ALAMEDA UNIFIED SCHOOL DISTRICT
Excellence & Equity For All Students

Notice of Intent to Adopt a Mitigated Negative Declaration

To: **Public Agencies, Interested Parties, and Alameda County Clerk**

Project Title: **Wood Middle School Modernization and New Construction—Phase I**

Lead Agency: **Alameda Unified School District**
2060 Challenger Dr., Alameda, CA 94501

Contact: **Shariq Khan, Assistant Superintendent, Business Services**
Tel: (510) 337-7000 x77009, E: construction@alamedaunified.org

Review Period: **November 3, 2023, through December 3, 2023**

In accordance with the State CEQA Guidelines, the Alameda Unified School District (District) has prepared this notice to inform agencies and interested parties that it is releasing an Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the District's Wood Middle School Modernization and New Construction—Phase I Project.

Project Description and Location

The Wood Middle School is located at 420 Grand Street in Alameda, adjacent to Rittler Park. The Wood Middle School Modernization and New Construction Project includes replacement of all of the existing campus buildings with the exception of the existing multipurpose building. The project also includes a new access roadway from Grand Street to Otis Drive that would provide school access, a drop-off area, parking and access to the adjacent Rittler Park that is owned and operated by the City of Alameda. A subsequent phase would include an athletic stadium for use by Alameda High School.

Providing Comments

A 30-day public review period will extend from November 3, 2023, to December 3, 2023. The IS/MND will be available for public review at the Alameda Unified School District, 2060 Challenger Dr., Alameda, CA 94501, and online at https://www.alamedaunified.org/departments/construction/measure-b/wood-middle-school-new-construction-and-modernization.

The District Board of Education will hold a public comment session on the proposed IS/MND at their November 14, 2023, Board meeting at 6:30 p.m. District Board of Education meetings are now being held both in person in the Council Chambers at City Hall (3rd floor of 2263 Santa Clara Avenue) and remotely. The District encourages public participation, and community members are welcome to attend and comment either in-person or remotely. Please visit https://www.alamedaunified.org/board/agendas-minutes for step-by-step directions on viewing and commenting at Board meetings both in-person and remotely.

Agencies and interested parties may provide written comments on the IS/MND for the project. Comments may be emailed to construction@alamedaunified.org or mailed to the attention of Shariq Khan, Assistant Superintendent, Business Services.

After the review period closes, the Alameda Unified School District will consider a recommendation to adopt the IS/MND for the project during a regularly scheduled Board of Education meeting. We encourage you to check the District's webpage to confirm the date and time of the Board of Education meeting at the following website address: https://www.alamedaunified.org/board/agendas-minutes

MITIGATED NEGATIVE DECLARATION

Project Title:	**Wood Middle School Modernization and New Construction—Phase I**
Date of Preparation:	November 3, 2023
Lead Agency:	Alameda Unified School District
Project Description:	The Wood Middle School is located at 420 Grand Street in Alameda, adjacent to Rittler Park. The Wood Middle School Modernization and New Construction Project includes replacement of all of the existing campus buildings with the exception of the existing multipurpose building. The project also includes a new access roadway from Grand Street to Otis Drive that would provide school access, drop-off area, parking and access to the adjacent Rittler Park that is owned and operated by the City of Alameda. A subsequent phase would include an athletic stadium for use by Alameda High School.
Project Location:	Wood Middle School Campus, 420 Grand Street, Alameda
General Plan:	Public Institutional
Zoning:	R-1
Findings:	1. With the incorporation of mitigation measures, this project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment. 2. This project will not have a detrimental effect upon either short-term or long-term environmental goals. 3. This project will not have impacts that are cumulatively considerable. 4. This project will not have environmental impacts that will cause substantial adverse effects on human beings, either directly or indirectly. ○ The proposed project could not have a significant effect on the environment and a Negative Declaration will be prepared. ● 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.
Public Review Period:	November 3, 2023, through December 3, 2023
Mitigation Measures:	See Initial Study
Where to Submit Comments:	Alameda Unified School District 2060 Challenger Dr. Alameda, CA 94501
Contact Person:	Shariq Khan, Assistant Superintendent, Business Services (510) 337-7000 x77009 construction@alamedaunified.org
Attachment:	Initial Study

WOOD MIDDLE SCHOOL
MODERNIZATION AND NEW CONSTRUCTION—PHASE I

Alameda, California

Initial Study

November 2023

Prepared for:
Alameda Unified School District
2060 Challenger Dr.
Alameda, CA 94501

Prepared by:
Brelje & Race Consulting Engineers
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Appendix A: Mitigation Monitoring & Reporting Plan

PROJECT DATA

Project Title:	Wood Middle School Modernization and New Construction—Phase I
Lead Agency:	Alameda Unified School District 2060 Challenger Dr. Alameda, CA 94501
Contact Person:	Shariq Khan, Assistant Superintendent, Business Services (510) 337-7000 x77009 construction@alamedaunified.org
Project Location:	Wood Middle School Campus, 420 Grand Street, Alameda
General Plan Designation:	Public Institutional
Zoning:	R-1

INTRODUCTION

The purpose of this Initial Study is to provide the Lead Agency, the Alameda Unified School District (District), with an assessment of relevant environmental information associated with implementation of the proposed project in order to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) will be required for the project. This environmental evaluation is intended to fully inform the Lead Agency, other interested agencies, and the public of the proposed project and associated environmental impacts. This Initial Study has been prepared in conformance with the requirements of §15063 of the 2023 California Environmental Quality Act (CEQA) Guidelines.

If the Lead Agency determines that there is no substantial evidence that the project may have a significant effect on the environment, then a Negative Declaration may be prepared. A Negative Declaration may include conditions of approval to avoid or reduce potential impacts. However, if the Initial Study determines that the project may cause an unavoidable or unknown significant effect on the environment, the Lead Agency must prepare an EIR.

The Initial Study process also enables the Lead Agency to modify a project, mitigating adverse effects before an EIR is prepared, thereby enabling the project to move forward under a Mitigated Negative Declaration. This facilitates the environmental evaluation portion of the project development process and eliminates unnecessary EIRs.

PROJECT SETTING AND BACKGROUND

The Alameda Unified School (District) is moving forward on several campus modernization projects identified in the District's July 2022 Master Plan Revision (Mater Plan). Campus improvements identified in the Master Plan are intended to be funded through Measure B bond proceeds, interest on those bonds and potential state fund availability. Each campus improvement project is intended to be implemented independently under separate approvals, schedules and construction budgets to allow the District to ensure the orderly provision of educational services while construction occurs.

The Wood Middle School Modernization and New Construction Project is one of the independent projects identified in the Master Plan. The project includes replacement of all of the existing campus buildings with the exception of the existing multipurpose building. The project also includes a new access roadway from Grand Street to Otis Drive that would provide school access, drop-off area, parking and access to the adjacent Rittler Park that is owned and operated by the City of Alameda. A subsequent phase would include an athletic stadium for use by Alameda High School as well as other field improvements for Wood Middle School.

The project location is shown on Figure 1. An aerial view of the overall project area is shown on Figure 2.



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Location Map.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

NORTH

0 125 250 500 Feet

Brelje & Race CONSULTING ENGINEERS

FIGURE 1

LOCATION MAP

AUSD

OCTOBER 2023



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Aerial.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

NORTH

0 50 100 200 Feet

Brelje & Race CONSULTING ENGINEERS

FIGURE 2

WOOD MS AERIAL VIEW

AUSD

OCTOBER 2023

POLICY SETTING

Development in the project area and within the City of Alameda is guided by the City's General Plan[1] and zoning ordinance. The City's General Plan anticipates and plans for growth until 2040.

The project parcel is designated as Public Institutional by the General Plan Land Use Map. The General Plan defines Public Institutional use areas as "primarily for public buildings, grounds, services, schools, colleges, and institutions. New development in these areas is limited to structures and uses that support or enhance the mission of the institutions and a permissible FAR of 2.0."

Several General Plan policies are relevant to the shared use access roadway portion of the project, including the following:

- General Plan Policy OS-2 states: Pursue and develop partnerships with federal, regional, and local non-profits, agencies, organizations, and districts to reduce the costs borne by the City of Alameda for the acquisition, construction, operations, and/or maintenance of parks, open space, facilities and programs. a. Alameda Unified School District (AUSD) Partnerships. Continue to support and collaborate with the AUSD to ensure that school and park open space joint uses are optimized.

- LU-7 Joint Use. Partner with Alameda Unified School District and other institutions to provide public access for shared and joint use of open space, recreational and community facilities. (See also Policy OS-2).

- ME-12 School Traffic. Work with Alameda Unified School District, private and charter schools, parents, and AC Transit to reduce school-related automobile traffic and congestion. Actions: a. Safety. Prioritize the actions listed in ME-14 in supporting safe mobility and access to school sites. a. Student Drop Offs. Where safety issues are identified and drop-off areas can be accommodated without prioritizing drive-to-school trips, consider the use of Drop Off Zones that allow safe pickups and drop offs from vehicles while removing these stopped vehicles from the flow of traffic.

The District is working with the City on the ultimate traffic flow of the proposed access roadway. Additionally, the District is working with the City on the ultimate street striping and access specific to ME-12.

The parcel is zoned R-1, Residential District. School uses are permitted with a use permit. The project site has been utilized as a school site since the area was filled in the 1950s and is consistent with the ongoing use of the site as a school facility. The project is consistent with the policy setting.

PROJECT OBJECTIVES/PURPOSE AND NEED

The project is intended to implement a portion of the District's Master Plan to improve existing educational facilities for its existing students. Much of the Wood campus is dated, does not meet modern codes or accessibility requirements and is inefficient for modern campus needs.

[1] *Alameda General Plan 2040*. City of Alameda. June 7, 2022.

PROJECT DESCRIPTION

With the exception of the existing multipurpose room building, the Wood Campus would be entirely reconfigured. Other existing buildings would be demolished. The project site plan is shown on Figure 3.

Replacement buildings at the Wood campus would include the following:

- Building 100 would be the new Administration and Library Building. The single-story building would include a lobby, administration space and offices, library, nurse space and restrooms. Building 100 would be located easterly of the existing multipurpose room building. The building would provide approximately 4,807 square feet of space.



New Administration Building and entry courtyard.

LANDSCAPE MASTER PLAN

WOOD MIDDLE SCHOOL | NEW ADMINISTRATION, GYMNASIUM, AND CLASSROOM BUILDINGS



FIGURE 3

SITE PLAN

AUSD

OCTOBER 2023

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- Building 200 would be the new single-story Gymnasium building and would include a new gymnasium, lobby, restrooms, office space and physical education classroom space. Building 200 would be located easterly of the existing multipurpose room building and provide approximately 12,316 square feet of space.



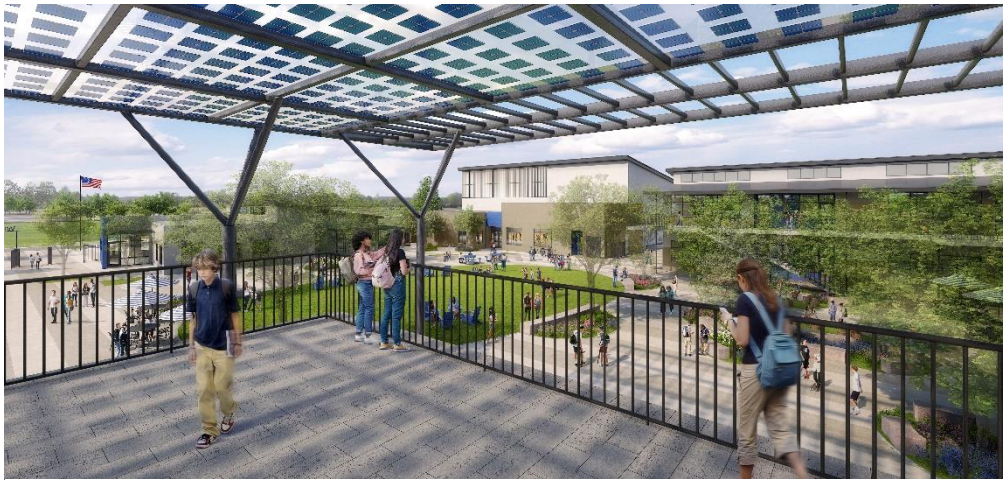
New Gymnasium Building viewed from new entry courtyard.

- Building 400 would be a two-story Classroom building and would provide modern classroom space on the southerly portion of the Wood Campus currently occupied by the existing classroom buildings. A staff workroom/lounge would be provided, including staff restrooms. Extensive Needs classroom space and STEAM (science, technology, engineering, art, math) classrooms would be provided in addition to regular classroom space and restrooms. Approximately 31,130 square feet of space would be provided.



New Classroom Building viewed from new central courtyard.

The new buildings would be sited around a central courtyard. Basketball courts and other blacktop uses would be provided at the far southerly portion of the campus, east of the existing parking lot that would be retained but reconfigured. The new buildings would not be served with natural gas and rely on electricity for heating and cooling. The existing multipurpose building that will be retained will continue to utilize natural gas. All new buildings would be equipped with fire sprinklers and current accessibility requirements.



New central courtyard viewed from new Classroom Building.

The existing Lum site will be utilized as a temporary campus of portable classroom buildings during the Wood Campus construction. The removal of the existing Otis campus and placement of the temporary campus was found to be categorically exempt from CEQA under a Class 2 Categorical Exemption. The Categorical Exemption was filed at the Alameda County Clerk and uploaded to the State Clearinghouse in August 2023 (State Clearinghouse Number 2023080358).

New Access Roadway

The Phase I project would include a new roadway that would be constructed to connect Grand Street to Otis Drive, abutting Rittler Park to the south and east. The roadway would be used for school pick-up and drop-off operations and provide access to both Rittler Park and a future Phase II athletic stadium.

The ultimate traffic flow configuration of the new roadway is being negotiated between the City of Alameda and the District. The traffic study assessed three alternative traffic flows for the new roadway. Under the first alternative configuration of traffic flow and use, the new roadway would have gated access for one-way eastbound travel from Grand Street to a traffic circle near the southeast corner of Rittler Park (with a gate just west of the circle), and two-way travel between the traffic circle and Otis Drive. On-street parking would be included on the park side (north and west sides) of the roadway, with school pick-up and drop-off zones provided on the opposite side (south and east sides). For the operational analysis contained in the traffic study and the Transportation section of this document, this alternative is referred to as Alternative 1.

Alternative 2 would include construction of the same roadway alignment, but with one-way operation entering Grand Street and exiting onto Otis Drive.

Under Alternative 3, only the Otis Drive portion of the roadway would be constructed, with all vehicles entering and exiting from Otis Drive.

During a meeting between the City and the District on October 10, 2023, an additional alternative was discussed that would include the entire length of the roadway connecting Otis Drive and Grand Street, but access would be one-way from Otis Drive with all traffic exiting onto Grand Street.

The traffic study prepared for the project included recommendations that would be implemented into the project design. Implementation of some of the recommendations depends upon which proposed roadway traffic flow alternative is selected between the District and City. The recommendations include:

- For Alternatives 1 and 2 the existing crosswalk on Grand Street adjacent to Wood Middle School should be relocated to the south side of the access roadway and high-visibility features such as advanced signage, yield markings, and RRFBs should be installed.
- For Alternatives 1 and 2 the entrance to the access roadway from Grand Street should be modified to provide a raised bicycle crossing for the proposed two-way path or the Class IV facility set back away from the travel way at the access roadway intersection. It is recommended that high-visibility bicycle crossing markings be installed at the crossing for the two-way path.
- Green high-visibility bicycle crossing markings extending up to 100 feet in advance of the Otis Drive/ Access Road intersection should be installed in the eastbound direction of Otis Drive.
- It is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/ Otis Drive intersection be extended by approximately 20 feet to accommodate the expected maximum queues attributable to Alternatives 1 and 2.
- An approximately 175-foot-long section of proposed parking on the east side of the access roadway between Wood Middle School and Otis Drive should be signed to prohibit parking during school pick-up and drop-off times, allowing the space to be used for pick-up and drop-off operations.
- Left-turns exiting the access roadway onto Otis Drive should be prohibited with signage and pavement markings in a manner that is consistent with the most current edition of the CA-MUTCD. This would eliminate the need for a traffic signal at this location.
- Implementation of a Traffic Management Plan is recommended to alleviate event traffic and parking demand in the surrounding area.
- Bicycle corrals that can hold a minimum of 125 bicycles should be provided on-site at Wood Middle School to satisfy City Code requirements for long-term bicycle storage and increase available bicycle storage spaces to be more than the anticipated demand of 175 spaces.

Phase II Stadium

The District is also evaluating placement of the high school stadium to include a sports field and all-weather track at the Lum site (on the same parcel as the Wood Campus). The stadium would serve existing Alameda High School sports programs. It is anticipated that the stadium would have a capacity for 1,500 attendees with up to 950 attendees expected for football games and events. The stadium would have lighting for evening events and games. Lighting would not be used after 10:00 p.m.

While still largely conceptual, the stadium would be considered part of the Wood Campus project under CEQA. Figure 3 shows the area where the stadium would be constructed.

CONSTRUCTION

Construction is anticipated to take approximately two years and begin in summer of 2024 and occur over several stages including demolition, grading, building construction and paving, described further below.

Demolition will be conducted by approximately ten equipment operators and laborers utilizing large track excavators equipped with a shear for demolition of buildings. Either excavators or loaders would be used to move material to end dump trucks for hauling to a material recovery center. Concrete saws and jack hammers as well as large tracked excavators would likely be employed for removal of existing hardscape. Additional smaller equipment would be used at the site. Demolition materials would be recycled or disposed of according to state regulations. Demolition is expected to be completed in approximately 30 working days.

Grading activities would include the use of excavators, bulldozers and potentially scrapers to rough grade the site once demolition is complete. End dump trucks and loaders would be utilized for export of existing materials and import of select lightweight fill to mitigate liquefaction potential. Mass grading activities will take approximately 30 working days.

Building construction would include the use of cranes to erect steel for the buildings. Concrete trucks and concrete pumps would be utilized for building construction. Foundation construction will employ concrete pile driving for the new building foundations. Air compressors would be employed for pneumatic tools. Building erection will take approximately nine months. Finish construction of the building will take approximately ten months.

Paving will include the use of earth compactors, rollers, loaders, pavers and concrete trucks. It is anticipated that paving will take approximately five working days.

The total disturbance area associated with Phase I of the project (excluding the Phase II stadium) is approximately 6.76 acres. Approximately 2.75 acres of existing hardscape would be removed and approximately 3.76 acres of hardscape would be constructed at the site, including approximately 0.88 acre of hardscape associated with the roadway.

Stockpiling

Material stockpiling could occur on the existing parcel in disturbed areas where construction is not occurring. There is ample space available to stockpile all materials onsite.

