
City of Fremont Initial Study

1. **Project:** Centerville Junction (PLN2016-00058)
2. **Lead Agency name and address (including e-mail address/fax no. as appropriate):**
City of Fremont Community Development Department
39550 Liberty Street, 1st Floor
Fremont, CA 94538
3. **Lead Agency contact person:**
Stephen Kowalski, Associate Planner
Phone: (510) 494-4532
E-mail: skowalski@fremont.gov
4. **Project location:** 3654-3678 Parish Avenue and 3498-3568 Peralta Boulevard (nine total parcels), Fremont, CA 94536 (APNs: 501-1470-001-00, 501-1470-002-02, 501-1470-003-2, 501-1470-004-00, 501-1470-005-00, 501-1470-006-00, 501-1470-007-00, 501-1470-008-00 and 501-1470-009-00) (See Project Vicinity Map)
5. **Project Sponsor's name and address:**
Westgate Ventures (Wilson Hu – agent)
2551 San Ramon Valley Blvd.
San Ramon, CA 94583
Phone: 925-362-3176
E-mail: whu@westgateventures.net
6. **Current General Plan Land Use Designation:** General Commercial (portion) and Medium Density Residential 14.6-29.9 Dwelling Units per Acre (portion)
Proposed General Plan Land Use Designation: entirely Medium Density Residential 14.6-29.9 Dwelling Units per Acre
7. **Current Zoning:** C-G Commercial General (portion) and R-3-23 (Multifamily Residential) (portion)
Proposed Zoning: Preliminary and Precise Planned District P-2016-58
8. **Description of Project:**

The applicant, in conjunction with Nuvera Homes, proposes a General Plan Amendment for four parcels located at 3654 Parish Avenue, and 3524, 3508 and 3498 Peralta Boulevard from General Commercial to Medium Density Residential, 14.6-29.9 Dwelling Units per Acre, a Rezoning of the same four parcels from C-G Commercial General to R-3-23 Multifamily Residential, Vesting Tentative Tract Map No. 8272, and a Private Street entitlement to allow the removal of all of the existing buildings and the construction of 52 townhouse-style condominium units on nine contiguous parcels located from 3678 Parish Avenue to 3498 Peralta Boulevard in the Centerville Community Plan Area.

The proposed dwelling units would feature five three-story floor plans ranging in size from 1,222-1,885 square feet of living area, with three to four bedrooms each. Two-car garages would be provided on the ground floor of each unit, with side-by-side parking configurations provided for the four largest floor plans and tandem parking configurations for the smallest floor plan. Each unit would be provided with a small ground-floor patio outside its front door, as well as a second-story balcony. A large, commonly-owned, landscaped open space would be provided near the center of the site. Twenty-six guest parking spaces (including two accessible stalls) would be provided along the main private street and adjacent to the commonly-owned open space. The proposed central private street would feature a single 5-foot wide sidewalk along one side which would connect to both the Peralta Boulevard and Parish Avenue public sidewalks. Each interior unit would be connected to the internal sidewalk via on-site walkways and

paseos leading directly to their front entries, while the entries to each exterior unit would open directly onto the Peralta Boulevard and Parish Avenue public sidewalks. Off-site improvements would include the construction of new curb, gutter and sidewalk along both street frontages, including planting strips with street trees. Accessible curb ramps would also be provided where the new public sidewalks would cross the two entrances to the development, and at the street corner at the intersection of Peralta Boulevard and Parish Avenue.

Four of the nine subject parcels are currently zoned C-G Commercial General and designated General Commercial in the General Plan, while the other five are zoned R-3-23 Multifamily Residential and designated Medium Density Residential, 14.6-29.9 Dwelling Units per Acre in the General Plan. The proposed project would require a rezoning of four commercial parcels to R-3-23 Multifamily Residential, and a General Plan Amendment to re-designate the four commercial parcels to Medium Density Residential, 14.6-29.9 Dwelling Units per Acre. A Tentative Tract Map is also required to allow the proposed subdivision, and a Private Street entitlement and encroachment permit are required to allow the development of the proposed private streets that would connect the project to the Peralta Boulevard and Parish Avenue public right-of-ways.

9. Surrounding Land Uses and Setting:

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550, and 3498 Peralta Boulevard are currently occupied by single-family dwellings. The properties at 3654 Parish Avenue, 3536/3542 and 3516/3524 Peralta Boulevard are currently occupied by two single-family dwellings each. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. All nine parcels are currently legal non-conforming.

The site is bounded by Peralta Boulevard and multifamily residential uses across the street to the north, single-family residential neighborhoods to the east and south, and Parish Avenue and commercial, office, and legal non-conforming single-family residential uses across the street to the west. Peralta Boulevard is classified as a minor arterial street in the Mobility Element of the General Plan with one lane in each direction fronting the project site. This portion of Peralta Boulevard also serves as State Highway Route 84 connecting Interstate 880 to the west with Niles Canyon Road to the east. Parish Avenue is classified as a local street, containing one lane in each direction. The intersection of the two streets is controlled by a one-way “Stop” sign configuration, with traffic along Parish Avenue required to stop before entering Peralta Boulevard. The proposed development would be accessed via a new T-shaped private street that would connect to both Peralta Boulevard and Parish Avenue.

The multifamily residential properties across Peralta Boulevard to the north are designated Low-Medium Density Residential and Medium Density Residential in the Land Use Element of the General Plan and zoned Planned District P-2000-142 and R-G-24 Garden Residential. The residential properties located to the east are designated Low Density Residential and zoned R-1-6 (Single-Family Residential), while the residential properties to the south are designated Medium Density Residential and zoned Planned District P-90-15. The commercial and legal non-conforming residential properties across Parish Avenue to the west are currently designated General Commercial and zoned C-G Commercial General.

10. Congestion Management Program - Land Use Analysis: The project analysis must be submitted to the Alameda County Congestion Management Agency for review if “Yes” to any of the following:

<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	NO	This project includes a request for a General Plan Amendment. If yes, send appropriate forms to Alameda County Congestion Management Agency.
<input type="checkbox"/>	YES	<input checked="" type="checkbox"/>	NO	A Notice of Preparation is being prepared for this project.
<input type="checkbox"/>	YES	<input checked="" type="checkbox"/>	NO	An Environmental Impact Report is being prepared.

11. Other Public Agencies Requiring Approval: Alameda County Flood Control District (ACFCD), Alameda County Water District (ACWD), and Union Sanitary District (USD)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

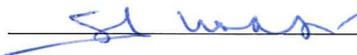
The following list indicates the environmental factors that would be potentially affected by this project. Those factors that are indicated as a "Potentially Significant Impact" in the initial study checklist are labeled "PS" while those factors that are indicated as a "Potentially Significant Unless Mitigation Incorporated" are labeled "M".

	Aesthetics		Agriculture and Forest Resources	M	Air Quality
M	Biological Resources	M	Cultural Resources		Geology / Soils
M	Hazards & Hazardous Material		Hydrology / Water Quality		Land Use / Planning
	Greenhouse Gas Emissions		Mineral Resources	M	Noise
	Population / Housing		Public Services		Recreation
	Transportation / Traffic		Utilities / Service Systems		Mandatory Findings of Significance

PREVIOUS ENVIRONMENTAL ANALYSES: None

DETERMINATION BY THE CITY OF FREMONT: On the basis of this initial evaluation:

