C		C	B		
Approach Vol, veh/h		256			1578			527			122	
Approach Delay, s/veh		20.7			18.4			20.8			19.1	
Approach LOS		C			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		16.8		26.3		16.8				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		4.8		12.2		20.0		13.1				
Green Ext Time (p_c), s		0.5		0.9		2.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		19.2
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	95	238	6	100
Future Vol, veh/h	0	0	95	238	6	100
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	0	0	122	305	8	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	425	282	0	0	433	0
Stage 1	281	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	588	759	-	-	1137	-
Stage 1	769	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	580	754	-	-	1131	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1131	-
HCM Lane V/C Ratio	-	-	-	0.007	-
HCM Ctrl Dly (s/v)	-	-	0	8.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	-	0	-

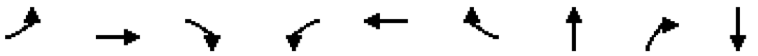
Intersection	
Int Delay, s/veh	2.9

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	189	0	417	1152	0
Future Vol, veh/h	0	189	0	417	1152	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	205	0	453	1252	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	626	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	367	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	367	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Ctrl Dly, s/v	26.6	0	0
HCM LOS	D		

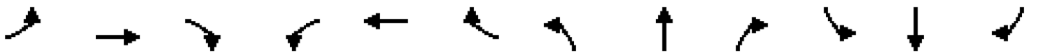
Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	367
HCM Lane V/C Ratio	-	-	-	0.56
HCM Ctrl Dly (s/v)	-	-	-	26.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q (veh)	-	-	-	3.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	81	107	68	1198	212	168	274	253	122
v/c Ratio	0.26	0.33	0.20	0.78	0.25	0.21	0.68	0.62	0.34
Control Delay (s/veh)	27.2	28.1	9.2	21.8	14.4	3.5	30.8	28.3	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.2	28.1	9.2	21.8	14.4	3.5	30.8	28.3	20.9
Queue Length 50th (ft)	28	38	0	205	52	0	96	87	35
Queue Length 95th (ft)	63	79	28	#329	101	29	161	148	72
Internal Link Dist (ft)		1683			167		813		52
Turn Bay Length (ft)	175		150			100		425	
Base Capacity (vph)	726	764	688	1543	836	803	534	541	469
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.10	0.78	0.25	0.21	0.51	0.47	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	196	22	499	169	59	108	113	394	35	29	13
Future Volume (veh/h)	55	196	22	499	169	59	108	113	394	35	29	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	65	231	26	587	199	69	127	133	464	41	34	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	330	346	292	975	528	445	329	313	520	210	161	55
Arrive On Green	0.18	0.18	0.18	0.28	0.28	0.28	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1795	1885	1591	3510	1900	1604	705	963	1598	347	494	168
Grp Volume(v), veh/h	65	231	26	587	199	69	260	0	464	90	0	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1591	1755	1900	1604	1668	0	1598	1009	0	0
Q Serve(g_s), s	1.7	6.2	0.7	7.8	4.6	1.8	0.0	0.0	14.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.7	6.2	0.7	7.8	4.6	1.8	6.1	0.0	14.9	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		1.00	0.46		0.17
Lane Grp Cap(c), veh/h	330	346	292	975	528	445	642	0	520	425	0	0
V/C Ratio(X)	0.20	0.67	0.09	0.60	0.38	0.15	0.40	0.00	0.89	0.21	0.00	0.00
Avail Cap(c_a), veh/h	798	838	707	1690	915	772	713	0	592	478	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.7	20.5	18.3	16.9	15.7	14.7	14.3	0.0	17.3	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.2	0.2	0.1	0.2	0.0	13.5	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.4	0.2	2.7	1.7	0.5	2.0	0.0	6.2	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	21.3	18.3	17.1	15.9	14.8	14.5	0.0	30.8	13.1	0.0	0.0
LnGrp LOS	B	C	B	B	B	B	B		C	B		
Approach Vol, veh/h		322			855			724			90	
Approach Delay, s/veh		20.6			16.7			24.9			13.1	
Approach LOS		C			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		21.1		19.0		21.1				
Change Period (Y+Rc), s		4.0		3.5		4.0		3.5				
Max Green Setting (Gmax), s		24.0		20.0		26.0		20.0				
Max Q Clear Time (g_c+I1), s		8.2		16.9		9.8		8.5				
Green Ext Time (p_c), s		0.8		0.7		1.8		0.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			20.1									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	130	69	2	91
Future Vol, veh/h	0	0	130	69	2	91
Conflicting Peds, #/hr	0	1	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	0	0	167	88	3	117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	218	0	0	261	0
Stage 1	217	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	658	824	-	-	1315	-
Stage 1	822	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	653	819	-	-	1307	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1307	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	-	0	-