PHASED CEQA ANALYSIS

The District is implementing the Wood Middle School Project and the Alameda High School Stadium as separate projects subject to disparate timelines. The Wood Middle School project is intended to begin construction in 2024 and be in operation in 2026. The Stadium has not advanced to conceptual design and would not be to that point until 2027 or later. However, the two projects are related in that they are both District projects undertaken on the same parcel and would both utilize the proposed access roadway that would be constructed as part of Phase I. To avoid piecemealing and to provide full disclosure of potential stadium impacts to the extent they can be known at this time, the District has undertaken a phased approach to assessing the two projects. Analysis of Phase I, including the Wood campus improvements and the new roadway, are assessed at the project level of review in this document. The Phase II stadium project is assessed at the program level of review. Certain project level environmental assessments associated with the Phase II analysis will be conducted under a subsequent CEQA review of that project.

Section 15165 of the CEQA Guidelines relates to phasing:

> Where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect, the Lead Agency shall prepare a single program EIR [Mitigated Negative Declaration] for the ultimate project as described in Section 15168. Where an individual project is a necessary precedent for action on a larger project, or commits the Lead Agency to a larger project, with significant environmental effect, an EIR must address itself to the scope of the larger project. Where one project is one of several similar projects of a public agency, but is not deemed a part of a larger undertaking or a larger project, the agency may prepare one EIR for all projects, or one for each project, but shall in either case comment upon the cumulative effect.

Subsequent EIRs and Mitigated Negative Declarations are defined by Section 15162 of the CEQA Guidelines as follows (emphasis added):

> (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
>
> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
>
> (3) <u>New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence</u> at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
>
> (A) <u>The project will have one or more significant effects not discussed in the previous EIR or negative declaration</u>;
>
> (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
>
> (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
>
> (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Because the two projects are on the same parcel and would make common use of the new Phase I roadway, assessing the Phase II stadium project is necessary. Utilization of a subsequent CEQA process will allow the District to assess Phase II when sufficient information is available to do so at a project level. Including program level analysis of the Phase II stadium in this document allows the District to identify larger on- or off-site impacts associated with the future phase.

The District recognizes that CEQA does not typically allow deferral of environmental analysis. In this situation, the District is separating project-level analysis of the Phase II stadium project into a subsequent CEQA analysis due to the separation of time between Phase I and Phase II, the separation of purpose between Phase I and Phase II and the lack of sufficient project information developed for Phase II. Phase II is therefore assessed at the program level of analysis in this document. The District commits to the following additional project-level analyses for the Phase II project at the time it moves forward under subsequent CEQA analysis, anticipated to be 2027:

- Geotechnical Investigation
- Acoustic Analysis
- Air Quality Analysis
- Lighting Analysis
- Revisiting the traffic analysis

GROWTH INDUCEMENT POTENTIAL

The proposed project does not induce growth. The project replaces and modernizes outdated facilities at the existing Wood Middle School. No increase in students or staff is anticipated to occur due to the project.

OTHER PUBLIC AGENCY APPROVALS

If the District Board, by a two-thirds vote, exempts the project from local zoning regulations, no discretionary permit would be required for the project from the City of Alameda. As a public school, project review authority is with the Division of the State Architect (DSA). DSA will review all plans and project specifications and ensure compliance with existing codes and regulations. An encroachment permit would likely be required from the City of Alameda for water and sewer service connections at Grand Street.

It is expected that the following additional agencies could have review or permit authority over the project:

State Water Resource Control Board

General Permit (Water Quality Order No. 99-009-DWQ), National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.

East Bay Municipal Utility District

Approval for a new fire protection service for onsite fire sprinklers and fire hydrants.

California Geological Survey (CGS)

CGS review and approval of the Wood Middle School Geotechnical Report is required.

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

The following list of questions is provided by Appendix G of the CEQA Guidelines in order to determine a project's environmental impacts. The checklist utilized herein was updated by the State of California in 2019.

Based on the project description, answers to the questions fall into one of four categories:

- Potentially Significant Impact
- Less Than Significant Impact with Mitigation Incorporation
- Less Than Significant Impact
- No Impact

A "No Impact" response indicates that no impact would result from implementation of the project. A "Less Than Significant Impact" response indicates that an impact would occur, but the level of impact would be less than significant. A "Less Than Significant with Mitigation Incorporation" response indicates that an impact is involved and, with implementation of the identified mitigation measure, such impact would be less than significant. A "Potentially Significant Impact" response indicates that there is substantial evidence that impacts may be significant if mitigation measures are unknown, infeasible, or not proposed. Each response is discussed at a level of detail commensurate with the potential for adverse environmental effect.

The discussion following each checklist consists of a *Setting* section including environmental and regulatory information, an *Analysis* section, a *Cumulative Impacts* discussion, and a section for identification of *Mitigation Measures*, as necessary. The *Analysis* section includes a discussion addressing whether the project would result in potential adverse environmental impacts. All potential impacts have been considered, including on-site and off-site impacts, direct and indirect impacts, construction and operation-related effects, as well as cumulative effects. The *Cumulative Impacts* section presents information regarding the project's potential cumulative impacts and is included in this section. If an impact(s) has been identified and mitigation is required to reduce the impact to a less than significant level, then such measures are contained in the *Mitigation Measures* sections.

I AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Have a substantial adverse effect on a scenic vista?	□	□	□	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	□	■
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	□	□	■	□
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	□	□	■	□

Environmental Setting

The project is located in urbanized Alameda, accessed from Grand Street. Grand Street is a north/south running two-lane road separated by a central striped median in the project area with parking and bike path on both sides (approximately 64 feet in width). Rittler Park and Otis Drive are to the north of Wood campus. The closed Lum Campus is to the northeast of the campus (on the same parcel). Single family residential uses are located to the north (beyond Otis Drive), east and west of the campus and high-density three-story residential uses are to the south between the campus and the bay. The bay is approximately 175 feet to the south of the Wood campus' southerly property line. Development in the project area all occurred at some point after the mid-1950s when that portion of the bay was filled.

The area is within the south-central portion of Alameda that is built on bay fill and topography is generally flat. There are no vistas in the project area from which the project would be visible. The major sources of light and glare in the project vicinity are from street lighting, vehicular traffic and residential development. There are no designated scenic highways in the immediate project area[2].

[2] http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/

Analysis

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

A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project site is not considered to be a scenic vista for the purposes of this environmental analysis because it is entirely within developed Alameda. The southerly terminus of Grand Street is the bay, an area that certainly provides scenic views. However, the project will not impact those views as there is a block of three-story multifamily residential buildings between the campus and the bay that block any views of the bay.

The proposed project would not result in the disturbance or elimination of open space area or remove an object of aesthetic value. The existing school buildings are not aesthetically notable and exterior seismic bracing surrounds them. The Phase II sports field would similarly not alter views from the area due to the closed Lum Campus buildings that occupy the same space. The project would not result in long-term physical adverse changes to the height or bulk of structures or view blockages along the view shed. Proposed buildings are of similar scale to those that exist at the site. No obstruction of the limited scenic views in the project area would occur due to the project.

Construction activities would create dust, expose soil from excavation and create soil piles from grading, but these activities would cease after construction is complete. Short-term construction impacts associated with the project would not have a significant impact on any scenic vista.

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

There are no scenic highways in close proximity to the project. None of the project elements would be visible from a scenic highway or corridor. Any visual impacts would be short term and limited to the construction phase of the proposed project. While the aesthetics of the new campus would be different from that of the existing campus, the overall visual character would remain a middle school campus.

Larger trees on the site would be preserved. All large trees along Grand Street would be retained. One 8-inch redwood tree and one 20-inch pine tree would be removed in the area of the new roadway. One 10-inch street tree would be removed on Otis Drive for the new driveway adjacent to the Lum site. Additional minor tree removal would occur associated with the project but is limited to landscape species that are less than 6-inch diameter. None of the trees are protected by the City tree ordinance. Project landscaping would implement more trees than are currently on the site.

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

The project area is an urbanized area. The project site is zoned R-1 (Residential District) and schools are allowed with a use permit. Public school projects can exempt themselves from local zoning and building codes as those clearances are through the DSA process. In this case, the project is a replacement project with similar massing and building heights. While the replacement campus will be visually different from the existing campus, the overall visual characteristics will remain those of a school campus. Visual

representations of the new facilities are provided in the Project Description. The project would not significantly degrade the existing visual character of the project area. The project would not conflict with zoning regulations in the project area.

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 Phase I project would not create a new substantial source of light or glare. Campus lighting would be provided for security but would be focused interior to the campus and be similar to existing lighting.

The Phase II stadium will include lighting for nighttime events. Placement and size of that lighting is not currently known but would be similar in nature to other light recreational facilities in the area. Lighting would only be utilized during District events at the stadium and would not be utilized after 10:00 p.m. The subsequent CEQA analysis (expected in 2027) will include a lighting assessment.

Cumulative Impacts

There are no adverse cumulative environmental impacts to aesthetic resources resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to aesthetic resources have been identified; therefore, no mitigation is required.

II AGRICULTURAL & 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 Department 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 (CalFire) regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the 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?	□	□	□	■
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	□	□	□	■
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	□	□	□	■
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	□	□	□	■

Environmental Setting

The zoning designations in the immediate project area include residential (R-1) to the north, west and east and residential (R-3-PD) to the south. The project area is entirely developed with residential uses. The project would occur within the existing Wood campus parcel that is entirely developed with educational uses. No agricultural zoning is located in the project area. Local zoning is shown on Figure II-1.

REGULATORY SETTING

Farmland Mapping and Monitoring Program

Agricultural lands within the state of California are rated according to soil quality and irrigation status by the Farmland Mapping and Monitoring Program (FMMP). The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. The best quality land is called Prime Farmland, followed by Unique Farmland, Farmland of Statewide Importance, and so on, in decreasing order of importance. The maps are updated every two years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance.

The project area is designated as Urban and Built-up Land, as shown on Figure II-2.

Williamson Act

Agricultural land in the project area may also be subject to the California Land Conservation Act of 1965, more commonly referred to as the Williamson Act. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are lower than normal because they are based on farming and open space uses as opposed to full market value.

Analysis

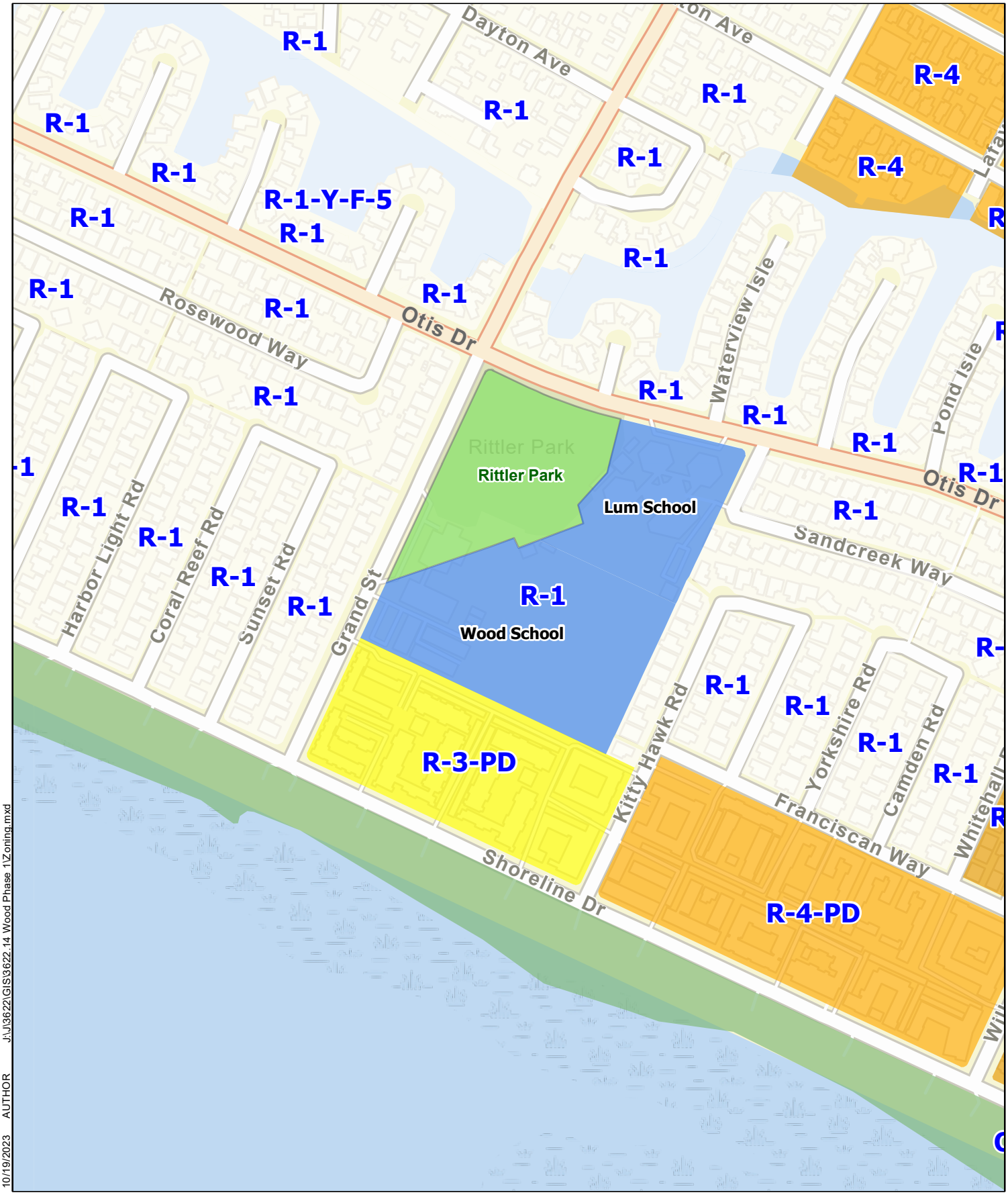
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As shown on Figure II-2, the Farmland Mapping and Monitoring Program[3] designates the project site and surrounding areas as Urban and Built-up Land. There are no agricultural uses at or near the project location. The project would not convert Farmland to non-agricultural uses.

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

Zoning designations in the project area are residential in nature and there are no Williamson Act contracts in the project vicinity. The project would not remove any land from agricultural production and would therefore not conflict with agricultural zoning or Williamson Act contracts.

[3] *Alameda County Important Farmland—2023*. Farmland Mapping and Monitoring Program of the California Resources Agency.



10/19/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Zoning.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

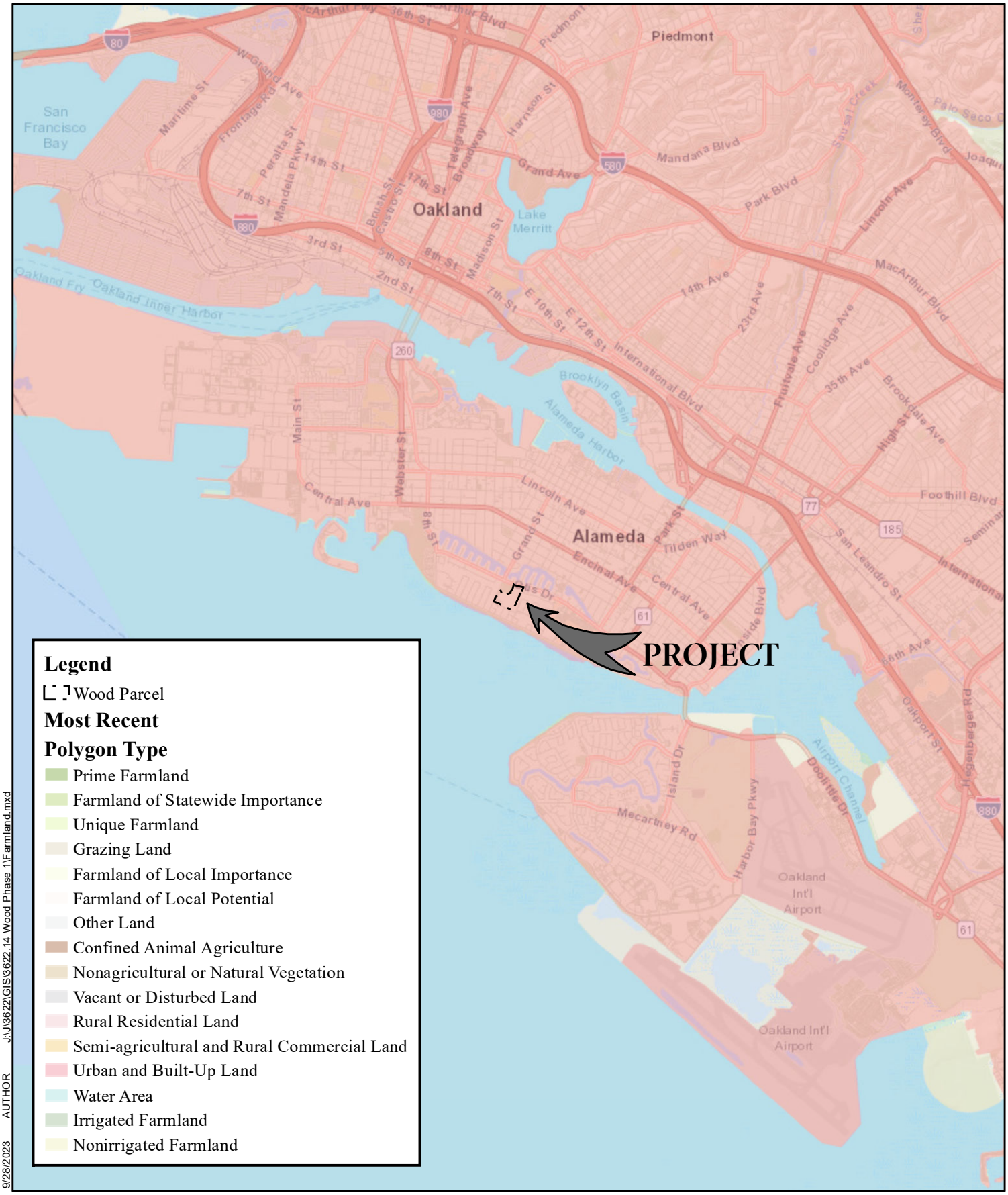
FIGURE II-1

PROJECT AREA ZONING

AUSD

OCTOBER 2023

Brelje & Race CONSULTING ENGINEERS



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Farmland.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
California Dept. of Conservation (2023)

NORTH

0 0.25 0.5 1 Miles

Brelje & Race Consulting Engineers

FIGURE II-2
IMPORTANT FARMLAND

AUSD
OCTOBER 2023

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

Forest land, as defined by the U.S. Forest Service, includes land at least ten percent of which is stocked by trees of any size, or land formerly having had such tree cover that would be naturally or artificially regenerated. Forest land includes transition zones, such as areas between heavily forested and non-forested lands that are at least ten percent stocked with forest trees and forest areas adjacent to urban and built-up lands.

The project does not propose any activities related to timber harvest nor would it result in the conversion of forest land to non-forest uses. There are no forestry resources in the project vicinity as it occurs in the developed City of Alameda. As such, there would be no impact to forest land or conversion of designated land to non-forest uses. The project location is not zoned for and does not currently support timberland nor is it zoned as timber production land by the City, as shown on Figure II-1.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

The project location does not currently support forest land and the project area is developed with residential uses within the City limits. The proposed project would not result in any impact to forest land.

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

Because the project would occur in an area that does not currently support agriculture, is within the developed City of Alameda and is not zoned for agriculture, the project would not impact agricultural resources in the project area or result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Cumulative Impacts

There are no adverse cumulative environmental impacts to agricultural and forestry resources resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to agricultural and forestry resources have been identified; therefore, no mitigation is required.

III AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations:	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	□	□	■	□
b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	□	■	□	□
c. Would the project expose sensitive receptors to substantial pollutant concentrations?	□	■	□	□
d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	□	□	□	■

Environmental Setting

BAY AREA AIR BASIN

The project is located in the San Francisco Bay Area Air Basin (BAAB) that consists of the counties surrounding the San Francisco Bay including portions of Sonoma and Solano Counties and all of Napa, Marin, San Francisco, San Mateo, Santa Clara, Alameda and Contra Costa Counties. The local air quality agency is the Bay Area Air Quality Management District (BAAQMD).

REGIONAL CLIMATE

While located in the predominantly Mediterranean climate of California, the City of Alameda's climate, like the rest of the Bay Area, is largely influenced by the San Francisco Bay, providing the area a more moderate climate. Average temperatures are typically between the mid-50s to mid-70s Fahrenheit. Summer months can reach into the mid-80s or mid-90s for short periods of time depending on the marine layer. Rainfall predominantly occurs during the months of November through March. The normal historic rainfall average for the project vicinity is approximately 22 inches annually.

Regulatory Setting

Air quality in the project vicinity is regulated by several jurisdictions, including EPA, ARB, and BAAQMD. These entities, described below, develop rules, regulations, and policies to attain the goals or directives imposed upon them through legislation.

FEDERAL REGULATIONS

The Clean Air Act

The Federal Clean Air Act (FCAA) required the US EPA to establish National Ambient Air Quality Standards (NAAQS) and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. The FCAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The US EPA has responsibility to review all state SIPs to determine conformance to the mandates of the FCAA, and the amendments thereof, and determine if implementation would achieve air quality goals. If the US EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures. Failure to submit an approvable SIP or to implement the plan within the mandated time frame may result in sanctions being applied to transportation funding and stationary air pollution sources in the air basin.

STATE REGULATIONS

California Clean Air Act

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act of 1988. The California Clean Air Act (CCAA) requires that all air districts in the state endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for ozone, CO, sulfur dioxide (SO2), and nitrogen dioxide (NO2) by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each nonattainment pollutant or its precursors, or (2) provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

LOCAL REGULATIONS

Bay Area Air Quality Management District

The BAAQMD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. The BAAQMD was the first regional agency created by the state in 1955 that regulates stationary sources of air pollution within the BAAB. The District also regulates a variety of other programs such as Spare the Air, state Air Toxic Control Measures (ATCMs) and federal New Source Performance Standards (NSPSs) and open burning. The main purpose of the BAAQMD is to enforce local, state, and federal air quality laws, rules, and regulations in order to maintain the ambient air quality standards (AAQSs) and protect the public from air toxics through local, CARB ATCM, and federal EPA NESHAP-specific control regulations.

Because the Bay Area Air Basin is not an attainment area for all state and federal criteria pollutants, the BAAQMD is required to update its Clean Air Plan. The most recent update is the 2017 Clean Air Plan[4]. The BAAQMD provides the following summary of the Clean Air Plan:

> The 2017 Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the Air District will continue our progress toward attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.
>
> The 2017 Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CRITERIA POLLUTANTS

Pollutants subject to federal ambient standards are referred to as "criteria" pollutants because the US EPA publishes criteria documents to justify the choice of standards. California and Federal standards for criteria pollutants for the year 2017 are shown below.

Pollutant	Averaging Time	State Standard	Federal Primary Standard
Ozone	1-Hour 8-Hour	0.09 ppm 0.07 ppm	-- 0.070 ppm
PM10	Annual 24-Hour	20 ug/m^3 50 ug/m^3	-- 150 ug/m^3
PM2.5	Annual 24-Hour	12 ug/m^3 ---	12 ug/m^3 35 ug/m^3
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 20.0 ppm	9.0 ppm 35.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.03 ppm 0.18 ppm	.053 ppm 100 ppb
Sulfur Dioxide	24-Hour 3-Hour 1-Hour	0.04 ppm -- 0.25 ppm	.14ppm -- 75 ppb
Lead	30-Day Avg. Calendar Quarter 3-Month Avg.	1.5 ug/m^3 -- --	-- 1.5 ug/m^3 0.15 ug/m^3

ppm = parts per million

[4] *2017 Clean Air Plan: Spare the Air, Cool the Climate*. BAAQMD. April 9, 2017.

ppb = parts per billion
ug/m^3 = micrograms per cubic meter

MONITORING STATION DATA

Ambient air quality measurements are routinely conducted at nearby air quality monitoring stations. The project is in the Coast and Central Bay monitoring region. The nearest monitoring stations to the project site are the Oakland West and Laney College stations. Both CARB and the US EPA use this type of monitoring data to designate areas according to attainment status for criteria air pollutants established by the agencies. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvements. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified based on available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the nonattainment designation, called nonattainment-transitional. The nonattainment-transitional designation is given to nonattainment areas that are progressing and nearing attainment.

Analysis

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

The project area is within the BAAQMD. The project would not conflict with or obstruct the BAAQMD's 2017 Clean Air Plan, intended to provide an integrated control strategy to reduce ozone, particulate matter (PM), toxic air contaminants, and greenhouse gases. The project is small in scale and is essentially a replacement project. The traffic analysis does not indicate any considerable increase in vehicle miles traveled and the overall energy use of the campus would be reduced based on efficiency increases since the original campus was constructed.

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

The BAAQMD is responsible for monitoring and reporting air quality data for the county within the Bay Area Air Basin. Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels that avoid specific adverse health effects associated with each pollutant, termed criteria pollutants.

The Bay Area Air Basin is currently designated as nonattainment for several state and national ambient air quality standards shown below.

Standard	2020 State Status[5]	2018 Federal Status
Ozone 8-Hour	Nonattainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
PM10	Nonattainment	Unclassified
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Sulfates	Attainment	N/A
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A

The BAAQMD provides guidance in assessing the project's potential impacts on attainment status. The BAAQMD's recently updated 2022 CEQA Air Quality Guidelines[6] establish screening criteria and recommended thresholds of significance for criteria pollutants for project construction and operation for CEQA analysis.

Table 4.1 of the BAAQMD's CEQA Guidelines contains screening criteria for construction and operation of various project categories. These screening criteria identify projects that would be considered less than significant and would not need to conduct an air quality analysis. School and stadium projects are shown below.

Land Use Category	Land Use Subcategory	Land Use Unit	Screening Level	
			Construction	Operation
Education	School – Junior High	KSF (10,000 square feet)	452	475
Recreational	Arena	KSF (10,000 square feet)	452	376

The total disturbance area associated with the Phase I project is approximately 294,500 sf (6.76 acres), well under the screening threshold of 452,000 sf for construction and 475,000 sf for operation (note, this is the entire disturbance area, not limited to school facilities). The Phase II project most closely resembles the "arena" category. While a site plan for the athletic stadium has not been developed, the remaining area to accommodate the use is approximately 271,000 sf (6.24 acre), so the facility would also be below the construction and operation screening levels of 452,000 and 376,000 sf, respectively.

However, the BAAQMD's CEQA Guidelines indicate that projects that include demolition should not rely on the screening criteria. Based on this guidance, an air quality assessment utilizing the California

[5] http://www.arb.ca.gov/desig/adm/adm.htm
[6] *https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines*

Emissions Estimator Model (CalEEMod) was conducted for the Phase I project. For project level analysis of Phase II, based on the screening levels and based on Phase I results (Phase I being a larger overall project with a longer construction timeline and much higher operational use), it can reasonably be predicted that Phase II will not exceed BAAQMD's thresholds. A CalEEMod analysis of the Phase II project will be conducted when sufficient information is available and the subsequent CEQA document is prepared.

The 2022 BAAQMD's thresholds contained in Table 3-1 of the CEQA Guidelines are presented below with the CalEEMod results for the Phase 1 project following (local hazards were not assessed as the project would not emit hazards). The CalEEMod did not include any mitigating measures. While operational emissions were modeled, they are overstated for several reasons. First, vehicle trip-associated emissions to the site are already part of the background condition since the project is essentially a replacement project. Second, energy use of the replaced school buildings will be lower than that of existing outdated buildings. Third, natural gas service will not be provided to the replacement buildings, only the existing multipurpose building that will be retained will continue to be served with natural gas, as it is presently.

BAAQMD Air Quality Thresholds of Significance (Project Level)			
	Construction Related	**Operational**	
Criteria Air Pollutants and Precursors (Regional)			
Pollutant	**Average Daily Emissions (lb/day)**	**Average Daily Emissions (lb/day)**	**Maximum Annual Emissions (tpy)**
ROG	54	54	10
NOX	54	54	10
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
PM10/PM2.5 (fugitive dust)	Best management practices	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	

Phase 1 CalEEMod Results - Unmitigated			
	Construction Related	Operational	
Pollutant	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
ROG	0.5	5	0.9
NOX	5	4	0.7
PM10	0.2	6	0.1
PM2.5	0.2	2	0.1
PM10/PM2.5 (fugitive dust)	1.4	8	1.3
Local CO	5	5	

The Phase I project is far below the established thresholds of significance (as would be indicated from the screening criteria). As indicated above, the CalEEMod utilized unmitigated inputs as a worst-case scenario and the project remains well below the thresholds. Actual vehicle miles traveled (VMT) would be unchanged for the Phase I project and would not increase emissions associated with transportation. The project can therefore be considered to have a less than significant impact on criteria pollutants.

While Phase II was not modeled, its construction-related emissions would be similar to or less than the Phase I project. The Phase II stadium would result in a reduction in VMT from the existing dispersed field use by Alameda High School, so would reduce operation impacts from current. An air quality analysis will be prepared for the 2027 subsequent CEQA analysis of the Phase II project.

Construction activities associated with the project have the potential to create localized short-term dust impacts, PM10 and PM2.5. While the project is below screening criteria levels, standard construction dust abatement techniques would further reduce potential PM10 and PM2.5, as prescribed by Mitigation Measure AQ1 that includes feasible control measures, as recommended by the BAAQMD's Best Management Practices for Construction-related Fugitive Dust Emissions and Enhanced Best Management Practices for Construction-related Fugitive Dust Emissions.

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

During the construction phase of the project, generation of dust and equipment exhaust can be expected to increase. A portion of this dust would contain PM10 and PM2.5, which are criteria air pollutants regulated at both the federal and state levels. Diesel particulate matter would be emitted by construction equipment and trucks. Equipment operation and trucks also emit nitrogen oxides during construction that contribute to regional ozone levels.

Although demolition, grading, and construction activities would be temporary, they could have the potential to cause both nuisance and health air quality impacts. PM10 and PM2.5 are the pollutants of greatest concern associated with dust and the BAAQMD is designated as nonattainment for both. If uncontrolled, PM10 and PM2.5 levels at and downwind of the construction area could possibly exceed state standards. Construction activities in the project area could impact residents adjacent to the project. To mitigate air quality impacts associated with exposing sensitive receptors to substantial pollutant concentrations to less than significant levels, Mitigation Measure AQ1 shall be implemented.

The California Public Resources Code, Division 13, Environmental Quality (Sections 21000 through 21189.57) states that an environmental impact report (EIR) or a negative declaration meeting all requirements in accordance with CEQA Section 21151.8 and State CEQA Guidelines Sections 15186(a) and 15186(c) must be prepared for projects "involving the purchase of a school site or the construction of a new elementary or secondary school." The California Department of Education provides specific standards for school site selection per the California Code of Regulations, Title 5, Sections 14001 through 14012, which also complies with California Health and Safety Code Sections 21372, 22350, 22352, 22358.4, and 22358.5 (see the California Department of Education's Guide to School Site Analysis and Development, CDE 2000). The project does not represent a new school site or construction of a new school. The project reconstructs large portions of the existing Wood Middle School but does not trigger review for either a new school site or a new school.

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

The project would not create objectionable odors or other emissions above regulatory thresholds. The project is a school project and not associated with odors.

Cumulative Impacts

There are no adverse cumulative environmental impacts to air quality resulting from implementation of the proposed project.

Mitigation Measures

AQ1

The following Best Management Practices for Construction-related Fugitive Dust Emissions and Enhanced Best Management Practices for Construction-related Fugitive Dust Emissions, as described by the Bay Area Air Quality Management District, shall be implemented during construction to minimize fugitive dust and emissions:

- B-1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- B-2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- B-3: All visible mud or dirt trackout 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.
- B-4: All vehicle speeds on unpaved roads shall be limited to 15 mph.
- B-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.
- B-6: All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- B-7: All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- B-8: Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- B-9: Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective

action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

- E-1: Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
- E-2: Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
- E-3: Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- E-4: Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- E-5: Minimize the amount of excavated material or waste materials stored at the site.
- E-6: Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

IV BIOLOGICAL RESOURCES

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	□	■	□	□
b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	□	□	□	■
c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
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?	□	□	□	■
e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	■	□
f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	□	□	□	■

Regulatory Background

The following sections explain the regulatory context of the biological assessment, including applicable laws and regulations that were applied to the field investigations and analysis of potential project impacts.

SENSITIVE BIOLOGICAL COMMUNITIES

Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean

Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW) Streambed Alteration Program, and CEQA; or local ordinances or policies such as city or county tree ordinances, Special Habitat Management Areas, and General Plan Elements.

Water of the US

The U.S. Army Corps of Engineers (USACE) regulates "Waters of the United States" under Section 404 of the Clean Water Act. Waters of the U.S. are defined in the Code of Federal Regulations (CFR) as waters susceptible to use in commerce, including interstate waters and wetlands, all other waters (intrastate waterbodies, including wetlands), and their tributaries (33 CFR 328.3).

Potential wetland areas, according to the three criteria used to delineate wetlands as defined in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987), are identified by the presence of (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. Areas that are inundated at a sufficient depth and for a sufficient duration to exclude growth of hydrophytic vegetation are subject to Section 404 jurisdiction as "other waters" and are often characterized by an ordinary high water mark (OHWM). Other waters, for example, generally include lakes, rivers, and streams. The placement of fill material into Waters of the U.S generally requires an individual or nationwide permit from the USACE under Section 404 of the Clean Water Act.

Waters of the State

The term "Waters of the State" is defined by the State of California's Porter-Cologne Water Quality Control Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The Regional Water Quality Control Board (RWQCB) protects all waters in its regulatory scope and has special responsibility for wetlands, riparian areas, and headwaters. These waterbodies have high resource value, are vulnerable to filling, and are not systematically protected by other programs. RWQCB jurisdiction includes "isolated" wetlands and waters that may not be regulated by the USACE under Section 404. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program which regulates discharges of fill and dredged material under Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. Projects that require a USACE permit, or fall under other federal jurisdiction, and have the potential to impact Waters of the State, are required to comply with the terms of the Water Quality Certification determination. If a proposed project does not require a federal permit, but does involve dredge or fill activities that may result in a discharge to Waters of the State, the RWQCB has the option to regulate the dredge and fill activities under its state authority in the form of Waste Discharge Requirements.

Streams, Lakes, and Riparian Habitat

Streams and lakes, as habitat for fish and wildlife species, are subject to jurisdiction by CDFW under Sections 1600-1616 of California Fish and Game Code. Alterations to or work within or adjacent to streambeds or lakes generally require a 1602 Lake and Streambed Alteration Agreement. The term "stream", which includes creeks and rivers, is defined in the California Code of Regulations (CCR) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life [including] watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (14 CCR 1.72). In addition, the term "stream" can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. "Riparian" is defined as "on, or pertaining to, the banks of a stream." Riparian vegetation is defined as

"vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself". Removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from CDFW.

Other Sensitive Biological Communities

Other sensitive biological communities not discussed above include habitats that fulfill special functions or have special values. Natural communities considered sensitive are those identified in local or regional plans, policies, regulations, or by CDFW. CDFW ranks sensitive communities as "threatened" or "very threatened" and keeps records of their occurrences in its California Natural Diversity Database. Sensitive plant communities are also identified by CDFW. CNDDB vegetation alliances are ranked 1 through 5 based on NatureServe's (2010) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive. Impacts to sensitive natural communities identified in local or regional plans, policies, or regulations or those identified by the CDFW or U.S. Fish and Wildlife Service (USFWS) must also be considered and evaluated under CEQA (CCR Title 14, Div. 6, Chap. 3, Appendix G). Specific habitats may also be identified as sensitive in city or county general plans or ordinances.

Analysis

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

The project area occurs on imported bay fill that was placed between 1957 and 1958. Prior to being filled, the project area was under the San Francisco Bay. The Lum campus buildings were constructed in 1959 and the Wood campus buildings were constructed in 1965, so the project area has been in near continuous use as an educational facility since the site was filled. The site is completely surrounded by urban density residential development. There is no real opportunity for the site to have established special status species since the environment is entirely artificial. Due to this and the site's continuous use and maintenance as a school site, a biological assessment was not undertaken. Habitat is limited to landscape trees.

Trees on the project site likely provide nesting bird habitat. Most native birds in the United States (including non-status species) are protected by the federal Migratory Bird Treaty Act of 1918 (MBTA) and the California Fish and Game Code (CFGC), i.e., sections 3503, 3503.5 and 3513. Under these laws, deliberately destroying active bird nests, eggs, and/or young is illegal. The project area provides nesting habitat for birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code § 3513. Impacts to nesting birds resulting in nest abandonment or direct mortality to chicks or eggs is considered a significant impact under CEQA. Mitigation Measure BIO1 provides preconstruction nesting bird surveys to reduce potential impacts to nesting birds to less than significant.

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

As indicated in a.) above, the project site is an entirely artificial environment consisting of a school site built on bay fill. There are no riparian or sensitive natural communities on or adjacent to the project site.

The San Francisco Bay is approximately 175 feet to the south of the site but is separated by urban multi-family residential uses. The site itself is graded and entirely developed with school buildings, hardscape, limited landscaping or maintained turf.

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

No wetlands are present within the project area. The project site is relatively flat, built on bay fill, hardscaped or maintained landscaping/turf and surrounded by urban residential development.

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

The project would not interfere with movement of native wildlife species or impede use of a native wildlife nursery site. The site is a developed school campus surrounded by urban residential development and is not characteristic of either a migratory corridor or nursery site. The project would not alter that condition.

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

The City of Alameda protects coast live oaks (*Quercus agrifolia*) with a ten-inch or greater diameter (other species are protected in various locations not applicable to the project). Removal of protected trees requires a permit and mitigation of two ten gallon or larger replacement trees in kind. Larger trees on the site would be preserved. All large trees along Grand Street would be retained. One 8-inch redwood tree and one 20-inch pine tree would be removed in the area of the new roadway. One 10-inch street tree would be removed on Otis Drive for the new driveway adjacent to the Lum site. Additional minor tree removal would occur associated with the project but is limited to landscape species that are less than 6-inch diameter. None of the trees are protected by the City tree ordinance.

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

The project does not occur within or conflict with a Habitat Conservation Plan or Natural Community Conservation Plan. The project site is entirely developed and surrounded by urban residential development.

Cumulative Impacts

There are no adverse cumulative environmental impacts to biological resources resulting from implementation of the proposed project.