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

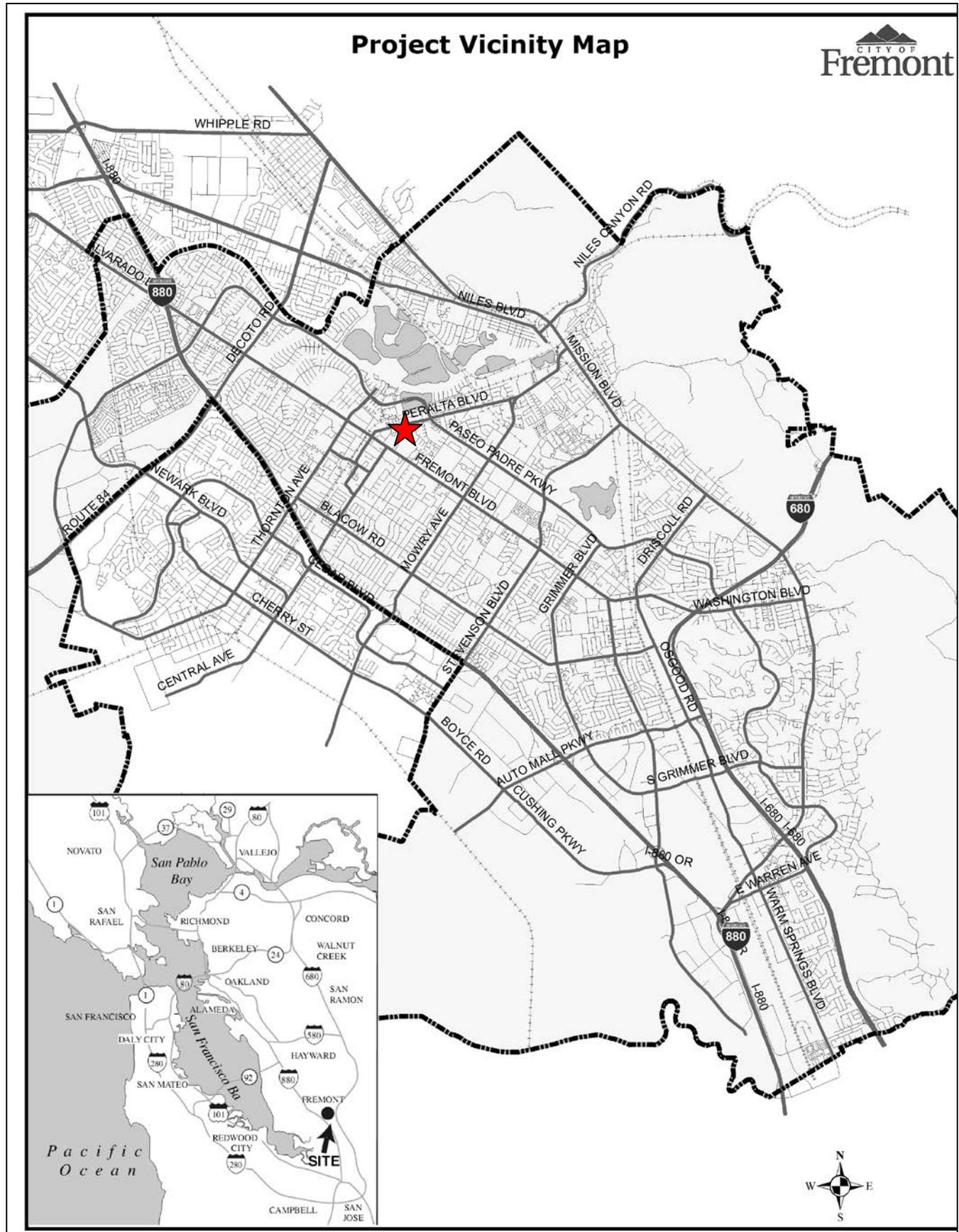
Signature: 

Date: 4/6/16

Printed Name: Stephen Kowalski

For: City of Fremont

Principal Planner Review: 



I. AESTHETICS - Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Have a substantial adverse effect on a scenic vista?			X		1, 8, 11
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		1, 8, 11, C
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?				X	1, 8, 11
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		1, 8, 11

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, and 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. The subject site would front Peralta Boulevard, which is not a designated scenic corridor along this portion. There are currently no existing street improvements (sidewalk, curb and gutter, trees) along the frontage of the subject site.

Regulatory Framework

Local regulations that pertain to the proposed project related to aesthetics include:

- City of Fremont General Plan Community Character Element (adopted December 2011)
- City of Fremont Municipal Code, Title 18, Planning and Zoning (Reformatted October 2012)

Discussion/Conclusion/Mitigation

a-b) Would the project have a substantial adverse effect on a scenic vista? Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The General Plan does not identify any scenic resources in the vicinity of the project site and there are no scenic highways in the area. There are no identified existing scenic vistas that would be impacted by new development on the site. There are several existing trees on the site that would be removed as part of the project, but none of these trees have been identified as scenic resources or of historical significance in the Arborist Report prepared for the site, and the applicant would be required to replace trees identified for removal in accordance with the 1:1 replacement requirement of the City’s Tree Preservation Ordinance to the satisfaction of the City Landscape Architect. As such, impacts from the construction of the project on a scenic vista or scenic resources would be less than significant and no mitigation is required.

Potential Impact: Less than Significant Impact

Mitigation: None Required

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The project site is currently developed with several one-story single-family dwellings and a 7,672-square-foot two-story commercial building and parking lot. The area surrounding the site is developed with a mix of commercial, single-family and multi-family residential land uses. The nearest residential properties consist of large two-story single-family dwellings immediately adjacent to the site to the south and two- and three-story townhomes located directly across Peralta Boulevard to the north. As designed, the proposed townhouse development would be similar in height and mass to the surrounding residential developments. The proposed project would provide new landscaping, street trees, and public street improvements that would enhance the visual quality of this stretch of Peralta Boulevard. As such, the project would not be out of character with the existing development in the area or significantly degrade the visual character of the site or its surroundings, or impact the privacy of neighboring residential properties. No impacts would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is currently developed with several one-story single-family dwellings and a 7,672-square-foot two-story commercial building and parking lot, and is surrounded by urban development, including large two-story homes to the south and three-story townhomes of similar size directly across Peralta Boulevard to the north. Although the proposed project would result in new sources of light, it would be similar in nature and intensity to the existing conditions in the vicinity. The City’s Zoning Ordinance requires that all exterior light sources be designed so as not to create significant glare on adjacent properties through the use of concealed source and/or downcast light fixtures. Compliance with the exterior lighting requirements of the Zoning Ordinance would ensure that the project would not create new source of substantial light and glare and impacts would be less than significant. No mitigation is required.

Potential Impact: Less than Significant Impact
Mitigation: None Required

II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and Forest Carbon Measurement Methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
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?				X	1, 8, 20

b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	1, 8, 20
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				X	N/A
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X	N/A
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	N/A

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. Most of the subject properties have been occupied by their existing land uses as far back as the 1920s (and possibly earlier for some of the single-family dwellings). If agricultural activities occurred on any of the properties, they had ceased by the 1930s when the first aerial photographs were taken of the area which did not reveal any farming operations on the site.

Regulatory Framework

State and local regulations that pertain to the proposed project related to agriculture and forest resources include:

- City of Fremont General Plan Conservation Element
- California Department of Conservation, Alameda County Farmland Map-Access via URL: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/ala10.pdf>

Discussion/Conclusion/Mitigation

a) Would the proposed project 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?

According to the California Department of Conservation’s 2010 Alameda County Farmland Map, the site is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Therefore, no impact to such lands would result from the project.

Potential Impact: No Impact

Mitigation: None Required

b-e) Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract? Would the proposed project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)? Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use? Would

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

The project site has been occupied by most of the existing buildings since the 1920s (with some of the single-family homes perhaps dating even earlier). It is not known if any agricultural activities historically occurred on the project site, but if they did, then they would have ceased by the 1920s when most of the lots had been developed with their respective buildings.

As shown on the California Department of Conservation’s 2010 Alameda County Farmland Map, the site is classified as “urban and built-up land.” Furthermore, there are no agriculturally-zoned lands or existing Williamson Act contracts in the project area. In addition, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no agricultural resource or forest resource impacts would result from the development of the project, and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Conflict with or obstruct implementation of any applicable air quality plan?				X	1, 21, 22
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		1, 21, 22
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		1, 21, 22
d.	Expose sensitive receptors to substantial pollutant concentrations?		X			1, 3, 6, 21, 22
e.	Create objectionable odors affecting a substantial number of people?			X		1, 3, 6

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 Peralta Boulevard and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, and 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking.

Regulatory Framework

Federal, state and local regulations that pertain to the proposed project related to air quality include:

- City of Fremont General Plan Conservation Element (Air Quality)
- Clean Air Plan: The City of Fremont uses the guidance established by the Bay Area Air Quality Management District (BAAQMD) to assess air quality impacts associated with project construction and operation based on criteria pollutants contained in the adopted *Clean Air Plan*. The *Clean Air Plan* focuses on improvement of air quality throughout the basin. A network of BAAQMD monitoring stations continually measures the ambient concentrations of these pollutants for reporting purposes. The closest such monitoring station is located at 935 Piedmont Road in San Jose. Ozone precursors and particulate matter are the primary air pollutants of concern for development projects. These include reactive organic gases (ROG), nitrous oxides (NOx), and particulate matter (PM₁₀ and PM_{2.5}). Thresholds are whether a project would exceed the emissions of 10 tons per year or 54 lbs. per day for ozone precursors.
- Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines

Discussion/Conclusion/Mitigation

- a-c) **Would the project conflict with or obstruct implementation of any applicable air quality plan? Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

In formulating its compliance strategies, BAAQMD relies on planned land uses established by local general plans. When a project is proposed in a jurisdiction with a general plan that has been deemed compliant with BAAQMD's *Clean Air Plan* and that project conforms to the General Plan, then it would also be considered consistent with the *Clean Air Plan*. The Draft Environmental Impact Report (EIR) prepared for the 2011 General Plan concluded that development projects consistent with the General Plan would not cause or contribute to a violation of the ambient air quality standard for carbon monoxide.