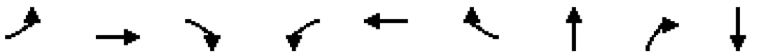
Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	88	0	664	639	0
Future Vol, veh/h	0	88	0	664	639	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	96	0	722	695	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	348	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	554	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	554	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Ctrl Dly, s/v	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	554
HCM Lane V/C Ratio	-	-	-	0.173
HCM Ctrl Dly (s/v)	-	-	-	12.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	65	231	26	587	199	69	260	464	90
v/c Ratio	0.18	0.60	0.07	0.60	0.38	0.14	0.52	0.88	0.19
Control Delay (s/veh)	21.8	29.6	2.0	22.5	20.8	6.0	22.9	43.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	29.6	2.0	22.5	20.8	6.0	22.9	43.5	16.4
Queue Length 50th (ft)	19	75	0	93	57	0	70	147	19
Queue Length 95th (ft)	49	144	4	146	112	23	165	#372	58
Internal Link Dist (ft)		1683			167		813		52
Turn Bay Length (ft)	175		150			100		425	
Base Capacity (vph)	704	741	664	1494	810	726	502	525	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.31	0.04	0.39	0.25	0.10	0.52	0.88	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT F: ON-SITE MORNING DROP-OFF QUEUING ESTIMATES

Time Start	7:55:00	(military time, h:mm:ss)
Time Stop	8:20:00	
Time Interval	0:01:00	

Drop off cycle time	1
Unloading capacity	4
Queue capacity	16
Initial Cond (unload+que	2

Total Cars
90

Time Begin	Time End	Cars unloading	Cars in queue	Arrival
7:55	7:56	3	0	1
7:56	7:57	1	0	1
7:57	7:58	0	0	0
7:58	7:59	2	0	2
7:59	8:00	3	0	3
8:00	8:01	4	1	5
8:01	8:02	4	0	3
8:02	8:03	4	1	5
8:03	8:04	4	1	4
8:04	8:05	4	3	6
8:05	8:06	4	2	3
8:06	8:07	4	2	4
8:07	8:08	4	1	3
8:08	8:09	4	5	8
8:09	8:10	4	8	7
8:10	8:11	4	12	8
8:11	8:12	4	16	8
8:12	8:13	4	19	7
8:13	8:14	4	20	5
8:14	8:15	4	20	4
8:15	8:16	4	18	2
8:16	8:17	4	15	1
8:17	8:18	4	11	0
8:18	8:19	4	7	0
8:19	8:20	4	3	0

Scenario
Existing Conditions, AM Drop-Off

Existing Conditions

	Count	From	To
Worst Queue	20	8:13:00 AM	8:14:00 AM
Average Queue	7		

Additional time needed to clear queue (h:mm:ss)
0:01:00

Time Start	7:35:00
Time Stop	8:20:00
Time Interval	0:01:00

(military time, h:mm:ss)

Drop off cycle time	1
Unloading capacity	4
Queue capacity	16
Initial Cond (unload+que	2

Scenario
Proposed Conditions, AM Drop-Off, Staggered

	Count	From	To
Worst Queue	19	7:53:00 AM	7:54:00 AM
Average Queu	7		

Additional time needed to clear queue (h:mm:ss)
0:01:00

Total Cars
172

Time Begin	Time End	Cars unloading	Cars in queue	Arrival
7:35	7:36	3	1	2
7:36	7:37	2	0	1
7:37	7:38	2	0	2
7:38	7:39	4	0	4
7:39	7:40	3	0	3
7:40	7:41	4	1	5
7:41	7:42	3	0	2
7:42	7:43	4	1	5
7:43	7:44	4	2	5
7:44	7:45	4	4	6
7:45	7:46	4	3	3
7:46	7:47	4	3	4
7:47	7:48	4	2	3
7:48	7:49	4	6	8
7:49	7:50	4	8	6
7:50	7:51	4	11	7
7:51	7:52	4	15	8
7:52	7:53	4	18	7
7:53	7:54	4	19	5
7:54	7:55	4	19	4
7:55	7:56	4	17	2
7:56	7:57	4	14	1
7:57	7:58	4	10	0
7:58	7:59	4	6	0
7:59	8:00	4	3	1
8:00	8:01	4	4	5
8:01	8:02	4	4	4
8:02	8:03	4	3	3
8:03	8:04	4	3	4
8:04	8:05	4	5	6
8:05	8:06	4	3	2
8:06	8:07	4	3	4
8:07	8:08	4	2	3
8:08	8:09	4	6	8
8:09	8:10	4	8	6
8:10	8:11	4	12	8
8:11	8:12	4	14	6
8:12	8:13	4	17	7
8:13	8:14	4	18	5
8:14	8:15	4	19	5
8:15	8:16	4	16	1
8:16	8:17	4	13	1
8:17	8:18	4	9	0
8:18	8:19	4	5	0
8:19	8:20	4	1	0