Mitigation Measures

BIO1

Migratory Nesting Bird Surveys: For vegetation removal and construction activities that have the potential to affect nesting birds and raptors, the following is recommended to ensure potentially significant impacts to nesting birds are reduced to a less than significant level:

- Conduct initial vegetation removal and ground disturbance from September 1 to October 14 when feasible.
- Pre-construction nesting bird surveys should be performed within the study area and within the immediate vicinity of proposed activities.
- If nests are found, a no-disturbance buffer should be placed around the nest until young have fledged or the nest is determined to be no longer active by the biologist. The size of the buffer may be determined by the biologist based on species, ambient conditions, and proximity to project-related activities.

V CULTURAL RESOURCES

Section 15064.5(a) of CEQA includes a broad definition of historical and archaeological resources as follows:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:
    (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    (B) Is associated with the lives of persons important in our past;
    (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
    (D) Has yielded, or may be likely to yield, information important in prehistory or history.
(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	□	■	□	□
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	□	■	□	□
c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	□	■	□	□

Tom Origer & Associates prepared an archival research survey for the project in October 2023[7]. A physical examination of the site was not recommended by Tom Origer & Associates based on the bay fill nature of the site, discussed further below. This section contains excerpts from their letter.

The Tom Origer & Associates study included research conducted at the Northwest Information Center (NWIC File No. 23-0259) of the California Historical Information System (CHRIS). A quarter-mile buffer was included around the study area to ensure that no cultural resources could extend into the study area. Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO plats) to topographic maps issued by the United States Geological Survey (USGS) and the Army Corps of Engineers (USACE) from the early to the middle 20th century.

Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the OHP's Historic Property Directory (2012) and the Built Environment Resources Directory (2022).

Environmental Setting

The soils of the study area are Xeropsamments, fill (Welch 1981: Sheet 1). This soil type is comprised of sandy material that was dredged from old beach areas and brought to sites to fill locations. The geological map of the study area shows that the location of the study area was water (Radbruch 1957) until filled between 1957 and 1958.

Analysis

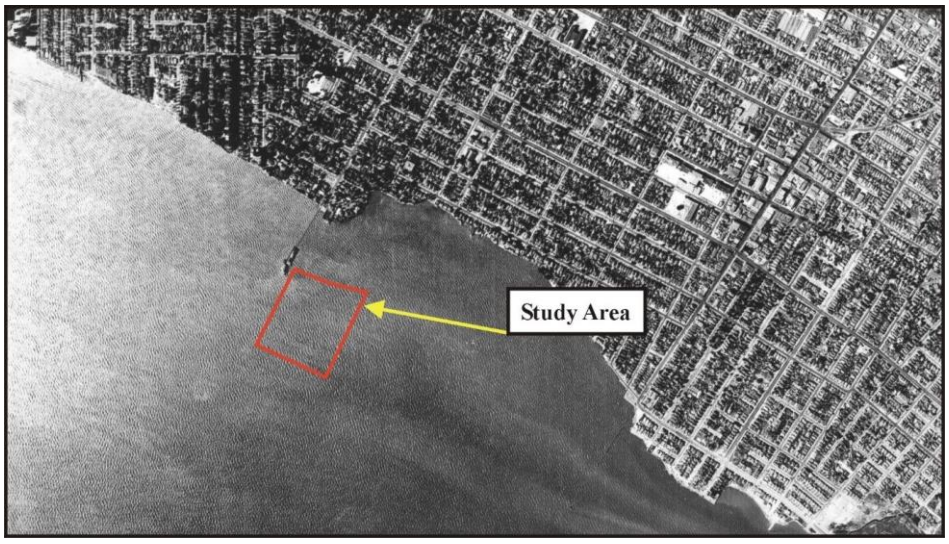
a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Archival research found that the Wood Middle School buildings within the study area have been subjected to an evaluation that found that the buildings do not meet criteria for inclusion on the National Register of Historic Places nor on the California Register of Historical Resources (Bonner and Crawford 2013; Willis and Crawford 2013). Three studies have been conducted within a quarter-mile of the study area (Billat 2015; Bonner and Crawford 2012; Peterson and Crawford 2012).

A building complex and seven constituent buildings of an historic district are located within the quarter-mile of the study area (Minor 1980; Supernowicz 2015). None of the resources within a quarter-mile have the potential to extend into the study area as they are all buildings.

[7] *Archival Research Results for the Wood Middle School Campus Modernization Project, 420 Grand Street, Alameda, Alameda County, California*. Tom Origer & Associates. October 3, 2023.

Review of historical maps showed that the study area was part of San Francisco Bay until between 1957 and 1958 when this part of the island of Alameda was filled in sufficiently for buildings to be constructed on it (see Photo 1 and 2) (Radbruch 1957; USACE 1941; UCSB 1939; USGS 1895, 1899, 1915, 1949, 1959, 1968).



1939 aerial photo showing the location of the study area (UCSB 1939).



1958 aerial photo showing the location of the study area (UCSB 1958).

In 1959, the buildings that housed Lum Elementary School were constructed and the buildings that housed Wood Middle School were constructed in 1965.

Review of the Historic Property Directory (2012) and the Built Environment Resources Directory (2022) did not show any buildings listed within the study area.

Based on review of historical maps and aerial photos, there is a very low potential for historic-era resources within the study area as this part of Alameda was formed during the late 1950s and the property was developed with two schools.

The buildings of the former Lum Elementary School were assessed to see if they had the potential to meet criteria for inclusion on the California Register of Historical Resources. The buildings are of generic construction and do not embody a particularly excellent example of mid-twentieth century academic architecture. As with the buildings at the Wood campus, the Lum campus was a part of the post-WWII expansion of Alameda that has continued to this day. There are no important individuals associated with the school's construction, and as previously mentioned, the buildings are not architecturally distinctive. Given this, they do not appear to meet the necessary criteria for inclusion on the California Register of Historical Resources.

While the project would not impact known historical resources, there is always the possibility of accidental discovery of historical resources during construction. In the event resources are discovered, mitigation measure CR1 would reduce such impact to less than significant.

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

Archival research indicated there are no ethnographic villages within a mile of the study area (Levy 1978; Kroeber 1925). The record search included review and analysis of various environmental and cultural factors, including geological data, property history, and the locations of known archaeological sites. The study area is located on level terrain which consists of fill that was formerly part of San Francisco Bay. Given this, there would not be prehistoric archaeological resources present within the study area.

A model for predicting a location's sensitivity for buried archaeological sites was formulated by Byrd et al. (2017) based on the age of the landform, the slope of the location, and the location's proximity to water. A location is considered to have the highest sensitivity if the landform dates to the Holocene, has a slope of five percent or less, is within 150 meters of fresh water, and is within 150 meters of a confluence. Note, the Holocene Epoch is the current period of geologic time, which began about 11,700 years ago, and coincides with the emergence of human occupation of the area. A basic premise of the model is that archaeological deposits will not be buried within landforms that predate human occupation of the area. Calculating these factors using the buried site model (Byrd et al. 2017: Tables 11 and 12), a location's sensitivity is scored on a scale of 1 to 10 and classified as follows: lowest (<1); low (1-3); moderate (3-5.5); high (5.5-7.5); highest (>7.5). The study area was submerged by the waters of San Francisco Bay until 1957/1958. Because of this, the conditions necessary for archaeological resources to become buried are not present.

Based on the above, Origer & Associates has determined there would be no impact to archaeological resources because they could not exist at the site due to it being under water until the 1950s. However, there is always the possibility of incidental discovery of archaeological resources during construction. In the event resources are discovered, mitigation measure CR1 would reduce such impact to less than significant.

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

There are no known human remains in the project area. However, the remote possibility exists that human remains could be discovered during construction. In such an event, Mitigation Measure CR2 would reduce such impact to a less than significant level.

Cumulative Impacts

There are no adverse cumulative environmental impacts to cultural resources resulting from implementation of the proposed project.

Mitigation Measures

CR1

The project plans and specifications shall provide that in the event prehistoric-era or historic-era archaeological site indicators are unearthed during the course of grading, excavation and/or trenching, all ground disturbing work in the vicinity of the discovery shall cease and all exposed materials shall be left in place. Prehistoric-era archaeologic site indicators could include chipped chert and obsidian tools and tool manufacture waste flakes, grinding implements such as mortars and pestles, and locally darkened soil containing the previously mentioned items as well as fire altered stone and dietary debris such as bone and shellfish fragments. Historic-era archaeologic site indicators could include items of ceramic, glass and metal, and features such as structural ruins, wells and pits containing such artifacts. After cessation of excavation, the contractor shall immediately contact the District. The District shall contact a qualified professional archaeologist immediately after the find. Such archaeologist shall conduct an evaluation of significance of the site, and assess the necessity for mitigation and contact local Native American tribes, as appropriate. The contractor shall not resume construction activities until authorization to proceed is received from the District.

CR2

If human remains are encountered during grading, excavation or trenching, all construction activity shall cease and the contractor shall immediately contact the District and the Alameda County Coroner's Office. If the remains are determined by the Coroner's Office to be of Native American origin, the Native American Heritage Commission shall be contacted and the procedures outlined in CEQA §15064.5 (d) and (e) shall be implemented by the District or its designee.

VI ENERGY

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	□	□	□	■
b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	□	□	□	■

Setting

The California Energy Commission (Energy Commission) was charged with developing the state's Renewable Energy Program in 1998, following deregulation of electric utilities. The Energy Commission provides a brief history of its actions with regard to the Renewable Energy Program:

> In 2002, California established its Renewables Portfolio Standard program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent by 2017. The California Energy Commission's (CEC's) 2003 Integrated Energy Policy Report (IEPR) recommended accelerating that goal to 2010, and the 2004 IEPR Update urged increasing the target to 33 percent by 2020. Former Governor Arnold Schwarzenegger, the CEC, and the California Public Utilities Commission (CPUC) endorsed this enhanced goal for the state as a whole. Achieving these renewable energy goals became even more important with the enactment of Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006), the California Global Warming Solutions Act of 2006. This legislation sets aggressive GHG reduction goals for the state, and its achievements will depend, in part, on the success of renewable energy programs.
>
> Senate Bill X1-2 was signed by former Governor Edmund G. Brown Jr. in April 2011 to codify the ambitious 33 percent renewable energy by 2020 goal for all California utilities, including publicly owned utilities (POUs) that had been setting their own renewable targets.
>
> In 2015, former Governor Brown extended the renewable procurement requirement by signing Senate Bill 350, which requires 50 percent renewables by 2030. In 2018, former Governor Brown signed Senate Bill 100, increasing the 2030 renewable procurement requirement to 60 percent and implementing a 100 percent zero-carbon goal for 2045. All the while, the majority of utilities and the electricity market continue to meet and exceed these goals and expectations.
>
> In the first half of 2019, California met the Million Solar Roofs goal established in Senate Bill 1 and may have met the 50 percent PV installation goal for new homes two years early.

> California has ambitious goals of reducing GHG emissions 40 percent below 1990 levels by 2030 and 80 percent by 2050, and advancing the use and availability of renewable energy is critical to achieving those goals. Therefore, the state has pursued a suite of policies and programs aimed at advancing renewable energy and helping ensure all Californians, including low-income and disadvantaged communities, benefit from this transition[8].

Today, California's energy policies are intertwined with goals of reducing greenhouse gases. The Energy Commission produces the biennial Integrated Energy Policy Report. The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The most recent report was released in 2021[9].

CURRENT ENERGY USAGE AND SOURCES

California uses the least electricity of any state with a 2020 (most recent electricity California Energy Commission date) usage of 7,069 kWh per capita[10]. The census states that Alameda County had an estimated population of 1,628,997 in 2020[11] and the California Energy Commission indicates the Alameda County used a total (residential and non-residential) of 10,223 gigawatt hours (GWh) of electricity in 2020[12] for a per capita use of 6,275 kWh, somewhat below the state average.

The City of Alameda is provided electricity by Alameda Municipal Power (AMP), a municipal electric utility. As of 2023, AMP's power mix was ahead of California's goal and supplied a 100 percent clean energy mix including geothermal, hydroelectric, wind and landfill recovery. In 2023, 86.6 percent of AMP's supply was greenhouse gas free electricity[13] and 13.4 percent was landfill recovery. In contrast, the 2020 overall power mix in California was 33 percent renewable, 12 percent hydroelectric and nine percent nuclear, or 54 percent greenhouse gas free electricity. In 2020, total renewable electricity in California was 33 percent[14].

Analysis

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

Project construction would only account for a minor use of energy, primarily associated with fuels used in construction vehicles. All construction vehicles would be California-compliant to ensure state goals of energy efficiency and air quality are maintained.

[8] https://www.energy.ca.gov/sites/default/files/2019-12/renewable_appendix_ADA.pdf
[9] https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report
[10] https://www.energy.ca.gov/almanac/electricity_data/us_per_capita_electricity.html
[11] https://www.census.gov/quickfacts/fact/table/alamedacountycalifornia,US/PST045222
[12] http://www.ecdms.energy.ca.gov/elecbycounty.aspx
[13] https://www.alamedamp.com/DocumentCenter/View/1100/Alameda_Fact_Sheet_Flyer_2023
[14] https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation

Operationally, the new campus facilities would meet all current California energy and building code requirements for energy efficiency. The operations would use considerably less energy than the existing buildings that were constructed in the 1960s. Implementation of the Phase II athletic field would utilize energy associated with lighting the facility but such use would similarly employ code-required efficiencies and would only be utilized during limited periods for public benefit. The project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources.

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

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As indicated previously, electricity to the project area is currently exceeding the state's renewable energy goals and the overall project would reduce energy demands compared to the existing campus facilities.

Cumulative Impacts

There are no adverse cumulative environmental impacts to energy resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to energy have been identified; therefore, no mitigation is required.

VII GEOLOGY & SOILS

Miller Pacific Engineering Group (MPEG) prepared a geotechnical investigation for the project[15]. The purpose of the investigation was to review subsurface conditions, evaluate geotechnical hazards that may affect the planned development, and provide geotechnical recommendations and design criteria for the project. Additionally, MPEG will provide supplemental consultation and geotechnical design review as the design progresses as well as construction observation and testing.

The MPEG report included the following:

- Review of readily available published geologic and geotechnical reference data;
- Review of previous exploration of subsurface conditions;
- Performance of subsurface exploration in the proposed building areas with twelve Cone Penetration Tests (CPTs), and three exploratory borings.
- Evaluation of geologic hazards and development of conceptual mitigation measures; and,
- Development of geotechnical recommendations and design criteria (i.e., site grading, seismic, foundation, etc.) for the project.

This section includes excerpts from the MPEG report.

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	□	□	■	□
ii. Strong seismic ground shaking?	□	□	■	□
iii. Seismic-related ground failure, including liquefaction?	□	□	■	□
iv. Landslides?	□	□	□	■
b. Would the project result in substantial soil erosion or the loss of topsoil?	□	■	□	□

[15] Geotechnical Investigation—Proposed Modernization and Construction, Wood Middle School. Miller Pacific Engineering Group. Draft Report. September 15, 2023.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	□	□	■	□
d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	□	□	■	□
e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	□	□	□	■
f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	■	□	□

Environmental Setting

REGIONAL GEOLOGY AND TOPOGRAPHY

The site is located within the Coast Range Geomorphic Province of California. The regional bedrock geology consists of complexly folded, faulted, sheared, and altered sedimentary, igneous, and metamorphic rock of the Franciscan Complex. Bedrock is characterized by a diverse assemblage of greenstone, sandstone, shale, chert, and mélange, with lesser amounts of conglomerate, calc-silicate rock, schist, and other metamorphic rocks.

The regional topography is characterized by northwest-southeast trending mountain ridges and intervening valleys that were formed by movement between the North American and the Pacific Plates. Continued deformation and erosion during the late Tertiary and Quaternary Age (the last several million years) formed the prominent coastal ridges and the inland depression that is now the San Francisco Bay. The more recent seismic activity within the Coast Range Geomorphic Province is concentrated along the San Andreas Fault zone, a complex group of generally north to northwest trending faults.

Regional geologic mapping by the California Department of Mines and Geology (Graymer, et al 2002) indicates that Wood Middle School is underlain by artificial fill sands. These artificial (manmade) fills were placed over older dune sands and/or soft clay (Bay Mud).

SURFACE CONDITIONS

The campus consists of numerous permanent and portable buildings, paved driveways, parking areas, and play areas, grass play fields, and landscaping improvements. The ground surface at the project site and the

immediately surrounding area is characterized by nearly level to slightly sloping terrain. Most of the ground surface around the existing buildings consists of asphalt paved surfaces and grass play fields.

Based on visual observations of the existing buildings, the existing structures are in relatively good condition, with no visible evidence of significant cracking or distortion. This suggests that no significant differential settlement of the existing buildings has occurred since the original construction.

FIELD EXPLORATION AND LABORATORY TESTING

MPEG explored the subsurface conditions in the general vicinity of the planned improvements on June 13 and 14, 2023, with 12 Cone Penetration Tests (CPTs) pushed to maximum depths between 50 and 100-feet below the ground surface. Shear wave velocities were also recorded during the CPT exploration. The CPTs were supplemented by advancing three exploratory soil borings with truck-mounted drilling equipment to a depth of 51.5-feet below the ground surface on June 21, 22, and 23, 2023. Laboratory testing of select soil samples recovered from our soil borings included determination of grain size, plasticity, and corrosion potential in general accordance with ASTM, EPA, and/or other applicable standards. Boring locations and lab results are contained in the MPEG study.