The proposed project, featuring 52 residential units at a proposed net density of 19.6 units per acre, would require a General Plan Amendment to change a 1.45-acre portion (approximately half) of the site from General Commercial to Medium Density Residential, 14.6-29.9 Dwelling Units per Acre. The site's remaining 1.20 acres are already designated and zoned to accommodate the proposed residential use at the density proposed. The Traffic Operations Study prepared for the project indicates that the change from existing commercial and low-density residential uses on the site to townhomes would slightly increase trips during the AM Peak hour, but would actually result in a reduction of net PM peak hour trips.

The proposed development of 52 new residential units is estimated to generate 23 AM peak hour trips, 27 PM peak hour trips, and 302 total weekday vehicle trips (reference: Land Use Code #230 Condominium/Townhomes from ITE Trip Generation Handbook, 9th Edition and Traffic Operations Study). The existing land uses occupying the project site (11 single-family dwellings and a 7,672-square-foot commercial building) are estimated to generate 15 AM peak hour trips, 46 PM peak hour trips, and 117 total weekday trips. Therefore, the project would result in a net increase of eight AM peak hour trips and 185 total daily trips, but would also result in a net reduction of 19 PM peak hour trips.

Approximately half of the parcels in the project site are already designated and zoned to accommodate the proposed project and density. The proposed change from Commercial to Residential on the remaining parcels and total townhome units proposed for the project would

result in a slight increase in AM peak hour trips, but would also reduce net PM peak hour trips. The resulting increase in AM peak hour trips and total weekday trips would be offset by the reduction in PM peak hours trips and would not conflict with nor obstruct implementation of the regional Clean Air Plan or contribute substantially to an existing air quality violation. Furthermore, the proposed project is located in a General Plan designated Priority Development Area and Transit Oriented Development (TOD) Overlay, both of which anticipated and require higher density residential development based on their proximity to transit to further reduce air quality impacts.

Criteria Pollutants

The BAAQMD has established pollutant screening criteria to provide conservative guidance as to whether a proposed project could result in potentially significant air quality impacts. The project would be well below both the operational and construction-related screening criteria sizes for criteria pollutants.

The screening criteria established by BAAQMD for operational emissions related to townhouse developments is 451 units. The proposed project with 52 dwelling units would be substantially less than the screening criteria and, therefore, would not result in significant long-term air quality impacts or result in a cumulatively considerable net increase of criteria pollutants for which the region is classified as non-attainment.

For construction emissions, BAAQMD's screening criteria for residential townhouse developments is 240 units. Given that the proposed project is substantially below the screening criteria, construction activities associated with the project would not generate significant amounts of air pollutants that would impact sensitive receptors or temporarily increase local pollutant levels. Therefore, the project would not result in significant short-term air quality impacts related to construction emissions.

Based on the above analysis, the project would not conflict with or obstruct implementation of the applicable clean air plan, violate any air quality standard nor result in a cumulatively considerable net increase of any criteria pollutant. Impacts would be less than significant.

Potential Impact: Less than Significant Impact

Mitigation: None Required

- d-e) Would the project expose sensitive receptors to substantial pollutant concentrations?
Would the project create objectionable odors affecting a substantial number of people?**

Toxic Air Contaminants

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (cancer risk). Diesel exhaust is a predominant TAC in urban areas and represents about two-thirds of the cancer risk from TACs. Particulate matter emitted from diesel-fueled engines (diesel particulate matter [DPM]) was found to comprise much of that risk.

The project site is located approximately 500 feet from the Union Pacific Railroad right-of-way that passes through Centerville, and approximately 1,000 feet from the Centerville Amtrak/ACE Train Station. Future project residents would be exposed to DPM and PM_{2.5} (fine particulate matter) from trains traveling along the right-of-way. The Conservation Element of the City's General Plan includes the following implementation measure:

Implementation 7-7.3.B: Limit New Residential Development in High Risk Areas

For infill development sites within existing neighborhoods, apply thresholds for review when new sensitive receptors are within areas exposed to health risk levels in excess of 100 additional incidents of cancer per million exposures. Infill development also includes conditional development of a mixed use and urban development nature within residential and commercial areas of Centers and Urban Corridors.

As documented in the EIR prepared for the General Plan Update (2011), dispersion modeling of locomotive emissions was conducted and found that within 50 feet of the rail line, the health risk level would be 21.6 incidents in one million. Thus, since the project is located approximately 500 feet from the railroad right-of-way and 1,000 feet from the nearest train station, its future occupants would not be exposed to health risk levels in excess of 100 incidents in one million and impacts would be less than significant. The EIR also concluded that $PM_{2.5}$ concentrations of greater than $0.3\mu g/m^3$ would not occur along rail lines.

Construction Dust

The temporary effects of demolition, grading, and construction activities could cause airborne dust during construction of the project which could pose a nuisance to the adjacent residences and businesses if not managed through dust control methods. However, these impacts would be of a temporary duration, and implementation of Mitigation Measure Air-1, below, would reduce the impacts to a less-than-significant level.

Potential Impact: Less than Significant Impact with Mitigation Incorporated

Mitigation Measure Air-1: Prior to issuance of a grading and/or building permit, whichever occurs first, the following best management practices shall be included in a dust control plan to limit particulate matter (fugitive dust emissions) and noted on construction plans with the contact information for a designated crewmember who will oversee on-site implementation of the plan:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice 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 miles per hour.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign with the telephone number and person to contact at the City of Fremont regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Objectionable Odors

The proposed project would generate localized emissions of diesel exhaust during grading and construction activities due to heavy equipment and truck operations. These emissions may be

noticeable from time to time by nearby receptors. However, they would be of a temporary duration and would not affect a substantial number of sensitive receptors such as children or the elderly. In addition, there are no existing uses in the project vicinity that produce objectionable odors nor are any uses proposed that would produce objectionable odors. Therefore, impacts would be less than significant and no mitigation is required.

Potential Impact: Less than Significant Impact

Mitigation: None Required

IV. BIOLOGICAL RESOURCES - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	1, 8
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	1, 8
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	1, 8
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			1, 8
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		1, 3, 8, C
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	1, 8, C

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 Peralta Boulevard and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. There are 37 existing tree on the project site. An Arborist Report was prepared for the site, which identified four trees to be preserved while the remaining 33 trees are proposed for removal. The project site is located in an urbanized area fronting an arterial and surrounded by development residential and commercial uses.

Regulatory Framework

Federal, state, and local regulations that pertain to the proposed project related biological resources include:

- City of Fremont General Plan, Conservation Element
- City of Fremont Tree Preservation Ordinance
- Federal Migratory Bird Treaty Act
- California Department of Fish and Wildlife Code
- U.S. Fish and Wildlife Service laws and requirements

Discussion/Conclusion/Mitigation

a-c) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is developed with several older single-family dwellings containing detached garages with paved driveways, and a commercial building with a paved parking lot. Because the developed and paved portions of project site have been occupied for several decades by their current uses (and, in some cases, nearly a century), the ground within the project site does not provide suitable habitat for candidate, sensitive or special-status species. However, the Arborist Report prepared for the site identifies 37 existing trees on the project site, 33 of which can be removed and replaced, and four of which would be preserved and transplanted elsewhere on the site. A mitigation measure is proposed in subsection (d), below, which would ensure that no migratory birds and/or raptors are using any of these trees for nesting purposes while construction of the project takes place. Furthermore, the site does not support riparian habitat given that it has previously been developed with commercial buildings, pavement and other improvements and there are no federally protected wetlands on-site. Thus, no impacts would result and no mitigation is required.

Potential Impact: No Impact

Mitigation: None Required.

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

There are 37 existing trees on the project site, all of which may provide suitable nesting habitat for some species of migratory birds and/or raptors. Of these, 33 trees are proposed for removal and four are proposed for preservation and relocation on site. Construction activities adjacent to trees containing active bird or raptor nests, as well as removal and/or relocation of trees containing active bird nests could result in the abandonment of the nesting effort and, thus, pose a potentially significant impact on migratory birds. Active bird nests are protected by the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife. Implementation of Mitigation Measure Bio-1, below, would reduce impacts to any nesting migratory birds or

raptors occupying any of the trees within or adjacent to the project’s boundaries to a less-than-significant level.

Potential Impact: Less than Significant Impact with Mitigation Incorporated

Mitigation Measure Bio-1: If project-related activities are scheduled to occur during the nesting season (February 1 through August 31 for protected raptors and migratory birds), a focused survey of the work area for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of any project-related activities. If a lapse in project-related work of 15 days or longer occurs during the nesting season, another survey shall be required before project work can be reinitiated. If an active nest is found, the applicant or developer shall establish a buffer area that surrounds the nest location. The width of the buffer shall be determined by the survey biologist and shall be dependent on the location of the nest and the affected species. No project-related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the City of Fremont Planning Manager upon receipt of the biologist’s recommendation.

e-f) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Thirty-three existing street trees are proposed for removal from the project site. Based on their size/species, these trees are subject to protection under the City’s Tree Preservation Ordinance (Fremont Municipal Code Chapter 18.215). This Ordinance requires replacement at a 1:1 ratio with new, minimum 24-inch box size replacement trees to the satisfaction of the City Landscape Architect or payment of an in-lieu fee for each tree that is unable to be replaced on the site. The City’s Landscape Architecture Division has reviewed the project plans, including the proposed tree removal and replacement plan, and has authorized the removal of the trees subject to the planting of all new 24-inch box street trees along both the Peralta Boulevard street frontage in conformance with the current City standard details for street trees, as well as throughout the proposed development. As such, impacts would be less than significant and no mitigation is required.