SUBSURFACE CONDITIONS

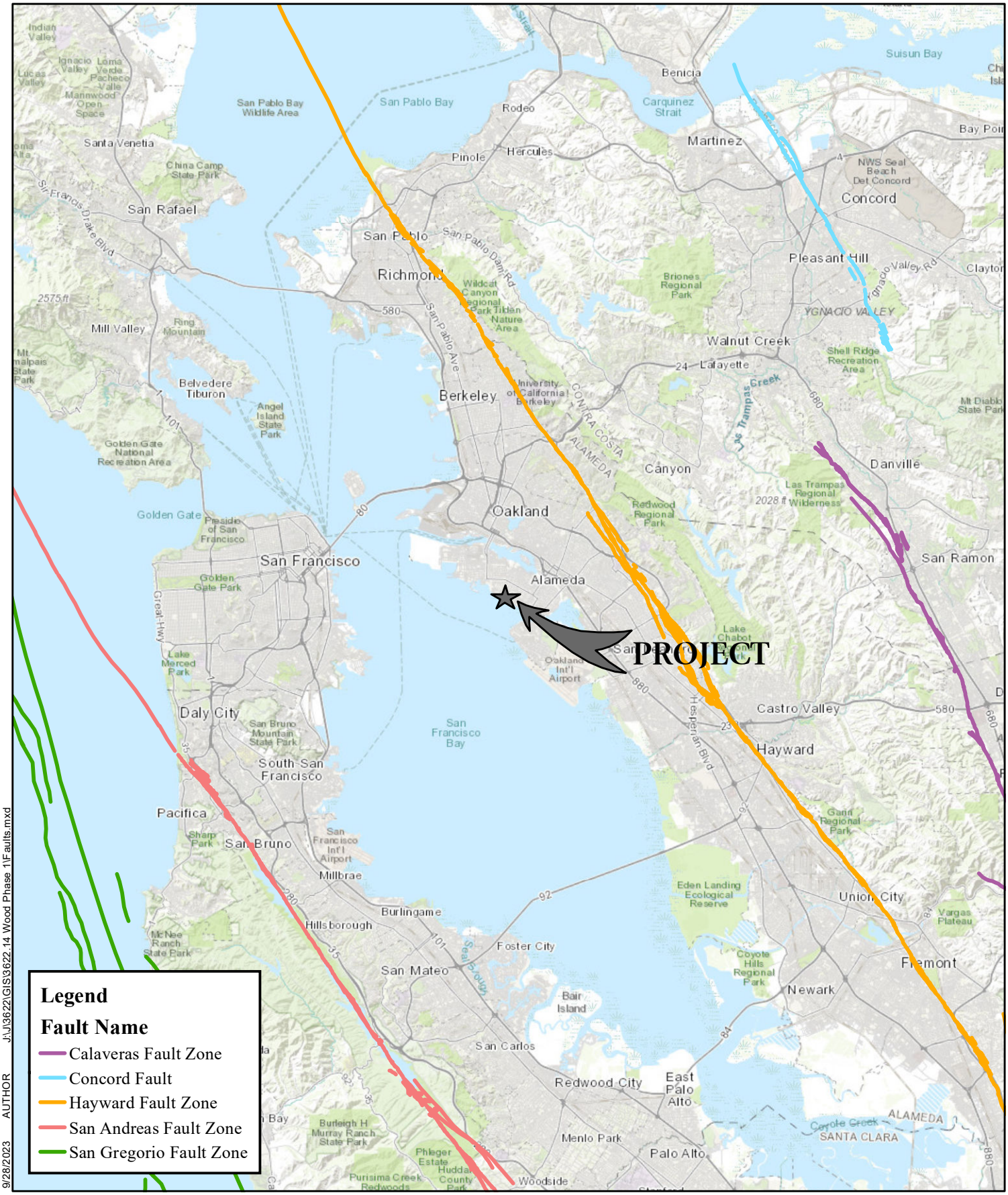
The results of the CPTs, exploratory borings, and previous subsurface exploration indicate that subsurface conditions are generally consistent with the regionally mapped geology. Review of subsurface data collected indicates that the site is generally underlain by approximately 20 feet of loose to dense sandy fill over a layer (variable thickness) of soft clay and organic material, interpreted as Bay Mud or similar marsh deposits. Beneath the soft clay, predominantly medium-dense to dense silty sand and sandy silt was encountered, extending to the maximum depth explored.

GROUNDWATER

Groundwater was measured at approximately five feet below the ground surface during our CPT investigation. It is anticipated that the groundwater level beneath the site is influenced by tidal activity in the nearby San Francisco Bay. Given the low site elevations and proximity to San Francisco Bay, the highest historic groundwater elevation is assumed to coincide with the ground surface. Monitoring wells installed as part of an environmental clean-up at 1310 Central Avenue, located approximately 0.5 miles north of the site, indicate that groundwater was approximately 1.9- to 6.6-feet below the ground surface in 2010.

SEISMICITY

The project site is located within a seismically active region that includes the Central and Northern Coast Mountain Ranges. Several active faults are present in the area including Hayward, San Andreas, Calaveras, San Gregorio, and Contra Costa Faults, among others. An "active" fault is defined as one that shows displacement within the last 11,000 years and, therefore, is considered more likely to generate a future earthquake than a fault that shows no evidence of recent rupture. The California Geologic Survey has mapped various active and inactive faults in the region. These faults are shown in relation to the project site on Figure VII-1. The Hayward Fault is the nearest known active fault and is located approximately 6.9 kilometers (4.3-miles) northeast of the site.



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Faults.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
USGS (2019)

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FIGURE VII-1

FAULTS

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Historic Fault Activity

Numerous earthquakes have occurred in the region within historic times. Significant historic earthquakes affecting Alameda include the M7.0 1868 earthquake, centered on the Hayward Fault about 6.9-kilometers northeast of the site, and the M7.8 1906 earthquake on the San Andreas Fault about 22.2-kilometers southwest of the site. Both events caused severe damage, ranking VIII on the Modified Mercalli Index, and causing extensive structural damage to unreinforced concrete and masonry structures. Events in 1838 (Hayward Fault) and 1989 (San Andreas Fault) caused slightly less severe but still extensive damage, and several dozen small earthquakes per year can generally be felt in the area.

Probability of Future Earthquakes

The site will likely experience moderate to strong ground shaking from future earthquakes originating on any of several active faults in the San Francisco Bay region. The historical record does not directly indicate either the maximum credible earthquake or the probability of such a future event. To evaluate earthquake probabilities in California, the USGS has assembled a group of researchers into the "Working Group on California Earthquake Probabilities" (USGS 2003, 2008; Field, et al 2015) to estimate the probabilities of earthquakes on active faults. These studies have been published cooperatively by the USGS, CGS, and Southern California Earthquake Center (SCEC) as the Uniform California Earthquake Rupture Forecast, Versions 1, 2, and 3.

In these studies, potential seismic sources were analyzed considering fault geometry, geologic slip rates, geodetic strain rates, historic activity, micro-seismicity, and other factors to arrive at estimates of earthquakes of various magnitudes on a variety of faults in California. The 2008 study specifically analyzed fault sources and earthquake probabilities for the seven major regional fault systems in the Bay Area region, and the entire state of California and updated some of the analytical methods and models. The most recent 2015 study (UCERF3) further expanded the database of faults considered and allowed for consideration of multi-fault ruptures, among other improvements.

Conclusions from the most recent UCERF3 and USGS' 2016 Fact Sheet (Aagard et al, 2016) indicate there is a 72 percent chance of an M>6.7 earthquake in the San Francisco Bay Region between 2014 and 2043. The highest probability of an M>6.7 earthquake on any of the active faults in the San Francisco Bay region by 2043 is assigned to the Hayward/Rodgers Creek Fault system, located approximately 6.9-kilometers northeast of the site, at 33 percent. Additional studies by the USGS regarding the probability of large earthquakes in the Bay Area are ongoing. These current evaluations include data from additional active faults and updated geological data.

LANDSLIDES

The site and its surroundings are relatively flat and not subject to landslides.

LIQUEFACTION

Liquefaction is a rapid loss of shear strength experienced in saturated, predominantly granular soil below the groundwater level during strong earthquake ground shaking due to an increase in pore water pressure. The occurrence of this phenomenon is dependent on many complex factors including the intensity and duration of ground shaking, particle size distribution and density of the soil. Densification is the settlement of loose,

granular soil above the groundwater level due to earthquake shaking. Typically, granular soils that would be susceptible to liquefaction, if saturated, are susceptible to densification if not saturated.

Regulatory Setting

FEDERAL REGULATIONS

Clean Water Act 402 and National Pollutant Discharge Elimination System

The CWA is discussed in detail in the Hydrology and Water Quality section of this document. However, because CWA Section 402 is directly relevant to excavation, additional information is provided below. Amendments in 1987 added Section 402p to establish a framework for regulating municipal and industrial stormwater discharges under National Pollutant Discharge Elimination System (NPDES) program. The EPA has delegated to the State Water Resources Control Board (SWRCB) the authority for the NPDES program in California, which is implemented by the state's nine regional water quality control boards. Under the NPDES Phase II Rule, construction activity disturbing one acre or more must be permitted under the state's General Construction Permit. General Construction Permit applicants are required to prepare a Notice of Intent and a Stormwater Pollution Prevention Plan (SWPPP) and implement and maintain Best Management Practices (BMPs) to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork.

STATE REGULATIONS

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (prior to January 1, 1994, known as the Alquist-Priolo Special Studies Zones Act – CCR, Title 14, Section 3600) sets forth the policies and criteria of the State of California in regards to building within active fault zones mapped pursuant to the Act. The Alquist-Priolo Earthquake Fault Zoning Act outlines cities' and counties' responsibilities in prohibiting the location of developments and structures for human occupancy across the trace of active faults. The policies and criteria are limited to potential hazards resulting from surface faulting or fault creep within Earthquake Fault Zones delineated on maps officially issued by the State Geologist. Figure VII-2 shows the project relative to the nearest mapped fault zone.

Seismic Hazard Mapping Act

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC 2690 2699.6) is intended to reduce damage resulting from earthquakes. The Seismic Hazards Mapping Act addresses earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.



9/28/2023 AUTHOR J:\J3622\GIS\3622_14 Wood Phase 1\Alquist.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
Dept. of Conservation (2023)

NORTH

0 0.5 1 2 Miles

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FIGURE VII-2

ALQUIST PRIOLO ZONES

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California Building Code

The California Code of Regulations, Title 24, also known as the California Building Standard Code or the California Building Code (CBC), establishes guidance for foundation design, shear wall strength, and other structurally related concerns. The CBC modifies common building regulations for specific conditions found in California and includes a large number of more detailed and/or more restrictive regulations. For example, CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential expansive soil-related impacts. The CBC requires structures to be built to withstand ground shaking in areas of high earthquake hazards and the placement of strong motion instruments in larger buildings to monitor and record the response of the structure and the site of the seismic activity. Compliance with CBC regulations ensures the adequate design and construction of building foundations to resist soil movement. In addition, the CBC also contains drainage requirements in order to control surface drainage and to reduce seasonal fluctuations in soil moisture content.

Analysis

Based on MPEG's experience with similar projects in the Alameda area, MPEG concluded that, from a geotechnical standpoint, the site is feasible for the planned improvements. The primary geotechnical issues to address in design of the project are strong seismic ground shaking, liquefaction, and both static and liquefaction induced settlement. Specific recommendations and design criteria to address these and other geotechnical facets are provided in MPEG's report and are being incorporated into project design.

The following analysis includes MPEG's mitigating recommendations as design elements rather than mitigation. Specific recommendations are contained in Section 5 of MPEG's report and are incorporated by reference but are not reproduced at length here. MPEG will provide review and design recommendations throughout the design process and testing during the construction phase to ensure geotechnical hazards are appropriately addressed.

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

a.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.

The project area would not be located within an Alquist-Priolo Zone, as shown on Figure VII-2. The site is not within the City's General Plan Fault Rupture Hazard Zone. Additionally, MPEG did not observe any evidence of active faulting during their site reconnaissance or previous work in the area. Therefore, the potential for fault surface rupture on the campus is considered to be less than significant.

a.ii. Strong seismic ground shaking?

The site will likely experience seismic ground shaking from future earthquakes in the San Francisco Bay Area. Earthquakes along several active faults in the region, as shown on Figure VII-1, could cause moderate to strong ground shaking at the site.

Deterministic Seismic Hazard Analysis (DSHA) predicts the intensity of earthquake ground motions by analyzing the characteristics of nearby faults, distance to the faults and rupture zones, earthquake magnitudes, earthquake durations, and site-specific geologic conditions. Empirical relations for the liquefiable subsurface conditions were utilized to provide approximate estimates of median peak site accelerations. A summary of the principal active faults affecting the site, their closest distance, moment magnitude of characteristic earthquake, probable median accelerations and plus one standard deviation (+1□), peak ground accelerations (PGA) for earthquakes on faults near the site are shown below.

DETERMINISTIC PEAK GROUND ACCELERATION

Fault	Fault Distance	Moment Magnitude	Median PGA	+1□ PGA
Hayward	6.6 km	7.58	0.36 g	0.57 g
San Andreas	22.2 km	8.04	0.26 g	0.42 g
Calaveras	21.3 km	7.43	0.22 g	0.37 g
Mount Diablo	23.3 km	7.12	0.19 g	0.33 g
San Gregorio	30.2 km	7.44	0.18 g	0.30 g

Probabilistic Seismic Hazard Analysis (PSHA) analyzes all possible earthquake scenarios while incorporating the probability of each individual event to occur. The probability is determined in the form of the recurrence interval, which is the average time for a specific earthquake acceleration to be exceeded. The design earthquake is not solely dependent on the fault with the closest distance to the site and/or the largest magnitude, but rather the probability of given seismic events occurring on both known and unknown faults.

MPEG calculated the PGA for two separate probabilistic conditions, the two percent chance of exceedance in 50 years (2,475-year statistical return period) and the ten percent chance of exceedance in 50 years (475-year statistical return period), utilizing the online USGS Unified Hazard Tool. The results of the probabilistic analyses are presented below.

PROBABILISTIC SEISMIC HAZARD ANALYSES

	Return Period	Magnitude	PGA
2% in 50 years	2,475 years	7.0	0.78 g
10% in 50 years	475 years	6.9	0.51 g

The potential for strong seismic shaking at the project site is high. Due to its close proximity, the Hayward Fault (approximately 6.9 kilometers northeast of the site) presents the highest potential for strong ground shaking. The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. MPEG concluded that this risk can be reduced to less than significant by designing the structures and foundations in accordance with the most recent version of the California Building Code. Recommended seismic coefficients are provided in Section 5.2 of MPEG's report and would be incorporated into project design to reduce seismic hazards to a level of less than significant.

a.iii. Seismic-related ground failure, including liquefaction?

The MPEG report includes a report by Dr. Robert Pyke that provides a detailed evaluation and discussion of liquefaction potential and related impacts. The evaluation has concluded that up to approximately 5.0-inches of liquefaction induced total settlement may occur during the design earthquake, assuming groundwater is at the ground surface. Liquefaction induced lateral spread is estimated to be less than about 6.0-inches. The potential loss of bearing capacity for shallow foundations is considered a high risk.

To mitigate liquefaction potential, project design would include foundations consisting of deep piles that carry building loads to the stiff old bay clay beneath the hydraulic sand fill, Bay Mud, and Merrit sands. The foundation system would be designed to resist down drag loading to account for liquefaction induced settlement from the sand layers. Foundation design criteria to mitigate the effects of liquefaction, provided in Section 5.4 of the MPEG report, would be incorporated into project design and reduce the risk from liquefaction to less than significant.

a.iv. Landslides?

Landslides are not evident at the project location and the project would not increase the risk of landslides.

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

Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated water runoff. These conditions do not exist at the site. Additionally, MPEG did not observe any evidence of excessive erosion during our site reconnaissance.

The State General Construction Activity Storm Water Permit (CGP) applies to construction activities that disturb one acre or more and requires the preparation and implementation of a SWPPP. As indicated in the Geology and Soils section, the project would have a total disturbance area of approximately 6.76 acres and would be subject to coverage under the SWRCB GCP. Because the project would comply with current regulations and project permits to limit erosion-related water quality impacts during and after construction, any impact would be less than significant.

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

Seismic ground shaking can induce settlement of unsaturated, loose, granular soils. Settlement occurs as the loose soil particles rearrange into a denser configuration when subjected to seismic ground shaking. Varying degrees of settlement can occur throughout a deposit, resulting in differential settlement of structures founded on such deposits. Due to the high groundwater level at the project site, only the upper three feet of soil or less is unsaturated and subject to potential seismically induced ground settlement.

Cyclic softening refers to a loss of shear strength within a sensitive, cohesive, fine-grained soil (silt and clay) during a seismic event. The effects of cyclic softening can result in a reduction of the soil undrained shear strength that subsequently can cause a significant loss of bearing capacity or slope

failures. Soft clay soils were encountered during MPEG's exploration between about 20- and 45-feet below the ground surface, therefore the risk of cyclic softening at the project site is moderate to high.

Significant settlement can occur when new loads are placed at sites due to consolidation of soft compressible clays (i.e., Bay Mud) or compression of loose soils. A roughly 20- to 25-foot-thick layer of soft compressible clay (Bay Mud) was observed during MPEG's subsurface exploration. Primary consolidation settlements from existing fill and building loads should be complete. However, the placement of new fill to raise site grades will cause new consolidation settlements. Therefore, the risk of settlement impacting the proposed project site is moderate to high.

Section 5.4 of MPEG's report includes design criteria and recommendations to reduce the above risks to less than significant. Project design would include MPEG's recommendations. The risk of on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is considered to be less than significant.

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

Expansive soils will shrink and swell with fluctuations in moisture content and are capable of exerting significant expansion pressures on building foundations, interior floor slabs, and exterior flatwork. Distress from expansive soil movement can include cracking of brittle wall coverings (stucco, plaster, drywall, etc.), racked door and/or window frames, and uneven floors and cracked slabs. Flatwork, pavements, and concrete slabs-on-grade are particularly vulnerable to distress due to their low bearing pressures. Based on MPEG's subsurface exploration and laboratory testing, the surficial soils consist generally of sandy fill soils with a low expansive potential. Therefore, the risk of expansive soil affecting the proposed improvements is low and there will be no impact.

e. Would the project 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?

Wastewater service in the project area is provided by the City. The project would not impact the existing wastewater collection system.

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

There are no known paleontological resources or unique geologic features in the project area. Mitigation Measure GS1 is included to preserve any such features discovered during construction and reduces any potential impact to less than significant.

Cumulative Impacts

There are no adverse cumulative environmental impacts to geology and soils resulting from implementation of the proposed project.

Mitigation Measures

GS1

The project plans and specifications shall provide that in the event paleontological site indicators are unearthed during the course of grading, excavation and/or trenching, all ground disturbing work in the vicinity of the discovery shall cease and all exposed materials shall be left in place. After cessation of excavation, the contractor shall immediately contact the District. The District shall contact a qualified professional geologist or paleontologist immediately after the find. Such consultant shall conduct an evaluation of significance of the site, and assess the necessity for mitigation. The contractor shall not resume construction activities until authorization to proceed is received from the District.

VIII GREENHOUSE GAS EMISSIONS

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b. Would the project Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

To fully understand global climate change it is important to recognize the naturally occurring "greenhouse effect" and to define the greenhouse gases (GHG) that contribute to this phenomenon. The temperature on Earth is regulated by this "greenhouse effect," which is so named because the Earth's atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. Like glass, the gases in the atmosphere let in light yet prevent heat from escaping.

Greenhouse gases are naturally occurring gases such as water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) that absorb heat radiated from the Earth's surface. Greenhouse gases are transparent to certain wavelengths of the Sun's radiant energy, allowing them to penetrate deep into the atmosphere or all the way to Earth's surface. Clouds, ice caps, and particles in the air reflect about 30 percent of this radiation, but oceans and land masses absorb the rest (70 percent of the radiation received from the Sun) before releasing it back toward space as infrared radiation. The greenhouse gases and clouds effectively prevent some of the infrared radiation from escaping; they trap the heat near the Earth's surface where it warms the lower atmosphere.

In addition to natural sources, human activities are exerting a major and growing influence on climate by changing the composition of the atmosphere and by modifying the land surface. Particularly, the increased consumption of fossil fuels (natural gas, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. Measured atmospheric levels of certain greenhouse gases such as CO_2, NH_4, and N_2O have risen substantially in recent decades. This increase in atmospheric levels of greenhouse gases unnaturally enhances the "greenhouse effect" by trapping more infrared radiation as it rebounds from the Earth's surface and thus trapping more heat near the Earth's surface.