Development of the project site as proposed would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as none exist that affect the area.

Potential Impact: Less than Significant Impact

Mitigation: None Required

V. CULTURAL RESOURCES - Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.57?				X	1, 28, 29, D
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			1, 28, 29, D
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			1, 28, 29, D

d.	Disturb any human remains, including those interred outside of formal cemeteries?		X			1, 28, 29, D
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Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. Many of the homes were built between 1910 and 1930, while the commercial building was built in the 1930s.

Regulatory Framework

State and local regulations that pertain to the proposed project related to cultural resources include:

- City of Fremont General Plan Land Use Element (Historic Resources)
- Fremont Municipal Code, Title 18, Planning and Zoning (Reformatted October 2012), Section 18.175 Historic Resources

Discussion/Conclusion/Mitigation

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.57?

The properties at 3678 and 3654 Parish Avenue,), 3568, 3562, 3550 and 3498 Peralta Boulevard all currently contain single-family dwellings that were originally constructed between 1910 and 1930. Since these dwellings are over 50 years old, an initial historical evaluation was required for each to assess whether more detailed research was needed to determine if any of these buildings would qualify as Potential Register Resource in accordance with Fremont Municipal Code Section Chapter 18.175. The other four parcels also have buildings that were built prior to the 1950s, and these were also evaluated for potential historical significance, but none of these warranted further research for various reasons.

The applicant commissioned a State-licensed architectural historian, to prepare a State Department of Parks and Recreation Primary Record (DPR) for each of the six properties to determine whether they were Potential Register Resources eligible for listing on the National Register of Historic Places, the California Register of Historical Resources, or the Fremont Register of historic resources. In each of these six records, it was concluded that none of the properties met the criteria for listing on either the national, state or local (Fremont) registers. The City also hired an architectural historian to peer review the Primary Records and this peer review concurred with the findings and conclusions of the DPRs. As such, demolition of the existing structures on the project site would not cause a substantial adverse change to any historical resources and no impact would result.

Potential Impact: No Impact

Mitigation: None Required.

b-d) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project site is not known to contain any archaeological or paleontological resources or human remains. However, there is a possibility that unrecorded resources exist on the site which could be unearthed during grading activities or other site disturbance activities. Implementation of Mitigation Measures Cult-1 through Cult-3, below, would reduce any potential impacts to such resources to a less-than-significant level:

Potential Impact: Less than Significant Impact with Mitigation Incorporated

Mitigation Measure Cult-1 through Cult-3: Although there is no indication that archaeological, cultural, paleontological, Native American, or historic-period resources or human remains are present on the site or in the immediate vicinity, there is always a possibility that unknown resources could be discovered during project construction. Implementing the following measures would reduce impacts to unknown cultural resources to a less-than-significant level:

Mitigation Measure Cult-1: Discovery of Archaeological Resources. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 200 feet of the find shall halt until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil (“midden”) containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

Mitigation Measure Cult-2: Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 200 foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Alameda County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission within 24 hours. The Commission shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

Mitigation Measure Cult-3: Discovery of Paleontological Resources. In the event of the discovery of Paleontological resources during construction or demolition, there shall be no further excavation or disturbance of the site within a 200 foot radius of the location of such discovery until it can be evaluated by a qualified archeologist or paleontologist. Work shall not continue until the archeologist or paleontologist conducts sufficient research and data collection to make a determination as to the significance of the resource. If the resource is determined to be significant and mitigation is required, the first priority shall be avoidance and preservation of the resource. All feasible recommendations of the paleontologist shall be implemented. Mitigation may include, but not limited to, in-field documentation and recovery of specimens, laboratory analysis, preparation of a report detailing the methods and findings of the investigation, and curation at an appropriate paleontological collection facility.

VI. GEOLOGY AND SOILS - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		1, 5, 6, E
	ii) Strong seismic ground shaking?			X		1, 5, 6, E
	iii) Seismic-related ground failure, including liquefaction?				X	1, 5, 6, E
	iv) Landslides?				X	1, 5, 6, E
b.	Result in substantial soil erosion or the loss of topsoil?				X	1, 5, 6, 8, E
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 landslides, lateral spreading, subsidence, liquefaction or collapse?				X	1, 5, 6, E
d.	Be located on expansive soil, as defined in California Building Code, creating substantial risks to life or property?			X		1, 5, 6, E
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	N/A

Environmental Setting:

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. All of the properties comprising the project site are generally level.

The City of Fremont is subject to fault rupture and related seismic shaking from several faults in the area. According to the 2004 State of Geologic and Seismic Hazard Zones map, the project site is not located within any geologic hazard zones. However, as with any land in the San Francisco Bay Area, the project site could be subject to strong shaking during a major seismic event along one of the faults located in Northern California.

Regulatory Framework

State and local regulations that pertain to the proposed project related to geology and soils include:

- City of Fremont General Plan Safety Element (Seismic and Geologic Hazards)
- City of Fremont Municipal Code (Building Safety)
- 2010 California Building Code

Discussion/Conclusion/Mitigation

- a-e) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving a major seismic event? Would the project result in substantial soil erosion or the loss of topsoil? Would the project be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse? Would the project be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property?**

According to a geotechnical report prepared by Silicon Valley Soil Engineering in September 2015, the project site has no liquefiable soils and is characterized by stable soils having low expansion potential and, as such, is suitable for development with residential uses. The report contains recommendations for the design and construction of building foundations, pavement, utility trenches, and drainage facilities and retaining walls, which would minimize the exposure risk of these improvements to post-construction differential settlement and seismic shaking. Furthermore, all proposed structures would be required to be designed in conformance with geotechnical and soil stability standards as required by the California Building Code (CBC). Conformance to the recommendations of the geotechnical report and all applicable 2013 CBC standards would reduce safety impacts to the dwellings and their occupants from geological hazards to a less-than-significant level. Additionally, an erosion control plan would be required with plans submitted for grading and/or building permits to ensure that the project would not result in substantial soil erosion during grading and construction activities. As such, impacts associated with seismic ground-shaking, liquefaction, and soil expansion or erosion would be less than significant and no mitigation is required.

Potential Impact: Less than Significant Impact

Mitigation: None Required

VII. GREENHOUSE GAS EMISSIONS - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 3, 8, 21, 22, 23
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X	1, 3, 8, 21, 22, 23

Environmental Setting

With the passage of the Global Warming Solutions Act of 2006 (Assembly Bill 32), the State of California acknowledged the role of greenhouse gases (GHG) in global warming and took action to reduce GHG emission levels. AB 32 set a statewide goal of reducing GHG emissions to 1990 levels by the year 2020. In doing so, it contemplated economic expansion and growth of population to 44 million people by 2020. It also called for the State’s Air Resources Board (CARB) to prepare a Scoping Plan encompassing all major sectors of GHG emissions for achieving reductions consistent with AB 32’s goals. The Scoping Plan, adopted in December 2008, creates an overarching framework for meeting the GHG reduction goal of returning to 1990 emissions levels by 2020.

GHG analysis uses carbon dioxide equivalents (CO₂e), measured in metric tons, to adjust for the different warming potential of a wide range of greenhouse gases, not just exclusively CO₂. The State 2005 GHG emission inventory was 479 million metrics tons of CO₂e. CARB projected that under business-as-usual

conditions (no reduction effort) GHG emissions would grow to 596.4 million metric tons of CO₂e by the year 2020. According to the Scoping Plan, reducing GHG emissions to 1990 levels requires cutting approximately 30 percent from the business-as-usual emission levels projected for 2020, or about 15 percent from 2010 levels. The target amount for the 2020 goal is an emission level of no more than 427 million metric tons of CO₂e (the 1990 levels). On a per capita basis, this means reducing current annual emissions of 14 tons of CO₂e for every person in California down to about 10 tons per person by 2020. The City of Fremont GHG emission inventory estimate for 2010 was 1.99 million metric tons with a service population of jobs and residents of 304,489.