California Implications

In 2016, CARB published the 2016 California GHG Emissions Inventory, a review and analysis of GHG emissions from 2000 to 2014. According to the report, in 2014, total California GHG emissions were 441.5 million metric tons of CO2 equivalent (MMTCO2e), a decrease of 2.8 MMTCO2e compared to 2013. This represents an overall decrease of 9.4 percent since peak levels in 2004. During the 2000 to 2014 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 13.9 tons per person to 11.4 tons per person in 2014; an 18 percent decrease[16]. State regulations have begun lowering California's

[16] https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_trends_00-14_20160617.pdf

GHG contribution to global GHG levels and managing GHG emissions remains an ongoing priority in California.

State Regulations

CLIMATE CHANGE REGULATORY FRAMEWORK

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act, which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan, adopted in 2008, that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan recognizes that local GHG reduction commitments and climate action plans are essential to the state meeting its targeted emissions reductions. In 2016, the Legislature passed SB 32, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels by 2030. The Scoping Plan was updated in 2017.

California's energy policies are intertwined with goals of reducing greenhouse gases. "In 2018, Senate Bill 100...set a planning target of 100 percent zero-carbon electricity resources by 2045 and increased the 2030 renewables target from 50 percent to 60 percent. On the same day of signing SB 100, then-Governor Brown signed Executive Order B-55-18 with a new statewide goal to achieve carbon neutrality (zero-net GHG emissions) by 2045 and to maintain net negative emissions thereafter. The executive order covers all sectors of the economy... Executive Order B-55-18 follows the spirit of what is required at a global scale to achieve the climate goals of the Paris Agreement, in which signatory nations worldwide agree to sufficiently reduce GHG emissions to avoid catastrophic climate change. This is also consistent with a special report by the Intergovernmental Panel on Climate Change, which found that to avoid catastrophic climate change, global carbon dioxide emissions must decline by about 45 percent below 2010 levels by 2030 and reach net zero by about 2050[17]."

Local Regulations

CARB works with 35 air pollution districts in California to enforce air pollution regulations, including GHGs. Many metropolitan air pollution districts, cities, and counties have adopted Local Climate Action Plans consistent with CARB Scoping Plan goals. The City of Alameda adopted its Conservation and Climate Action Plan as part of the General Plan in 2012 to guide development within the City consistent with its GHG reduction goals. The City also adopted its Climate Adaptation and Hazard Mitigation Plan in 2022.

During the 2022 update to the BAAQMD's CEQA Air Quality Guidelines[18], the BAAQMD adopted a "fair share" analysis for cumulative GHG analysis. The recommendation indicates that:

> Lead agencies use a "fair share" approach for determining whether an individual project's GHG emissions would be cumulatively considerable. If the project is doing its "fair share" to implement California's plans to address the cumulative problem, its contribution can be treated as less than cumulatively considerable. The California Legislature has established climate goals, and State agencies are establishing and refining plans to achieve these goals. These plans include specific measures and initiatives that various sectors of the economy across the state will need to

[17] *2018 Integrated Energy Policy Report Update Volume II*. California Energy Commission. January 2019.
[18] *California Environmental Quality Act Air Quality Guidelines*. Bay Area Air Quality Management District. 2023.

implement to achieve California's climate goals set forth in Senate Bill (SB) 32, Executive Order (EO) B-55-18, and EO S-03-05.3 These measures and initiatives, as outlined in California's 2017 Climate Change Scoping Plan, constitute a "fair share" of the solution for each economic sector. If a project would contribute its "fair share" of what will be required to achieve those long-term climate goals, then a reviewing agency can find that the impact would not be significant, because the project would help to solve the problem of global climate change.

Analysis

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

As indicated in the BAAQMD's CEQA Guidelines, the "fair share" approach to GHG includes the following:

> For a project to have a less-than-significant impact related to operational GHG emissions, it must include, at a minimum, the following project design elements or be consistent with a local GHG reduction strategy that meets CEQA Guidelines Section 15183.5(b) requirements (see Section 6.2.2 below).
>
> 1) Buildings
>
> a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
>
> b. The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines
>
> 2) Transportation
>
> a. The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
>
> i. Residential projects: 15 percent below the existing VMT per capita
>
> ii. Office projects: 15 percent below the existing VMT per employee
>
> iii. Retail projects: no net increase in existing VMT
>
> b. The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2

If the project includes, at a minimum, these design elements, there would be a less-than-significant climate impact related to GHG emissions, and the project would not be likely to conflict with applicable initiatives to reduce GHG emissions.

The project meets the criteria for buildings. The newly constructed buildings will not have natural gas service. The existing multipurpose building will remain and will continue to be served by natural gas. This represents a removal of the majority of the existing campus from natural gas service, consistent with the state's goals for new construction. Similarly, the project will not be wasteful of energy resources. The newly constructed buildings would meet all modern energy codes and be considerably more energy efficient than the 1960s era buildings they replace. As a school site, the use of energy is responsible and necessary.

With regard to transportation, the Phase I project will have no impact to VMT as parents and staff currently come to the school location. There is no project-generated VMT because it is a replacement and improvement of the existing school facilities. The project will also achieve compliance with off-street electric vehicle charging station requirements.

The project would meet its "fair share" of GHG reduction through these design elements. No further analysis is required.

The Phase II project would be similar to Phase I with regard to the "fair share" analysis. The Phase II stadium would realize a reduction of VMT compared to the dispersed facility use by Alameda High School currently. The Phase II project would be subject to additional analysis during the 2027 subsequent CEQA process when specific project information is available.

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

Wood Middle School was part of the overall baseline considered in the City's Conservation and Climate Action Plan and its Climate Adaptation and Hazard Mitigation Plan. The improvements in energy efficiency and reduction in natural gas usage associated with the project improvements would be consistent with and support the local greenhouse gas reduction strategies.

Cumulative Impacts

As indicated in a.) above, the project would result in short-term emissions of GHGs associated with project construction. Construction-related emissions are not considered to be cumulatively considerable based on the limited nature of the construction project and emissions below the BAAQMD screening criteria. The project would have a long term cumulatively beneficial impact to GHGs due to the partial implementation of an alternative transportation plan.

Mitigation Measures

No adverse environmental impacts to greenhouse gas emissions have been identified; therefore, no mitigation is required.

IX HAZARDS & HAZARDOUS MATERIALS

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	□	■
b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	□	■	□	□
c. 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?	□	□	□	■
d. Would the project 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?	□	■	□	□
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	□	□	□	■
f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	□	□	□	■

Environmental Setting

There is one known hazardous materials site within ¼ mile of the project site. All sites in the project vicinity listed on California's Geotracker system are shown on Figure IX-1. Implementation of the project would require the use of small quantities of hazardous materials, including petroleum and other chemicals, to operate and maintain construction equipment.



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Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

NORTH

0 150 300 600 Feet

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FIGURE IX-1

HAZARDOUS MATERIALS SITES

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REGULATORY SETTING

Federal Regulations

Hazardous materials in the project area are subject to applicable federal regulations, including the Resource Conservation and Recovery Act and the Comprehensive Environmental Response, Compensation, and Liability Act. Other applicable federal regulations are contained primarily in CFR Titles 29, 40, and 49.

State Regulations

California regulations are as stringent as or more stringent than federal regulations. The EPA has granted the State of California primacy oversight responsibility for administering and enforcing hazardous waste management programs. State regulations require planning and management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human and environmental health.

Local Hazards and Emergency Response

The City developed a Climate Adaptation and Hazard Mitigation Plan (CAHMP) and adopted it in June 2022. The CAHMP identifies the City as being at high risk of seismic events, floods and sea level rise and establishes goals to minimize exposure to such[19]. Hazard-specific goals include:

- Sea level rise and storm surges: Protect assets from sea level rise and storm surges, including community vitality and recreational opportunities, plan future land use to avoid impacts, and enhance natural shoreline habitat to mitigate impacts.
- Inland flooding: Increase the resiliency and capacity of the stormwater system to prevent flooding of assets during extreme precipitation events.
- Drought: Reduce water consumption and increase drought-resistant landscaping.
- Extreme heat: Reduce the heat island effect and protect vulnerable populations from heat impacts during heat waves.
- Wildfires: Protect public health from smoke impacts during wildfire events, especially among vulnerable populations.
- Earthquakes: Reduce property damage and loss of life in an earthquake, especially for areas at risk of liquefaction, and increase the ability for a timely restoration of service.
- Tsunamis: Reduce property damage and loss of life in a tsunami and prepare for the safe evacuation of people from the tsunami zone.
- Effective implementation and capacity building: Develop financial and human resources and increase transparency, community engagement, social resilience, and support for effective implementation of climate adaptation and hazard mitigation strategies.

The City prepared an Emergency Operations Plan (EOP) in March 2019 that is the foundation for disaster response recovery operations for the City. The EOP establishes the emergency organization, specifies policies and general procedures, and provides for coordination of the responsibilities of the City of Alameda as a member of the Alameda County Operational Area with other member organizations, in all phases of an

[19] https://www.alamedaca.gov/files/assets/public/v/3/city-manager/documents/adaptation-and-mitigation-plan/alameda-climate-adaptatin-and-hazard-mitigation-plan_no-appendices_june-2022.pdf

emergency or disaster[20]. These documents provide a foundation for emergency response by the City, including the fire and police departments.

Analysis

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

The project would implement a portion of the District's Master Plan that improves the existing Wood Campus as Phase I and would implement a sport field as Phase II. Neither of these uses are associated with the routine transport, use or disposal of hazardous materials. Construction of the proposed project would include the use and short-term storage of hazardous materials associated with construction activities. These materials include, but are not limited to, lubricants, adhesives, paints, asphalt, fuel, and toxic solvents. The proposed project is required to comply with federal, state, and local regulations regarding the storage, handling, disposal, and cleanup of hazardous materials. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

As indicated above, the project would not introduce new long-term hazardous materials or hazardous materials handling. There is the potential for a fuel/oil spill during construction from construction vehicles and equipment. Mitigation Measure HM1 would reduce such impact to a less than significant level.

c. 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 project would not result in emissions or handling of hazardous materials within one quarter mile of an existing or proposed school. The project implements campus improvements at an existing school and would not emit hazardous emissions or handle hazardous or acutely hazardous materials.

d. Would the project 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?

As indicated on Figure IX-1, there is one known hazardous material site located within ¼ mile of the project site (Gifford Residence). The site was a leaking underground storage tank that has been remediated and the case was closed in 1993. Due to the distance from the project site and its remediated condition, there is no threat to the project.

[20] https://www.alamedaca.gov/files/sharedassets/public/v/2/fire/disaster-preparedness/2019-city-of-alameda-eop-basic-plan.pdf

There is no reason to expect hazardous materials at the project site due to the fill nature of the site and its continuous use as an educational facility since it was filled. However, there is the possibility, as with any construction project, that contaminated soils may be found during construction. In that event, Mitigation Measure HM1 requires the contractor to cease work and contact the District and the Regional Board to develop a plan to dispose of the soils and to ensure worker safety and protection of the environment.

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

The nearest public use airport, Oakland International Airport, is located three miles southeast of the project area. The project is not located within the airport's airport land use plan area or within any of its designated safety zones[21]. Therefore, there would be no impact.

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

The project would not impact the City's EOP or physically interfere with an emergency response plan or evacuation plan. The Alameda Fire Department and the Alameda Police Department coordinate emergency response and evacuations based on the EOP, nature of the emergency and coordination with the City of Alameda, as required. The project would be subject to review by both the local fire department and the State Fire Marshal to ensure adequacy of interior emergency access.

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

The project location is not in a CalFire-defined wildland fire risk area. Please see the Wildfire section of this document for further information.

Cumulative Impacts

There are no adverse cumulative environmental impacts to or from hazards/hazardous materials resulting from implementation of the proposed project.

Mitigation Measures

HM1

The contractor shall be required to follow the provisions of § 5163 through 5167 of the General Industry Safety Orders (California Code of Regulations, Title 8) to protect the project area from being contaminated by accidental release of any hazardous materials.

[21] http://www.acgov.org/cda/planning/generalplans/documents/OAKCh3_Oakland_International_Airport_Policies.pdf

In general, the Contractor shall maintain awareness of potential signs of soil and groundwater contamination throughout the project limits and shall notify the District immediately upon discovery of any potential soil or groundwater contamination.

If hazardous materials are encountered during construction or occur as a result of an accidental spill, the contractor shall halt construction immediately, notify the District, and implement remediation in accordance with the project specifications and applicable requirements of the Regional Board. Disposal of all hazardous materials shall be in compliance with current California hazardous waste disposal laws.

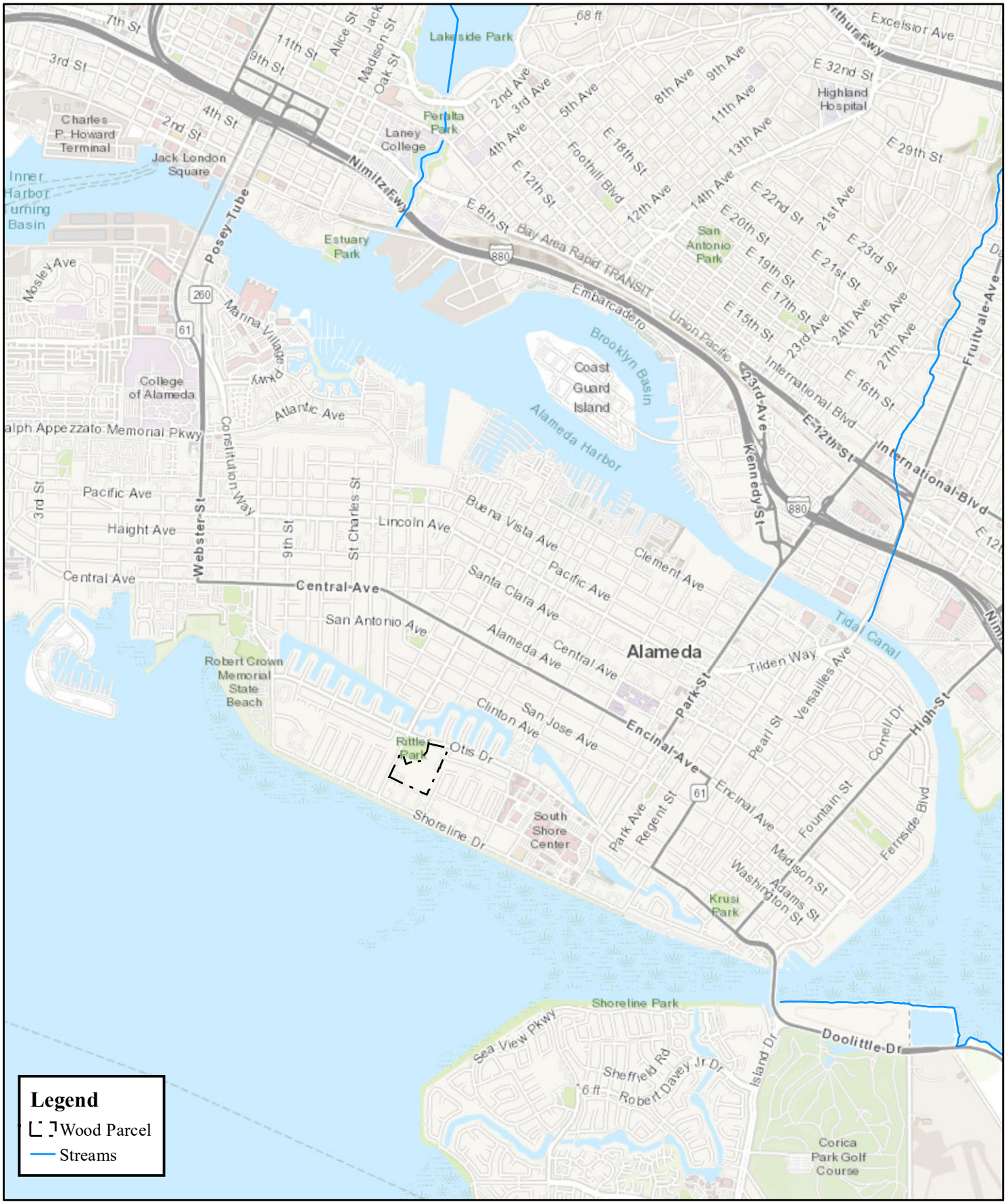
X HYDROLOGY & WATER QUALITY

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

Environmental Setting

SURFACE WATER

The proposed project site is located on imported bay fill. As such, there are no natural surface waters in the project area, as shown on Figure X-1. There are no designated wild or scenic rivers in the project area. The San Francisco Bay is approximately 175 feet south of the project location.



Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
CDFW (2019)

NORTH

0 0.125 0.25 0.5 Miles

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FIGURE X-2
SURFACE WATERS

AUSD
OCTOBER 2023

9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Surface waters.mxd

The surrounding project area is developed with residential uses, roadways and City storm drain facilities to the north and east. Stormwater in the project area is directed via the City's storm drain network and conveyed to the bay. Stormwater on the project site largely sheet flows to gutters in Grand Street or to a storm drain in the existing campus ball field.

GROUNDWATER RESOURCES

The City's water supply is provided by East Bay Municipal Utility District (EBMUD). EBMUD primarily sources its water from the Mokelumne River Watershed via the Pardee Reservoir and 90 miles of piping to bring the water to its service area. A supplemental water supply is available from the Sacramento River during drought years. Additionally, EBMUD operates a number of small, local reservoirs that rely on surface water. As shown on Figure X-2, the project is located above the Santa Clara Valley Aquifer. The proposed project would continue to be served by EBMUD.

FLOODING

The project area is not designated as being at risk for flooding by FEMA, as shown on Figure X-3. However, the project is in close proximity to the San Francisco Bay and may be subject to flooding associated with sea level rise in the future. The Bay Area Sea Level Rise and Mapping Project[22] provides information on predicted sea level rise for areas around the Bay.

Regulatory Setting

Clean Water Act

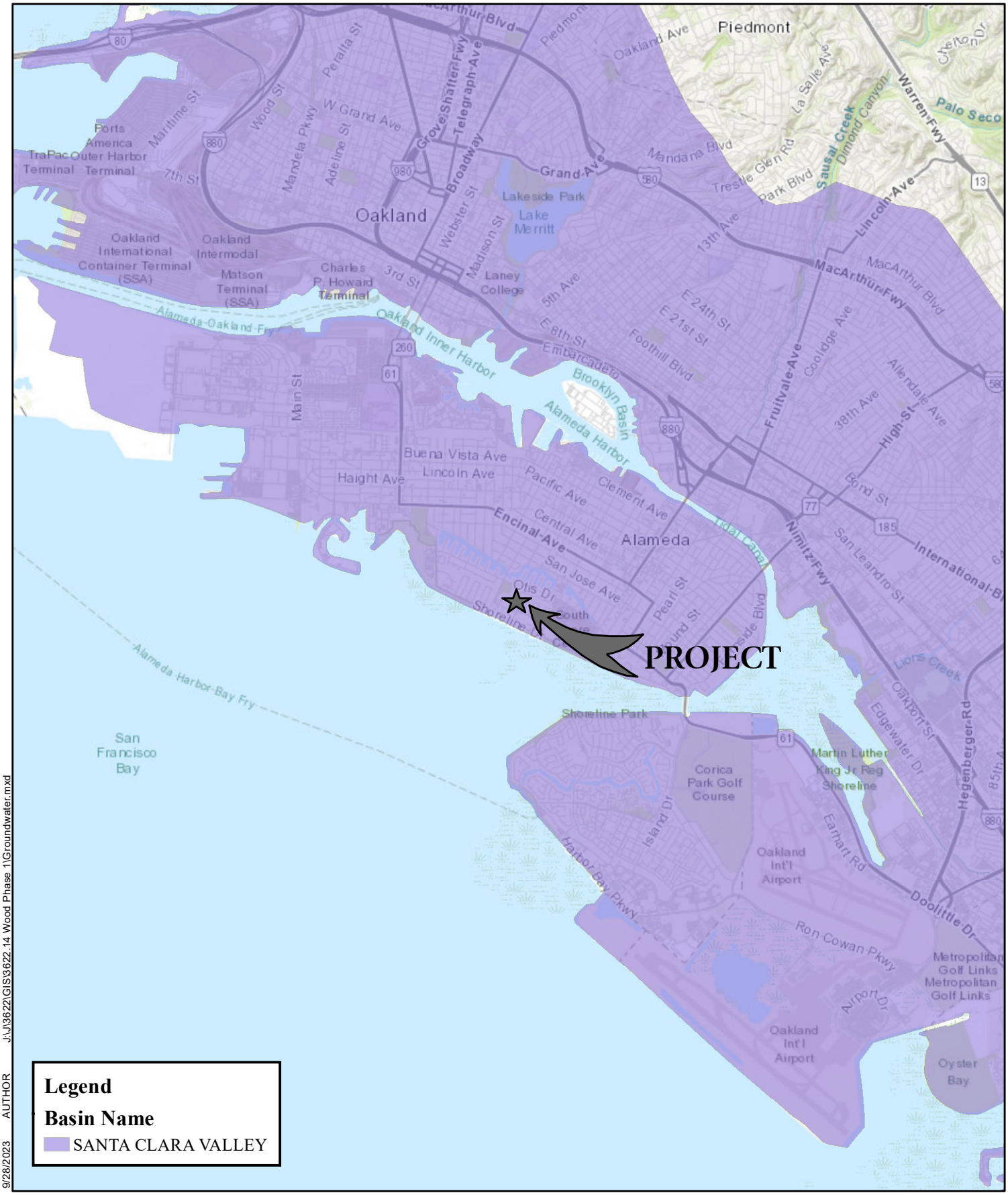
Important applicable sections of the federal CWA (33 USC 1251–1376) are identified below:

- Sections 303 and 304 provide water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the Regional Water Quality Control Board (RWQCB).
- Section 402 establishes the NPDES permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the RWQCB.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through regional water quality control boards. The project location is regulated by the San Francisco Bay Regional Water Quality Control Board (Regional Board).

[22] Adapting to Rising Tides—Bay Area Sea Level Rise Analysis and Mapping Project. BCDC. September 2017.



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Groundwater.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
CalFire (2019)

NORTH

0 0.25 0.5 1 Miles

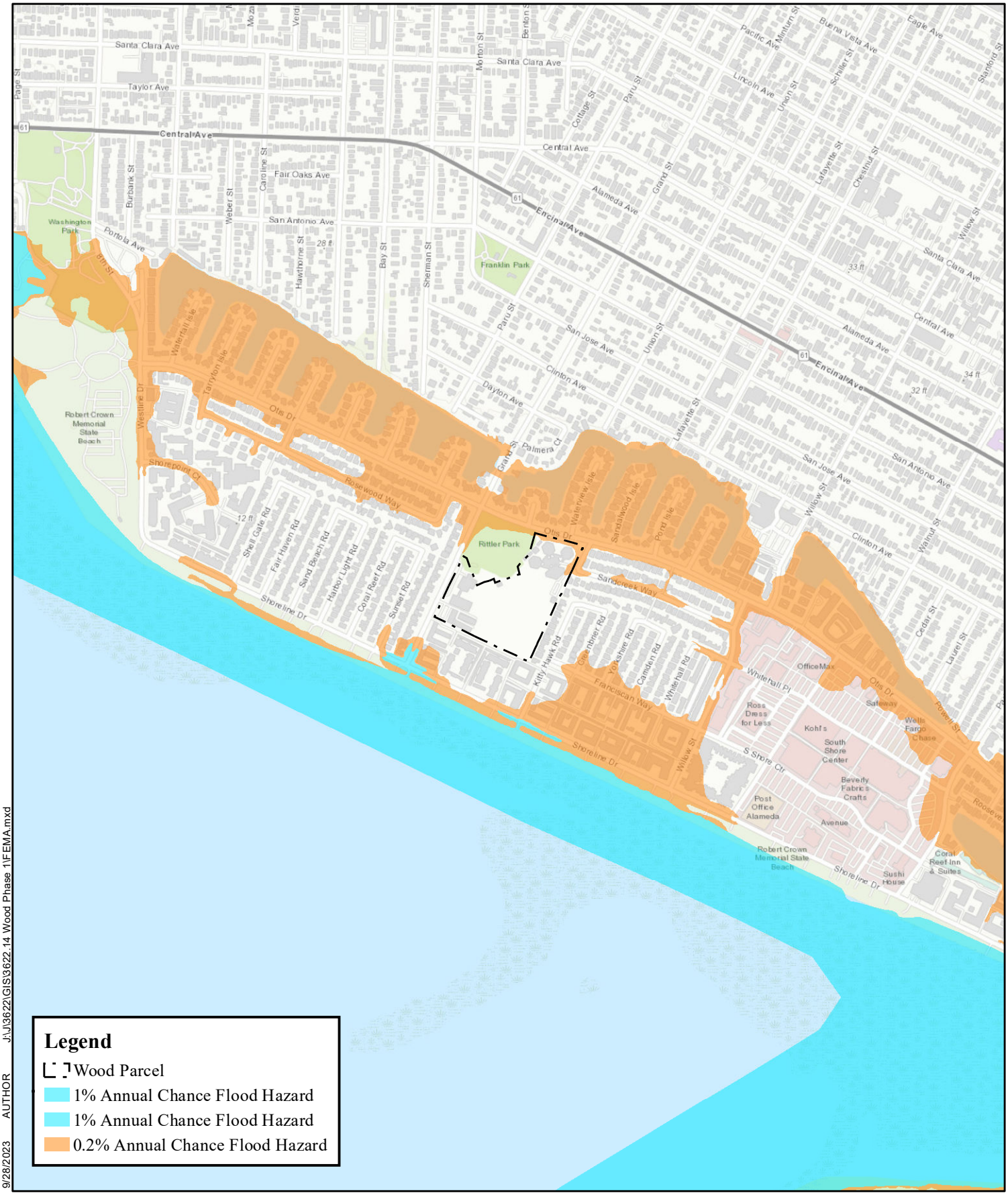
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FIGURE X-2

GROUNDWATER BASINS

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Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
Flood Hazard: FEMA (2023)

NORTH

0 250 500 1,000 Feet

Brelje & Race
CONSULTING ENGINEERS

FIGURE X-3

FEMA

AUSD

OCTOBER 2023

9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\FEMA.mxd

The SWRCB has issued a statewide General Permit (Water Quality Order No. 99-009-DWQ), National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities for construction activities within the state. The Construction General Permit (CGP) is implemented and enforced by the RWQCBs. The CGP applies to construction activity that disturbs one acre or more and requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that identifies best management practices (BMPs) to minimize pollutants from discharging from the construction site to the maximum extent practicable.

The SWRCB has also issued a statewide General Permit (Water Quality Order No. 97-03-DWQ) for regulating stormwater discharges associated with industrial activities. This General Permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable and best conventional pollutant control technology. It also requires the development of a SWPPP, a monitoring plan, and the filing of an annual report.

Porter-Cologne Water Quality Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code, Section 13000 et seq.) provides the basis for water quality regulation in California. This Act requires a Report of Waste Discharge for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. Based on the report, the RWQCBs issue waste discharge requirements to minimize the effect of the discharge.

Analysis

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

The project has the potential to cause construction-related violations of water quality standards. Implementation of the proposed project would involve demolition, excavation, grading, and other construction activities involving soil disturbance that may impact water quality by increasing the potential for erosion and sedimentation. Soil disturbance associated with construction activities may cause accelerated soil erosion and sedimentation and/or the release of pollutants to downstream properties and facilities that could impact water quality standards or waste discharge requirements.

The State General Construction Activity Storm Water Permit (CGP) applies to construction activities that disturb one acre or more and requires the preparation and implementation of a SWPPP. As indicated in the Geology and Soils section, the project would have a total disturbance area of approximately 6.76 acres and would be subject to coverage under the SWRCB GCP.

Additionally, stormwater BMPs would be included in the project design to manage stormwater as existing stormwater management is insufficient. The Regional Board's post construction water balance calculator would only require MS4-type BMPs if there is an overall increase in impervious surfaces. The project would result in an increase in impervious surfaces from approximately 2.75 acres to 3.76 acres (including the new access road). BMPs would be limited to ensuring existing insufficient stormwater management is improved through the addition of three bioretention basins with a focus on infiltration. Stormflows above the bioretention basin capacity would be directed to the existing locations of Grand Street and the storm drain in the ball field. The existing storm water that exits the site to Grand Street currently has no treatment. While not required, two of the bioretention basins would provide some

post-construction stormwater treatment for that water. The area of the future Phase II sports field conceptually balances existing impervious surfaces but would be further assessed in a subsequent CEQA document when a schematic design of the facility is available.

Because the project would comply with current regulations and project permits to limit erosion-related water quality impacts during and after construction, any impact would be less than significant.

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

The project is not growth inducing and serves the existing Wood Middle School population. As a replacement project, it would not impact existing water demands from EBMUD. The project would not impact groundwater levels in the project area or elsewhere as there would not be any associated groundwater withdrawal. The project would introduce approximately one acre of additional impervious surface but would also include bioretention basins to provide infiltration of stormwater. Any impact to groundwater recharge would be less than significant.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

c.i. result in a substantial erosion or siltation on- or off-site?

The project would not substantially alter the existing area drainage. Construction-related erosion would be controlled through implementation of the GCP. Improved stormwater management would be engineered into the project for surface water flows that would result in better management of stormwater than occurs under the existing condition through the use of bioretention basins.

c.ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

The project would not substantially increase the rate or amount of surface runoff and would not result in flooding. The existing campus has no true stormwater drainage system and areas of the parcel experience flooding under existing conditions. Impervious surface areas that would generate on- or off-site flooding would be directed to new bioretention basins by the project and existing flood water management would be improved over existing conditions through proper design and construction of the site's stormwater system.

c.iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project does not significantly alter existing grades in the project area or introduce significant new impervious surfaces that would impact local stormwater systems or result in substantial additional sources of polluted runoff. There is currently no post-construction stormwater treatment in the project area. Improvements in stormwater detention would be included in the

project to reduce existing on-site flooding that would similarly reduce existing floodwater transport from the site.

c.iv. Would the project impede or redirect flows?

The project location is not within a mapped 100-year flood hazard area, as shown on Figure X-3, and would not exacerbate existing conditions or impede or redirect flows.

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

As explained in c.iv., above, the project is not within a mapped 100-year flood hazard area.

The Alameda County Local Hazard Mitigation Plan[23] (LHMP) indicates that the project area is at risk from tsunami inundation, similar to nearly all of Alameda County's bay shoreline. Both the City and County of Alameda provide emergency notification systems to alert tsunami threats as well as signage for potential inundation zones. During a tsunami warning, evacuation to higher ground outside of the established hazard area is required. The Alameda County Tsunami Hazard Areas map provided by the California Department of Conservation indicates the nearest non-hazard area to the project site is approximately ¼ mile north on Grand Street. Under AB 1747, the District is required to maintain a Comprehensive School Safety Plan (Safety Plan) to address, among other things, disaster procedures. The existing Safety Plan would be revised for the proposed project and be updated annually. Tsunami response is also planned for in the City's EOP. Because it is a replacement project, the proposed project would not increase the existing risk or alter existing planning for the risk of tsunami.

The MPEG geotechnical report examined risk of tsunami and found that:

> The ASCE Tsunami Design Geodatabase (ASCE, 2023) indicates the site is located within the 3-foot inundation depth zone, and as such consideration of tsunami loads for the purpose of structural design may need to be performed.
>
> Planned finish grades within the development area are generally above +10 feet MSL. Therefore, while some inundation of lower lying areas of Alameda immediately proximal to the shoreline may be anticipated, the risk of water reaching the proposed portable buildings due to seiche, or tsunami is judged to be low. In the event of a larger seiche or tsunami than historical data predicts, effects would consist mainly of shallow inundation by floodwater, flotsam, and debris. In light of this relatively low risk, it is our opinion that providing mitigation for seiche/tsunami inundation is neither warranted nor cost-effective.

The project area is also subject to future sea level rise. While not a current requirement of the CEQA analysis, sea level rise exacerbates other criteria discussed in this section related to flooding and is an identified threat in the LHMP and Alameda General Plan. Data from the BCDC's Adapting to Rising

[23] https://lhmp.acgov.org/map.html?mapUrl=tsunami_inundation

Tides Bay Area Sea Level Rise Mapping Project[24] (ART) was utilized to understand the project area's vulnerability to sea level rise.

ART established a range of estimates for sea level rise for the Bay Area relative to the year 2000 in Table 2.1 of the report, reproduced below.

Year	Most Likely Projections (inches)	Range (inches)
2030	6 ± 2	2 to 12
2050	11 ± 4	5 to 24
2100	36 ± 10	17 to 66

Section 7.6 of the ART includes sea level rise scenarios specific to Alameda County. The ART also includes GIS data that were used to produce Figures X-4 through X-6. Figure X-4 utilizes the outside worst-case projection for the year 2030 of 12 inches. Figure X-5 utilizes the outside projection of 66 inches for year 2100. Figure X-6 uses the most likely projection of 36 inches.

Figure X-4 shows the site would not be impacted in the near term (2030) under worst-case scenarios anticipated in the ART. Figure X-5 shows the worst-case scenario of 66 inches of sea level rise by 2100 and the northerly portion of the site where the athletic field would be placed in Phase II is at least partially inundated. Additionally, access to the school and much of Alameda would be impeded. In contrast, the expected most likely scenario of 36 inches of sea level rise by 2100 is shown on Figure X-6. Under the most likely scenario, the school site would remain above sea level and access to the site would remain.

This analysis is intended to provide the District and the public with an understanding of potential sea level rise scenarios out to 2100 for the project site. While the site is at no immediate risk from sea level rise and will likely not be impacted by 2100, climate science and understanding of sea level rise continue to advance. Additionally, sea level rise will have impacts beyond the proposed project that will need to be addressed at the City, County and State level.

[24] Adapting to Rising Tides—Bay Area Sea Level Rise Analysis and Mapping Project. BCDC. September 2017.



9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Sea Level Rise 2030.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
Aerial Imagery: CSR GIS (2018)

NORTH

0 125 250 500 Feet

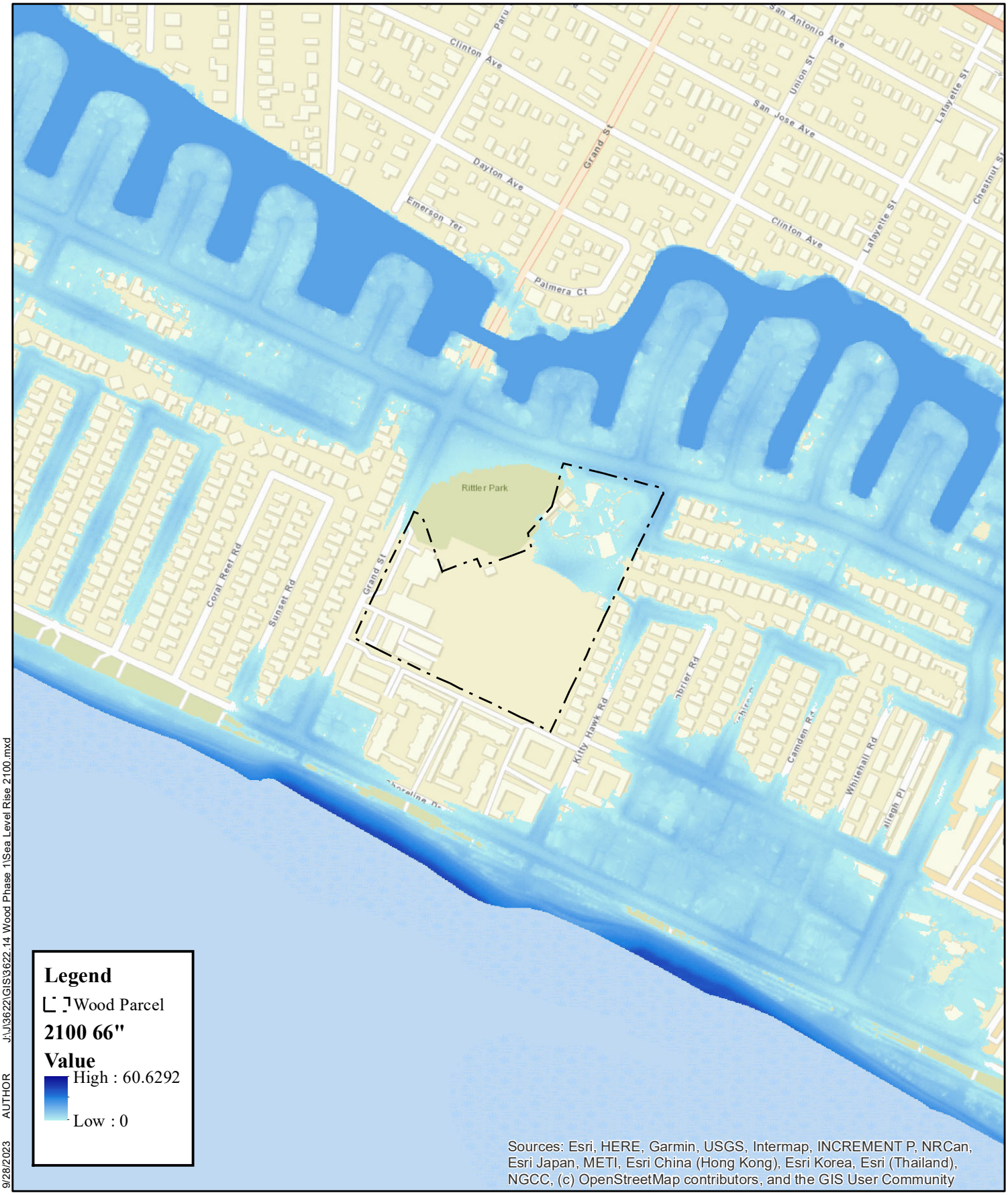
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FIGURE X-4

Sea Level Rise 2030

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9/28/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Sea Level Rise 2100.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
Aerial Imagery: CSR GIS (2018)

NORTH

0 125 250 500 Feet

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FIGURE X-5

Sea Level Rise 2100

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10/12/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\Sea Level Rise 2100 36.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
Aerial Imagery: CSR GIS (2018)

NORTH

0 125 250 500 Feet

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FIGURE X-6
Sea Level Rise 2100
Most Likely Scenario

AUSD

OCTOBER 2023

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

Please see a., above.

Cumulative Impacts

There are no adverse cumulative environmental impacts to hydrology/water quality resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to hydrology/water quality have been identified; therefore, no mitigation is required.