Regulatory Framework

State and local regulations that pertain to the proposed project related to GHG emissions include:

- City of Fremont General Plan Sustainability and Conservation Elements
- State Assembly Bill (AB) 32
- California Green Building Code (Mandatory)

Discussion/Conclusion/Mitigation

- a-b) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

The BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating the potential impacts of GHG emissions from land use projects. BAAQMD thresholds were developed specifically for the Bay Area after considering the latest GHG inventory and the effects of AB 32 Scoping Plan measures that would reduce regional emissions. BAAQMD intends to achieve GHG reductions from new land use projects to close the gap between projected regional emissions with AB 32 Scoping Plan measures and AB 32 targets. BAAQMD suggests applying GHG efficiency thresholds to projects with operational emissions of 1,100 metric tons (MT) of CO₂e or greater per year. Projects that have emissions below 1,100 MT of CO₂e per year are considered to result in less than significant GHG emissions. Land use projects with emissions above the 1,100 MT per year per year threshold would then be subject to a GHG efficiency threshold of 4.6 MT per year per capita. Projects with emissions above the threshold would be considered to have an impact, which cumulatively, would be significant.

BAAQMD has also established size criteria to determine conservatively whether a project has the potential to exceed these thresholds. The BAAQMD screening criteria for GHG emissions related to residential townhouse developments is 78 units, at which point operational GHG emissions could exceed the 1,100 MT of CO₂e per year threshold. The proposed project would contain 52 dwelling units, which is below the GHG screening criteria. Additionally, implementation of Mitigation Measure AIR-1 would reduce construction related impacts from GHG emissions. Therefore, the project would not generate GHG emissions at levels that would have a significant impact on the environment and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant and no mitigation is required.

Potential Impact: Less than Significant Impact

Mitigation: None Required

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials?				X	1, 6, 7, D, F
b.	Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?		X			1, 6, 7, D, F
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	1, 3, D, F
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	1, 18, D, F
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	N/A
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	N/A
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1, 6, 7
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	N/A

Environmental Setting:

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. Many of the homes were built between 1910 and 1930, while the commercial building was built in the 1930s.

The closest residential units to the project site are located directly adjacent to the site to the south, while the nearest schools, Centerville Junior High School and Washington High School, are located approximately one-quarter mile and one-half mile away south, respectively.

Regulatory Framework

State and local regulations that pertain to the proposed project related to hazards and hazardous materials include:

- City of Fremont General Plan Land Use and Safety Elements
- City of Fremont Fire Code
- Department of Toxic and Substances Control (DTSC) Hazardous Waste and Substances Site List

Discussion/Conclusion/Mitigation

- a-c) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

The proposed project would not involve the routine transport, use or disposal of hazardous materials beyond those commonly used for household cleaning and landscape maintenance. In addition, there are no schools within one-quarter mile of the project site. Therefore, no impacts in this regard would result from the project.

The nine parcels comprising the project site contain buildings ranging in age from ca. 1915 to ca. 1940. A Phase I Environmental Site Assessment was conducted by Phase1 Assessments.com, dated February 28, 2015, which identified the potential presence of an underground fuel storage tank on the property at 3498 Peralta Boulevard and, as such, recommended a ground-penetrating radar survey of that property to determine the presence or absence of such a tank. Phase1Assessments.com subsequently conducted the radar survey on March 15, 2015, and found no tank on the property. As such, no recognized environmental concerns (RECs) exist on the project site. However, due to the age of many of the existing structures, the project site is likely to contain asbestos and lead-based paint which could cause a health hazard when the structures are demolished. Implementation of Mitigation Measure Haz-1 would reduce this impact to a less-than-significant level.

Potential Impact: Less than Significant Impact with Mitigation Incorporated:

Mitigation Measure Haz-1: Prior to issuance of a demolition permit for the existing structure, testing for asbestos-containing materials and lead-based paint shall be conducted by a certified environmental professional. If asbestos-containing materials or lead-based paint are detected, then an asbestos operations and maintenance plan or lead-based paint management plan shall be developed for the structures by said professional and submitted to the Planning Manager for review and approval.

- 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?**

The project site is not listed on the Department of Toxic Substance Control's Hazardous Waste and Substances Site List (Cortese List). Therefore, no impact would result.

Potential Impact: No Impact

Mitigation: None Required

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The project site is not located within an airport land use plan nor are there any public or private airports located near the site. No impact would result.

Potential Impact: No Impact

Mitigation: None Required

f-g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project would not interfere with emergency response or evacuation plans and would be designed to meet all applicable federal, state and local fire safety codes. Emergency vehicle access would be provided throughout the project via private streets designed in compliance with City Fire Department and Public Works Department standards. Furthermore, the project is not located in an area susceptible to wildland fires. For these reasons, no significant impact to life safety would result from the project and no mitigation is required.

Potential Impact: No Impact

Mitigation: None Required

IX. HYDROLOGY AND WATER QUALITY - Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Violate any water quality standards or waste discharge requirements?				X	1, 6, 8, 14, 15, 16
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pro-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	1, 6, 8, 14, 15, 16
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X	1, 6, 8, 14, 15, 16
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X	1, 6, 8, 14, 15, 16
e.	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?				X	1, 6, 8, 14, 15, 16
f.	Otherwise substantially degrade water quality?				X	1, 6, 8, 14, 15, 16

g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	N/A
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X	1, 6, 17
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	1, 6, 8, 17
j.	Inundation by seiche, tsunami, or mudflow?				X	1, 6, 8, 17

Environmental Setting:

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, 3568 Peralta Boulevard, 3562 Peralta Boulevard, 3550 Peralta Boulevard and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, 3536/3542 Peralta Boulevard and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. Many of the homes were built between 1910 and 1930, while the commercial building was built in the 1930s. All of the properties comprising the project site are generally level. The project site is not located in proximity to any waterway, river, or stream.

Regulatory Framework

Federal, state and local regulations that pertain to the proposed project related to hydrology and water quality include:

- City of Fremont General Plan Conservation Element (Water Quality)
- California Regional Water Quality Control Board, San Francisco Bay Region, Alameda Countywide NPDES Municipal Stormwater Permit, Order R2-2003-0021, National Pollution Discharge Elimination System Permit No. CAS00229831(NPDES C.3)
- Federal Clean Water Act 1987

Discussion/Conclusion/Mitigation

a-c, f) Would the project violate any water quality standards or waste discharge requirements? Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pro-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Would the project otherwise substantially degrade water quality?

The proposed development would not violate any water quality standards, deplete groundwater supplies, substantially alter the existing drainage pattern of the site, or substantially degrade water quality because the site is currently developed with several buildings, paved parking lots and driveways, and other impervious improvements. In addition, the project would be required to comply with existing state, regional and local regulations that protect water quality. The project would connect to the existing public sanitary sewer line and storm drain line in Parish Avenue, and would obtain its water from the existing public water mains serving the site in both Peralta Boulevard and Parish Avenue. The Alameda County Water District has confirmed that it is

capable of meeting the project's water demands without significantly impacting the District's supplies or its distribution system.

Because the project would replace in excess of 10,000 square feet of existing impervious surface area with new impervious surface, it would be subject to the NPDES C.3 requirements of the Municipal Regional Stormwater Permit, which regulates the treatment of stormwater runoff on the site. The project as proposed would increase the existing total impervious surface area of the site from 68,410 square feet to 86,700 square feet, or a total increase of 18,230 square feet. As such, the applicant would be required to incorporate low impact development (LID) techniques to treat stormwater runoff from all on-site impervious surfaces in bio-retention planters before it is discharged into the public storm drain system. Compliance with the applicable C.3 requirements would ensure that no impacts to water quality would result from the project and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

- d-e) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The proposed project would not substantially alter existing drainage patterns or result in the alteration of the course of any water body. Drainage from the project would be directed into landscape-based treatment areas located throughout the development (see response to questions IX, a-c and f, above), where its flow volumes would be metered and ultimately discharged into the public storm drain system via a new piped system that would be constructed on the site. Thus, no impact would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

- g-j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Place within a 100-year flood hazard area structures which would impede or redirect flood flows? Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Inundation by seiche, tsunami, or mudflow?**

The project site is located within Federal Emergency Management Agency Flood Insurance Rate Map (FIRM), Panel No. 06001C0442G, effective August 3, 2009. According to this FIRM, the project site is located within an Unshaded "X" zone and is, therefore, outside of the 100-year flood zone. The project site is also not situated within a Special Flood Hazard Area or an area that would be subject to inundation as a result of failure of a dam, levee, or reservoir. Finally, the project site is not located in close proximity to San Francisco Bay and would not be subject to inundation by seiche or tsunami. As such, no impact would result.

Potential Impact: No Impact
Mitigation: None Required

X. LAND USE AND PLANNING - Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Physically divide an established community?				X	1, 2, 3, 8
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	1, 2, 3, 8
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	1, 2, 3, 8

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, and 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking. Many of the homes were built between 1910 and 1930, while the commercial building was built in the 1930s.

Regulatory Framework

State and local regulations that pertain to the proposed project related to land use and planning include:

- City of Fremont General Plan Land Use and Community Character Elements
- Habitat Conservation Programs, California Department of Fish and Wildlife

Discussion/Conclusion/Mitigation

a-c) Would the project physically divide an established community? Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would not physically divide an established community as it would replace existing commercial development on a site that is surrounded predominantly by single- and multi-family residential development. In addition, the project would not conflict with General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect but would further the goals of in-fill development. The project site is located in a designated Priority Development Area (PDA) and Transit Oriented Overlay (TOD) District, which are intended to accommodate infill, higher density residential near transit. Conformance with General Plan policies related to noise exposure are addressed below. Finally, there are no habitat conservation or natural community conservation plans adopted for the site. Therefore, no impact would result.

Potential Impact: No Impact
Mitigation: None Required

XI. MINERAL RESOURCES - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
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?				X	8
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?				X	8

Environmental Setting

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, and 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking.

Regulatory Framework

State and local regulations that pertain to the proposed project related to mineral resources include:

- City of Fremont General Plan Conservation Element
- Surface Mining and Reclamation Act (SMARA) 1975, California Department of Conservation

Discussion/Conclusion/Mitigation

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

According to local and state mineral resources maps, there are no known mineral resources of importance to the state or region on the site or within the surrounding area. Therefore, no impact to such resources would result.

Potential Impact: No Impact

Mitigation: None Required

XII. NOISE - Would the project result in:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X				1, 3, 9 F, G
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		1, 3, 9 F, G
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X	1, 3, 9
d.	A substantial temporary or periodic increase in ambient noise		X			1, 3, 9

	levels in the project vicinity above levels existing without the project?					
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	N/A
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	N/A

Environmental Setting

There is one noise source that would affect the project site: roadway noise from vehicular traffic along Peralta Boulevard, which doubles as State Route 84 between Fremont Boulevard and Paseo Padre Parkway. The proposed project would front onto Peralta Boulevard, which is designated a minor arterial in the City’s General Plan.

Regulatory Framework

State and local regulations that pertain to the proposed project related to noise include:

- City of Fremont General Plan Safety Element (Noise and Vibration)
- City of Fremont Municipal Code
- California Building Code

In accordance with Fremont General Plan Policy 10-8.1, the maximum acceptable outdoor noise level in residential areas is an Ldn of 60 dB(A); however, the maximum conditionally acceptable outdoor noise level is an Ldn of 65dB(A). These levels would be applicable to common open space areas in multi-family developments such as the one proposed, and are used as a guide to the design of developments. The maximum indoor noise level for residential projects is an Ldn of 45 dB(A).

Discussion/Conclusion/Mitigation

a-c) Would the project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Would the project exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Would a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise Analysis: The project site fronts along Peralta Boulevard, which serves as State Route 84 between Fremont Boulevard to the west and Paseo Padre Parkway to the east. An Environmental Noise Assessment was conducted by Illingworth & Rodkin, Inc., on November 23, 2015, to analyze noise impacts from the adjacent roadway on the proposed development. As part of the Noise Assessment, both long-term and short-term noise measurements were taken over a two-day period.

Exterior Noise Levels

The General Plan noise threshold for useable common outdoor areas in multifamily residential developments is 60 dba L_{dn}. When the City determines that providing an outdoor Ldn of 60 (dB(A) or lower cannot be achieved after application of appropriate mitigations an Ldn of 65 (dB(A) may be permitted at the discretion of the City Council.

The Environmental Noise Assessment found that future day-night noise levels at the site could reach 67 dBA L_{dn} , assuming an estimated traffic volume increase of one dB to accommodate future growth in the area over the next 10 years. The Assessment calculated the worst case future noise exposure at proposed building façades nearest to Peralta Boulevard and Parish Avenue to reach potentially 69 dBA L_{dn} . However, the Assessment determined that the common outdoor area, to be located near the center of the site approximately 165 feet from Peralta Boulevard, only would be exposed to noise levels of 57 dBA L_{dn} due to shielding of noise from the streets from the surrounding buildings. As such, the common outdoor area would meet the City's acceptable thresholds and would not require noise-reducing measures.

Interior Noise Levels

The Noise/Vibration subsection of the Safety Element of the City's General Plan has established a maximum interior average daily noise level (or L_{dn}) threshold for new dwelling units of 45 decibels (dba), with a maximum instantaneous noise level not to exceed 50 dba in bedrooms during the night and 55 dba in all habitable rooms during the day. The Noise Assessment found that existing and projected noise levels from traffic would exceed the normally acceptable range, in particular for units 1 through 24 with facades closest to Peralta Boulevard, and mitigation would be required to reduce interior noise levels to the thresholds prescribed by the General Plan.

The assessment determined that implementation of certain noise-reducing construction methods would reduce the noise levels to an acceptable level. The mitigation involves the use of special methods and sound-rated construction materials for most of the exterior walls and window/door systems of each unit in the subdivision. Furthermore, the analysis prescribes the provision of supplemental ventilation (e.g., air conditioning) for each unit to enable the occupants to keep their windows closed during warm weather in order to limit the amount of noise transmitted from outside into each unit.

Implementation of Mitigation Measure Noise-1, below, would reduce impacts from noise on the occupants of the proposed units to a less-than-significant level.

Potential Impact: Less-than-Significant with Mitigation Incorporated:

Mitigation Measure Noise-1: All exterior windows shall be sound-rated to reduce day/night average sound levels from exterior sources to the DNL 45 dB criterion indoors, and to reduce typical maximum noise levels to 50 dB in bedrooms at night and 55 dB in other habitable rooms by incorporating the following sound-rated building elements:

- a) All units facing Peralta Boulevard shall utilize windows and doors having a sound rating of 28 STC or greater.
- b) All other units shall utilize windows and doors having a sound rating of 26 STC.
- c) All units within the project shall come equipped with forced-air mechanical ventilation to enable occupants to keep windows closed in order to control noise.
- d) An acoustical consultant shall be retained during the design phase of the project to review and confirm STC ratings based on the architectural design and exterior features contained in the construction documents (CDs). A letter confirming compliance with this mitigation measure by the acoustical consultant shall be submitted to the City prior to issuance of building permits for any of the residential units.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Development of the project would result in a temporary increase in noise levels during daylight hours, particularly from diesel-powered earth-moving equipment and other heavy machinery. All construction-related activities would be required to comply with the noise standards contained in the City of Fremont’s Municipal Code which limits such activities to certain times of the day and week to reduce noise impacts on any sensitive receptors such as residences, schools or senior care facilities near to the construction site. In this case, these restrictions are:

Monday-Friday: 7 a.m. to 7 p.m.
Saturdays and Holidays: 9 a.m. to 6 p.m.
Sundays: No construction activities allowed.

These construction hours apply to all development located within 500 feet of a sensitive receptor, and are designed to limit construction activities primarily to daylight hours when most residents are awake, and other noise sources such as vehicular traffic, lawn mowers, leaf blowers and air traffic are also occurring. Enforcement of these restrictions would reduce noise impacts from the construction of the project to a less-than-significant level; therefore, no mitigation is required.

Potential Impact: Less-than-Significant Impact
Mitigation: None Required

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

There are no public or private airports located in the City or vicinity. No impact would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

XIII. POPULATION AND HOUSING - Would the project:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	1, 2, 4
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X		1, 2, 4
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X		1, 2, 4

Existing Conditions

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The properties at 3678 Parish Avenue, and 3568, 3562, 3550 and 3498 Peralta Boulevard are currently each occupied by a single-family dwelling. The properties at 3654 Parish Avenue, and 3536/3542 and 3516/3524 Peralta Boulevard are currently each occupied by two single-

family dwellings. The property at 3508 Peralta Boulevard is currently occupied by a 7,672-square-foot two-story commercial building and associated parking.

Regulatory Framework

Local regulations that pertain to the proposed project related to population and housing include:

- City of Fremont General Plan Land Use and Housing Elements (referencing City Housing Element, July 2009)

Discussion/Conclusion/Mitigation

a-c) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project would result in the removal of 11 existing single-family dwellings and the construction of a maximum of 52 new townhomes, thus resulting in a net increase of 41 dwelling units. While the proposed project would result in population growth, the addition of 41 net new units would not result in a significant impact on public facilities. Furthermore, the site is located near transit and public services where the provision of residential uses at a higher density is appropriate, and the project would be consistent with General Plan policies that encourage infill development and the development of underutilized land in built-out areas (Land Use Element Policy 2-1.11). Four of the project parcels are already designated in the General plan to accommodate residential development at the density proposed.

In addition, the project site is surrounded by existing single- and multi-family residential, commercial and institutional development and would, therefore, not require the extension of new infrastructure or services that could induce additional population growth in the area. Furthermore, the removal of 11 existing single-family dwellings (some of which are still occupied by the original property owners who arranged to sell their properties to the applicant) would not result in the displacement of a significant number of people and necessitate replacement housing.

Potential Impact: No Impact
Mitigation: None Required

XIV. PUBLIC SERVICES:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
	Fire/Police protection?				X	1, 10
	Schools?				X	1, 10
	Parks?				X	1, 10
	Other public facilities?				X	1, 10

Existing Conditions

The project site is located in an area that is designated in the General Plan for predominantly residential uses east, south and north of the site. To the west of the site, land is designated for General Commercial uses. The site is also located in an urbanized mixed residential/commercial use area of the City of Fremont at the intersection of Peralta Boulevard and Parish Avenue where all public services needed for the project are already in place.

Regulatory Framework

Local regulations that pertain to the proposed project related to public services include:

- City of Fremont General Plan Public Facilities Element
- City of Fremont Municipal Code

Discussion/Conclusion/Mitigation

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire, police, schools, parks or other public facilities?**

On September 3, 1991, the City Council passed resolutions implementing the levying of Development Impact Fees for all new development within the City of Fremont. These fees are required of any new development for which a building permit is issued on or after December 1, 1991. The concept of the impact fee program is to fund and sustain improvements that are needed as a result of new development as stated in the General Plan and other policy documents within the fee program. Development Impact Fees fall into the following categories: Traffic Impact Fees, Park Dedication In-lieu and Park Facilities Fees, Capital Facilities Fees, and Fire Service Fees. Similarly, all new residential developments are required to pay School District Fees to offset potential impacts new developments might have on existing and/or planned public educational facilities. Payment of the required Development Impact and School District fees by the applicant prior to issuance of building permits for the proposed project would result in the project having no significant impact on public services, schools, or other public facilities.

The proposed development is located in an area of the City where public facilities and services needed to serve the project are already in place. The applicable Development Impact Fees that would be collected in the amounts required for each type of public service would be sufficient to continue to offset the project’s impacts to those services. As such, no impacts to public facilities or services would result and no mitigation is required.

Potential Impact: No Impact

Mitigation: None Required

XV. RECREATION:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		1, 2, 3, 12

b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		1, A
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Existing Conditions

The City of Fremont maintains approximately 1,148 acres of parkland, spread over 53 parks, which provide recreational facilities and opportunities to the community. In addition, residents and community members also have access to park and trail systems maintained by other agencies including the East Bay Regional Parks District, the Don Edwards San Francisco Bay National Wildlife Refuge, the San Francisco Bay Trail, and other recreational facilities including five community centers, various sports facilities, a water park, and art gallery.

The project site is located in a mixed residential/commercial/industrial area of the City; there are no existing recreational facilities located on or directly adjacent to the site. Existing public recreation areas within a mile of the site include: Centerville Community Park, Quarry Lakes Regional Recreation Area, and the Los Cerritos Community Center.

Regulatory Framework

Local regulations that pertain to the proposed project related to recreation include:

- City of Fremont General Plan Parks and Recreation Element

Discussion/Conclusion/Mitigation

a-b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Construction of the proposed residential development could result in a slight increase in demand for local and regional park and recreation facilities; however, payment of the required Park Dedication In-Lieu and Park Facility fees for new residential development as described in Section XIV, Public Services, above, would offset the increased demand in accordance with applicable City ordinances and reduce the impacts to such facilities to a less-than-significant level. Furthermore, the proposal would not require the construction or expansion of new facilities, only the payment of in-lieu fees in accordance with the applicable City ordinances.

Potential Impact: Less than Significant Impact

Mitigation: None Required

XVI. TRANSPORTATION/TRAFFIC - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		1, 7, H
b.	Conflict with an applicable congestion management program,			X		1, 7, H

	including, but not limited to a level of service standard standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	1, 7, H
d.	Substantially increase hazards due to a design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses?			X	1, 7, H
e.	Result in inadequate emergency access?			X	1, 6, 7, H
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	1, 7, H

Existing Conditions

The project site is located adjacent to the intersection of Peralta Boulevard and Parish Avenue. The nearest major signalized intersections to the site, both of which are located along State Route 84, are Fremont Boulevard/Peralta Boulevard and Paseo Padre Parkway/Peralta Boulevard.

Regulatory Framework

Local regulations that pertain to the proposed project related to transportation/traffic include:

- City of Fremont General Plan Mobility Element

Discussion/Conclusion/Mitigation

a-b) Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project conflict with an applicable congestion management program, including, but not limited to a level of service standard standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The proposed development of 52 new residential units is estimated to generate 23 AM peak hour trips, 27 PM peak hour trips, and 302 total weekday vehicle trips (reference: Land Use Code #230 Condominium/Townhomes from ITE Trip Generation Handbook, 9th Edition). The existing land uses occupying the project site (11 single-family dwellings and a 7,672-square-foot commercial building) are estimated to generate 15 AM peak hour trips, 46 PM peak hour trips, and 117 total weekday trips. Therefore, the project would result in a net increase of eight AM peak hour trips and 185 total daily trips, but a net reduction of 19 PM peak hour trips. Based on the estimated reduction in the number of PM peak hours trips resulting from the new project, a Traffic Impact Analysis was not warranted. In addition, because the proposed project would generate fewer than 100 net new peak hour trips, Alameda County Congestion Management Program (CMP) guidelines do not require that the project conduct further study. The nominal increase in AM peak hour trips and net reduction in PM peak hour trips would represent a less than significant impact to the existing circulation system and would not conflict with the applicable congestion management program.

Nonetheless, a Traffic Operations Study (TOA) was conducted by Hexagon Transportation Consultants, Inc., on November 16, 2015 at the request of the State Department of Transportation

(Caltrans) in order to analyze the proposed project's impacts on the Levels of Service for State Route 84 during the AM peak hour (the PM peak hour was specifically omitted from the study since the project was determined to result in a net reduction of trips during that time). The TOA analyzed the two most congested intersections along State Route 84 in the project vicinity: the intersections of Fremont Boulevard/Peralta Boulevard and Paseo Padre Parkway/Peralta Boulevard. For signalized intersections outside of City and Town Centers and Warm Springs/South Fremont BART station area, the City of Fremont defines a significant traffic impact as one which would cause the intersection's operations to deteriorate from a Level of Service (LOS) "D" or better under the existing conditions to an LOS "E" or LOS "F" when the project's trips are added. The TOA concluded that these two intersections would continue to operate at Level of Service "D" or better even with the additional trips generated by the project. Specifically, the intersection of Fremont Boulevard/Peralta Boulevard currently operates at LOS "C" during the AM peak hour and would continue to operate at the same level with the addition of the project's estimated trips, while the intersection of Paseo Padre Parkway/Peralta Boulevard currently operates at LOS "D" and would continue to do so with the addition of the project's projected trips.

Because the project is expected to generate a net reduction of trips during the PM peak hour, the hour when roadways are typically at their busiest, it would not exceed the capacity of the existing circulation system nor would it conflict with the County Congestion Management Plan. In addition, since the project would not result in a deterioration of from a LOS "D" or better under the existing conditions to an LOS "E" or LOS "F" at the adjacent major intersections along Peralta Boulevard/State Route 84 during either the AM or PM peak hours, impacts to the area's roadway system would be less than significant, and no mitigation is required.

Potential Impact: Less than Significant Impact

Mitigation: None Required

- c-d) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The proposed project would not have an impact on air traffic patterns as there are no airports in Fremont or near the project site. The design of the proposed project, including the entrances to the private street from Peralta Boulevard and Maple Street and all internal private streets, would be consistent with City development standards. The project would not increase hazards due to design because vehicular access to the site would be provided via driveway entrances to the site off Peralta Boulevard and Parish Avenue which would be designed to City standards for traffic safety and accessibility purposes. Thus, no impacts would result and no mitigation is required.

Potential Impact: No Impact

Mitigation: None Required

- e-f) Would the project result in inadequate emergency access? Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Emergency vehicle access would be provided throughout the entire project over the proposed private streets in the form of a recorded emergency vehicle access easement (EVAE) benefiting the City's Fire Department. No sharp curves or dangerous intersections would be created by the

project, as the entry driveways along Peralta Boulevard and Parish Avenue and all intersections between the project’s internal private streets would be designed in accordance with the City’s current standards. Furthermore, the proposal does not feature any other unusual design elements that could pose a substantial safety hazard to vehicular or bicycle traffic or pedestrians. The project would also not conflict with any plans, policies or programs supporting alternative transportation in that it would not obstruct or otherwise impact any transit stops or bicycle lanes. No impact would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		10, agency notice
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		10, agency notice
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		10, agency notice
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		10, agency notice
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		10, agency notice
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		10, 24
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				X	10, 24

Existing Conditions

The project site consists of nine contiguous parcels totaling 2.65 acres from 3678 Parish Avenue to 3498 Peralta Boulevard. The site is located in a mixed residential/commercial area of the City where all public services needed for the project are already in place. The project would connect to existing public and private utilities, including water, sewer and storm drain facilities, via underground connections within the Peralta Boulevard and Parish Avenue right-of-ways.

Regulatory Framework

Local regulations that pertain to the proposed project related to utilities and service systems include:

- City of Fremont General Plan Public Facilities Element
- City of Fremont Municipal Code

Discussion/Conclusion/Mitigation

- a-e) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The proposed project would connect to existing water, sanitary sewer, and storm drain lines within Parish Avenue and an existing water main within Peralta Boulevard which already serve the surrounding area. The utility companies that would provide utility services to the proposed subdivision were notified of the project and did not indicate that it would generate an increase in wastewater or stormwater runoff levels that could exceed the capacity of the sewer and storm drain lines serving the property or generate excessive demand for water resources that could not be provided by the existing water mains serving the area. As such, the existing sewer, storm drain, and water lines serving the area need not be expanded to accommodate the proposed development and impacts to utilities would be less than significant.

Potential Impact: Less than Significant Impact
Mitigation: None Required

- f-g) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

The project would be served by the City's franchised waste hauler agreement with Republic Services in compliance with applicable standards for conventional residential waste products and recyclables. The agreement provides landfill capacity for anticipated growth within the City. The City's Environmental Services Division reviews proposals involving new development to ensure that the proposed use(s) would not generate unusually large volumes of solid waste that may not be able to be accommodated by the landfill space guaranteed the City under the franchise agreement. Because the City currently maintains a robust diversion rate for residential uses (including commingled recycling service and organics composting service for townhouse developments), the proposed project of 41 net new residential units would not result in significant volumes of solid waste that could not be accommodated by the landfill facility with which the City maintains its waste disposal agreement. As such, impacts would be less than significant and no mitigation is required.

Potential Impact: Less-than-Significant Impact
Mitigation: None Required

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

ISSUES:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or		X			See Previous

	wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	See Previous
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		See Previous

Discussion/Conclusion/Mitigation

Based on the analysis provided herein, the proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Mitigation measures designed to minimize construction-related environmental effects on air quality, biological resources, cultural resources, hazardous materials and noise exposure are listed in previous sections. No significant operational impacts related to the project are anticipated. Any potential short-term increases in potential effects to the environment during construction or use would be reduced to a less than significant level by existing regulations and mitigation measures, as described throughout the Initial Study.

MITIGATION MEASURES:

Mitigation Measure Air-1: Prior to the issuance of a grading and/or building permit, whichever occurs first, the following best management practices shall be included in a dust control plan to limit particulate matter (dust emissions) and noted on construction plans along with the contact information for a designated crewmember responsible for the on-site implementation of the plan:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice 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 miles per hour.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign with the telephone number and person to contact at the City of Fremont regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure Bio-1: If project-related activities are scheduled to occur during the nesting season (February 1 through August 31 for protected raptors and migratory birds), a focused survey of the work area for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of any project-related activities. If a lapse in the project-related work of 15 days or longer occurs during the nesting season, another focused survey will be required before project work can be reinitiated. If an active nest is found, the applicant/developer shall establish a buffer area that surrounds the nest location. The width of the buffer shall be determined by the survey biologist and shall be dependent on the location of the nest and the affected species. No project-related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the City of Fremont Planning Manager upon receipt of the biologist's recommendation.

Mitigation Measure Cult-1: Discovery of Archaeological Resources. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 200 feet of the find shall halt until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

Mitigation Measure Cult-2: Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 200-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Alameda County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission within 24 hours. The Commission shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

Mitigation Measure Cult-3: Discovery of Paleontological Resources. In the event of the discovery of Paleontological resources during construction or demolition, there shall be no further excavation or disturbance of the site within a 200-foot radius of the location of such discovery until it can be evaluated by a qualified archeologist or paleontologist. Work shall not continue until the archeologist or paleontologist conducts sufficient research and data collection to make a determination as to the significance of the resource. If the resource is determined to be significant and mitigation is required, the first priority shall be avoidance and preservation of the resource. All feasible recommendations of the paleontologist shall be implemented. Mitigation may include, but not limited to, in-field documentation and recovery of specimens, laboratory analysis, preparation of a report detailing the methods and findings of the investigation, and curation at an appropriate paleontological collection facility.

Mitigation Measure Haz-1: Prior to issuance of a demolition permit for the existing structures, testing for asbestos-containing materials and lead-based paint shall be conducted by a certified environmental professional. If asbestos-containing materials or lead-based paint are detected, then an asbestos operations and maintenance plan or lead-based paint management plan shall be developed for the structures by said professional and submitted to the Planning Manager for review and approval.

Mitigation Measure Noise-1: All exterior windows shall be sound-rated to reduce day/night average sound levels from exterior sources to the DNL 45 dB criterion indoors, and to reduce typical maximum noise levels to 50 dB in bedrooms at night and 55 dB in other habitable rooms by incorporating the following sound-rated building elements:

- a) All units facing Peralta Boulevard shall utilize windows and doors having a sound rating of 28 STC or greater.
- b) All other units shall utilize windows and doors having a sound rating of 26 STC.
- c) All units within the project shall come equipped with forced-air mechanical ventilation to enable occupants to keep windows closed in order to control noise.
- d) An acoustical consultant shall be retained during the design phase of the project to review and confirm STC ratings based on the architectural design and exterior features contained in the construction documents (CDs). A letter confirming compliance with this mitigation measure by the acoustical consultant shall be submitted to the City prior to issuance of building permits for any of the residential units.

GENERAL SOURCE REFERENCES:

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of Fremont Department of Community Development. References to publications prepared by federal or state agencies may be found with the agency responsible for providing such information.

1. Existing land use.
2. City of Fremont General Plan (Land Use Element Text and Maps)
3. City of Fremont Municipal Code Title 18, Planning and Zoning (including Tree Preservation Ordinance)
4. City of Fremont General Plan (Certified 2009 Housing Element)
5. Alquist-Priolo Earthquake Fault Zoning Act and City of Fremont General Plan (Safety Element)
6. City of Fremont General Plan (Safety Element)
7. City of Fremont General Plan (Mobility Element)
8. City of Fremont General Plan (Conservation Element, including Biological Resources, Water Resources, Land Resources, Air Quality, Energy Conservation and Renewable Energy)
9. City of Fremont General Plan (Safety Element, subsection Noise & Vibration)
10. City of Fremont General Plan (Public Facilities Element)
11. City of Fremont General Plan (Community Character Element)
12. City of Fremont General Plan (Parks and Recreation Element)
13. City of Fremont General Plan (Community Plans Element, Measure T)
14. RWQCB National Pollutant Discharge Elimination System (NPDES) Municipal Permit October 2009
15. RWQCB, Construction Stormwater General Permit, September 2009
16. Alameda Countywide Clean Water Program Hydromodification Susceptibility Map 2007
17. Flood Insurance Rate Map (FEMA online) and City of Fremont General Plan (Safety Element)
18. Hazardous Waste & Substances Sites List, consolidated by the State Department of Toxic Substances Control, Office of Environmental Information Management, by Ca./EPA, pursuant to Government Code Section 65962.5 (accessed online)
19. Department of Conservation Important Farmland Map 2010
20. City of Fremont Agricultural Preserves Lands Under Contract (2007 Map and List)
21. Bay Area Air Quality Management District: Clean Air Plan (Bay Area Ozone Strategy 2010)
22. CARB Scoping Plan December 2008
23. City of Fremont Greenhouse Gas Emissions Inventory 2005
24. City of Fremont Municipal Code Title 8, Health and Safety (e.g. solid waste, hazardous materials, etc.)
25. City of Fremont Municipal Code Title 12, Streets, Sidewalks & Public Property
26. City of Fremont Municipal Code Title 15, Building Regulations
27. City of Fremont Wireless Telecommunications Ordinance
28. Fremont Register of Historic Resources and Inventory of Potential Historic Resources
29. Local Cultural Resource Maps (CHRIS)
30. Fremont High Fire Severity Zone Map

PROJECT RELATED REFERENCES:

- A. Project plans prepared by KTG Y Group, Inc., et al., dated February 2016
- B. Site reconnaissance visit by City Planning Division, April 1, 2015
- C. Arborist Report prepared by John J. Leone, ISA Certified Arborist, dated January 2015
- D. California Department of Parks and Recreation Primary Records prepared by Kara Brunzell for properties located at 3498 Peralta Boulevard, 3550 Peralta Boulevard, 3562 Peralta Boulevard, 3568 Peralta Boulevard, 3590 Peralta Boulevard and 3678 Parish Avenue, recorded January through May 2014
- E. Geotechnical Investigation prepared by Silicon Valley Soil Engineering, dated September 2015
- F. Phase I Environmental Site Assessments prepared by Phase1Assessments.com, dated February 28, 2015 and April 5, 2015
- G. Environmental Noise Assessment by Illingworth & Rodkin, Inc., dated November 23, 2015
- H. Traffic Operations Study by Hexagon Transportation Consultants, Inc., dated November 16, 2015