XI LAND USE & PLANNING

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project physically divide an established community?	□	□	□	■
b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	■

Environmental Setting

Development in the project area is governed by the City of Alameda General Plan and zoning ordinance. The General Plan sets general goals and policies and the zoning ordinance implements those policies, setting allowable uses within the City. The project area is entirely developed according to those planning documents.

The parcel is designated as Public Institutional by the General Plan and zoning for the project parcel is R-1. The proposed project is consistent with those designations. As a public school district, the District has a kind of immunity from local land use regulation that could allow the project to proceed even if not permitted under the General Plan and zoning. Government Code section 53094 generally allows the governing board of a school district, by a two-thirds vote of its members, to "render a city or county zoning ordinance inapplicable to a proposed use of property by the school district."[25] All school projects are subject to review by the Division of the State Architect (DSA) and must meet state guidelines and standards. Schools are exempt from local guidelines and standards to avoid conflict between local standards and the required state standards.

Analysis

a. Would the project physically divide an established community?

The project would not physically divide an established community. The project would implement improvements to the Wood campus that provides educational opportunities to the existing community.

[25] In *Lawler v. City of Redding* (1992) 7 Cal.App.4th 778, 784, the Court of Appeal concluded that, although the statutes providing school districts and other "local agencies" qualified immunities from local control (e.g, Government Code section 53091) do not mention general plans, the "intergovernmental immunity" reflected therein also extends to "compliance with county general plans." The case therefore requires that the above-described statutory provision giving school districts qualified immunities from "zoning ordinances" be understood to also apply to requirements deriving from local general plans.

All improvements occur within the existing Wood campus parcel and minor portions of the adjoining Rittler Park parcel.

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

The project would not conflict with any applicable land use plan, policy or regulation. All project components occur within the existing Wood campus parcel and minor portions of the Rittler Park parcel. The project parcel has been used for school purposes since it was first developed in the 1950s.

Cumulative Impacts

There are no adverse cumulative environmental impacts to land use and planning resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to land use and planning have been identified; therefore, no mitigation is required.

XII MINERAL RESOURCES

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	□	■
b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	□	□	□	■

Environmental Setting

CITY OF ALAMEDA GENERAL PLAN

No applicable general plan or specific plan indicates that there are mineral resources of value or importance in the project area.

Analysis

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

The project site does not include any known mineral resource that would be of value to the region and the residents of the state. The project would not affect the availability of any such resource.

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

The project area is not delineated in the City's General Plan as a locally important mineral resource recovery site.

Cumulative Impacts

There are no adverse cumulative environmental impacts to mineral resources resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to mineral resources have been identified; therefore, no mitigation is required.

XIII NOISE

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

Environmental Setting

This section includes a description of the terminology and concepts related to noise and vibration impacts that are considered in the analysis. This section also includes a discussion of the existing environmental conditions related to noise-sensitive receptors and ambient conditions found in urban areas such as the project vicinity.

The project occurs within a developed suburban area of Alameda with single family residential uses to the north, east and west. Multi-family residential uses are immediately to the south between the campus and the Bay.

NOISE-SENSITIVE USES

Noise-sensitive land uses in the project area are nearby single family and multi-family residences. The school itself is considered a noise-sensitive use.

NOISE CONDITIONS

Primary noise in the area is from traffic. The Oakland International Airport is approximately three miles to the south but the project area is not within any of the airport's defined noise compatibility zones. Traffic noise is highest during the daytime hours and subsides during the night. Figure 7.4 of General Plan indicates that Grand Street typically experiences noise levels of 60-64 db.

CONSTRUCTION NOISE

The types of equipment that would be used to construct the proposed project include:

- track excavator medium and large size
- pile driving equipment
- earth compactor
- roller
- backhoe/loader
- wheel loader (two yard bucket)
- water truck
- crane truck
- crane
- ten-wheel dump trucks
- end dump trucks

The table below presents the typical noise levels for the construction equipment listed above based on a worst-case scenario including several pieces of the loudest equipment (running simultaneously). This includes the typical measured A-weighted Lmax noise levels (maximum noise level) that would occur at a 50-foot distance from the construction site. The acoustical use factor is the fraction of time that the equipment would typically be in use over a 1-hour period.

Equipment	Acoustical Use Factor	Typical Noise Level at 50 Feet (Lmax)[1]
Asphalt/Concrete Truck	40%	81
Backhoe	40%	78
Bulldozer	40	82
Compactor	20%	83
Compressor	40%	78
Crane	16%	81
Dump Truck	40%	76
Excavator	40%	81
Forklift	40%	75
Front-End Loader	40%	79
Jackhammer	20%	89
Paver	50%	77
Pickup Truck	40%	75
Sheers (on excavator)	40	96
Roller	20%	80
Water Truck	40%	76
Impact Pile Driver	20	101

Source: Federal Highway Administration 2006

1 dBA, A-weighted decibel level (actual averaged measurement at 50 feet)

OPERATIONAL NOISE

Noise associated with the Wood campus would be similar to the existing campus upon completion of construction. The Phase II sports field would introduce a new source of noise to adjacent properties and properties beyond. The District will prepare an acoustic analysis of the sports field for inclusion in the subsequent CEQA document that would be prepared and circulated for that project. Planning for the Phase II stadium in not anticipated to begin until 2027.

Regulatory Setting

LOCAL REGULATIONS

City of Alameda Noise Regulations

The City of Alameda controls noise through Chapter IV, Article II Section 4-10 of its Code of Ordinances (Noise Ordinance). Table 1 of the Noise Ordinance establishes acceptable noise levels for surrounding residential land uses and is reproduced below.

RECEIVING LAND USE **Single or Multiple Family Residential, School, Hospital, Church, or Public Library Properties** **NOISE LEVEL, STANDARDS, dB(A)**			
Category	***Cumulative Number of Minutes in Any One (1) Hour Time Period***	***Daytime (7:00 a.m. to 10:00 p.m.)***	***Nighttime (10:00 p.m. to 7:00 a.m.)***
1*	30	55	50
2	15	60	55
3	5	65	60
4	1	70	65
5	0	75	70

The General Plan also includes the following policies to control noise that would be applicable to the proposed project:

- HS-59: Require Noise Reduction Strategies in All Construction Projects. Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage to structures will occur and disturbance to sensitive receptors will be minimized.
- HS-60: Significant CEQA Impacts. In making a determination of impact under the California Environmental Quality Act (CEQA), consider the following impacts to be "significant" if the proposed project causes: an increase in the day-night average sound level (Ldn) of 4 or more dBA if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated by State guidelines, or any increase in Ldn of 6 dBA or more.
- HS-61: Community Noise Ordinance. Continue to Enforce the Community Noise Ordinance by promptly responding to local noise complaints.

Analysis

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

The Phase I project would not result in any long-term increases in noise levels in the project vicinity. The project would continue to operate as a middle school campus with similar student populations as are currently enrolled at the Wood campus. The Phase I project would not result in an increase in long-term ambient noise levels as it would not significantly alter existing use of the site.

Based on typical noise levels associated with equipment used to construct school projects, construction activities are expected to result in a temporary increase in noise levels that could exceed the City's established noise criteria by up to 20 decibels. Section 4-10.7 Special Provisions of the City's Noise Ordinance indicates that "the provisions of this section shall not apply to noise sources associated with construction provided the activities take place between the hours of 7:00 a.m. to 7:00 p.m. Monday through Fridays or 8:00 a.m. to 5:00 p.m. on Saturdays." The District would require that project construction be consistent with this exemption to ensure the Noise Ordinance is not violated, as provided in Mitigation Measure N1.

Surrounding homes and students at the temporary Lum campus would be subject to construction-related noise. While the District can exempt itself from City planning guidelines (as described in the Land Use and Planning section), the District must still disclose potential noise impacts. The project would be consistent with Policies HS-60 by adhering to the construction hours contained in the Noise Ordinance. Similarly, the District would be consistent with Policy HS-61 through inclusion of a noise disturbance coordinator, included in Mitigation Measure N1.

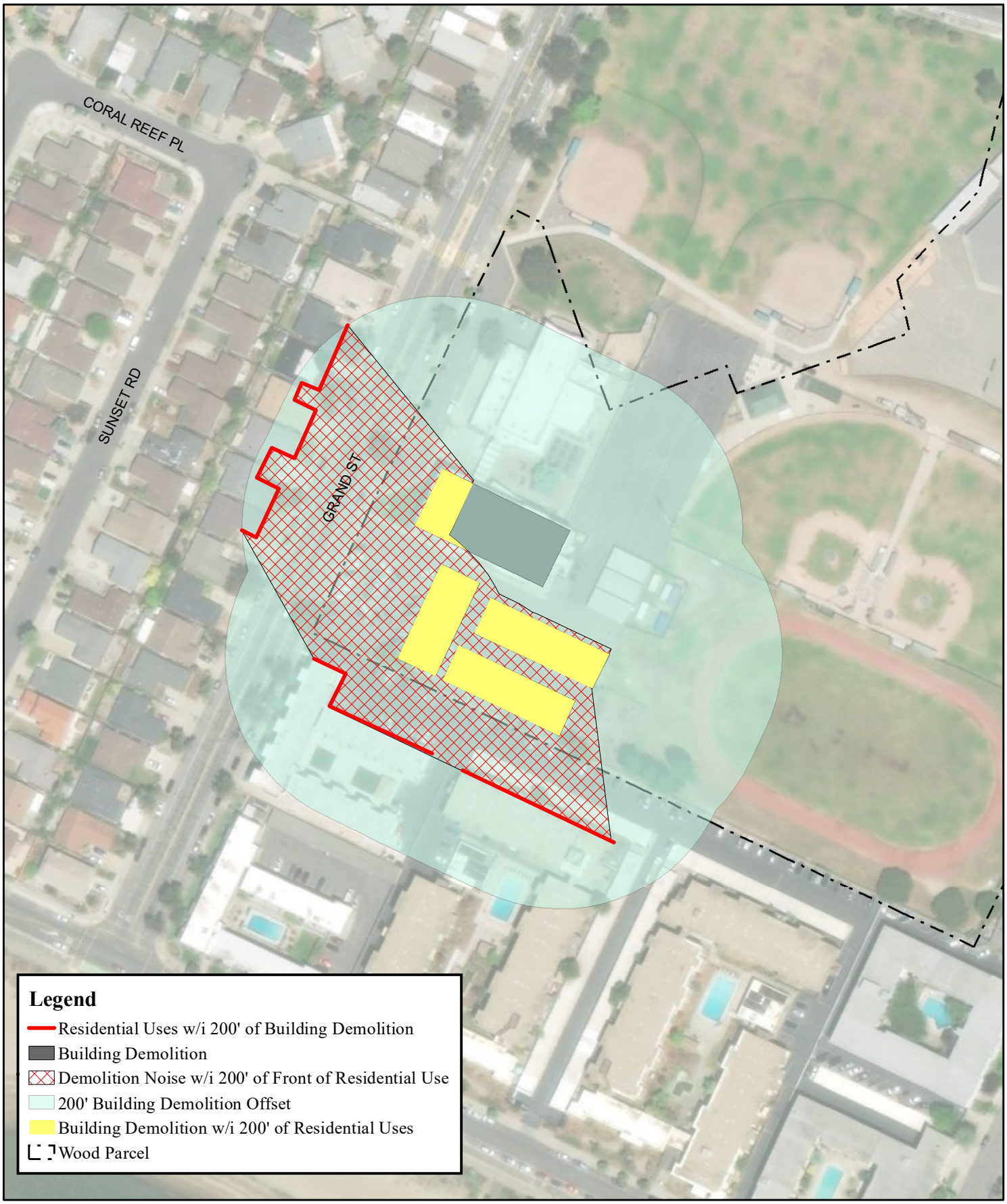
The Phase II stadium project would be expected to create operational noise that would be new to the area and not consistent with noise levels currently at the site. There is insufficient project information to produce a meaningful acoustical analysis of the stadium's potential noise levels at this time and the Phase II project is not anticipated to progress to that level of design until 2027 or later. Stadium-specific noise will be assessed in the subsequent CEQA document.

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

Demolition and grading associated with the project will generate ground borne vibrations. To mitigate liquefaction at the site, the geotechnical report has recommended the new buildings be supported on piles anchored on bedrock. This will necessitate pile driving that generates ground borne vibration.

General Plan Policy HS-59 would typically require a vibration impact assessment for heavy-duty construction equipment for sensitive receptors within 200 feet of the project. Adjacent residential uses are considered sensitive receptors. Demolition and grading activities would typically produce the loudest noises at the project site and include construction equipment potentially associated with ground vibration. Those activities are described below.

- Demolition: Demolition construction noise would occur during the summer/fall of 2024. During that time, jackhammers and excavators with sheers would be utilized to break and



10/20/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\200' Demo Buffer.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

NORTH

0 37.5 75 150 Feet

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FIGURE VIII-1

200-Foot Demolition Impact Area

AUSD

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remove existing buildings and concrete. As shown on Figure XIII-1, there are residential uses to the west and south that would be subject to these construction noises associated with building demolition that are within the 200 feet stipulated by Policy HS-59. The figure shows a 200-foot offset from the buildings to be demolished to show individual residential units that would be within that zone. The yellow shaded building footprints are the portions of demolition that would occur within 200 feet of residential uses. Residential uses to the west would only be subject to building demolition activities occurring within 200 feet for a week or two while the western-most portion of the exiting 3-story classroom building is demolished. Residents to the south would experience a slightly longer exposure to demolition within the 200-foot zone associated with the three 1-story classroom buildings at the southern end of the campus. It is anticipated that demolition of those buildings would take between two and three weeks. Building demolition will occur as close as approximately 85 feet to residences to the south and approximately 160 feet to residences to the west.

- Grading: Graders would be used to grade the site in preparation for construction. Grading activities would also occur within the 200-foot zone stipulated by Policy HS-59. Grading activities would extend closer to the same residential areas than demolition but associated noise levels would be less and more intermittent. Grading activities within the 200-foot zone would likely extend between two and three weeks but would be intermittent as grading activities would extend across the site. Grading will extend to within approximately 70 feet of residential units to the south and approximately 100 feet to residences to the west.

Caltrans has produced a Transportation and Construction Vibration Guidance Manual[26] (Caltrans Manual) that provides formulas and thresholds for vibration that are useful in complying with Policy HS-59 to assess potential damage to adjacent structures from vibration associated with these activities (noise impacts would be mitigated by adherence to the Alameda noise ordinance). The Caltrans Manual indicates that "In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Although displacement is generally easier to understand than velocity or acceleration, it is rarely used to describe ground and structureborne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Accordingly, vibratory motion is commonly described by identifying the peak particle velocity (PPV)." This analysis focuses on PPV and its potential to damage adjacent structures.

Demolition and construction equipment would produce vibration. Typical PPVs associated with that equipment is provided by the Caltrans Manual and shown below:

Vibration Source Amplitudes for Construction Equipment	
Equipment	**Reference PPV at 25 feet (inch/second)**
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035

To understand the potential for construction-generated vibration to damage adjacent buildings, the Caltrans Manual provides threshold criteria for potential PPV impacts to various types of building

[26] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

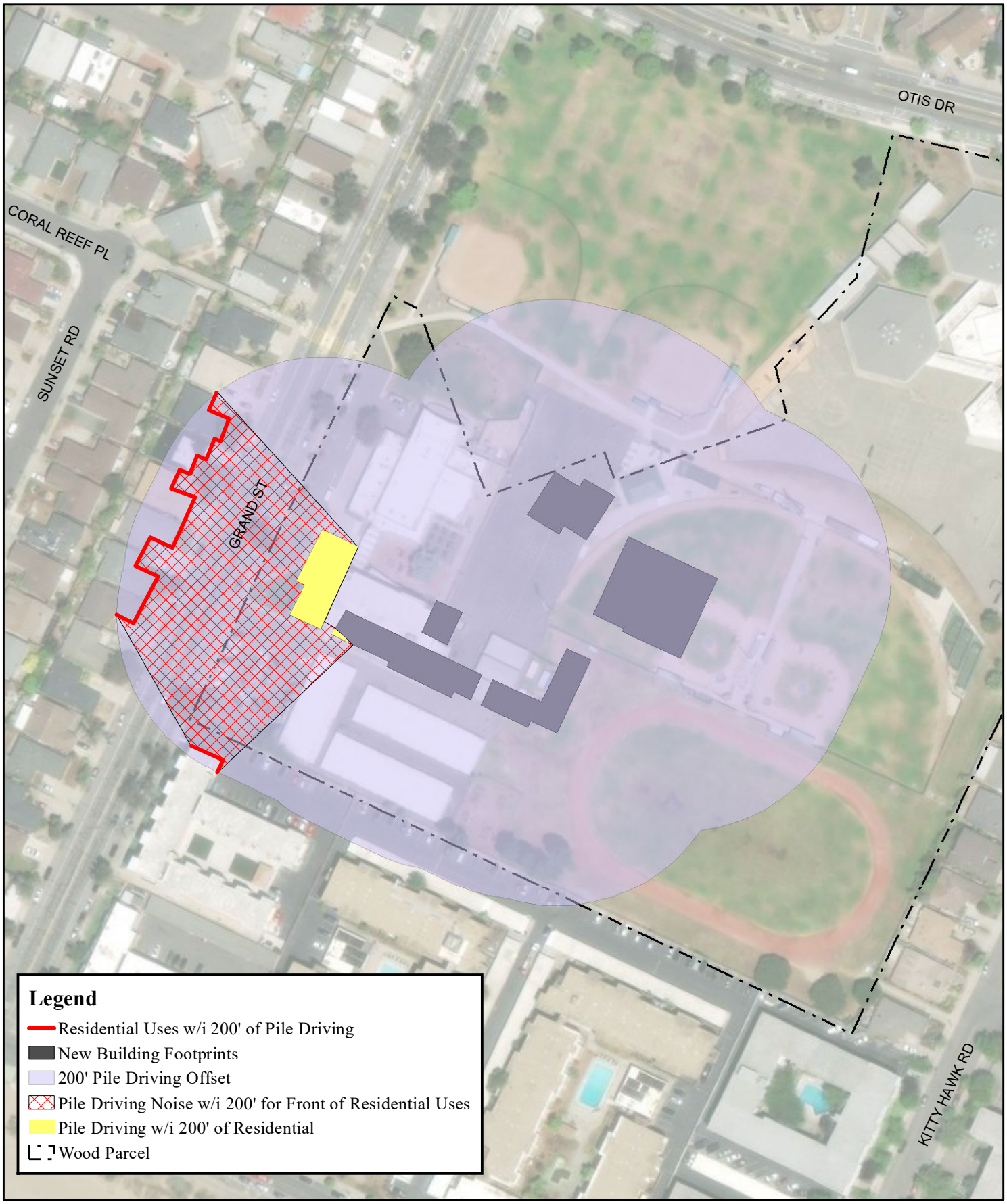
construction, shown below. Transient sources are intermittent in nature. Sources of noise associated with construction of the project are considered continuous sources even if they would start and stop periodically. If the PPV of the construction activity exceeds the stated threshold shown below, the structure could potentially be damaged by the vibration.

Guideline Vibration Damage Potential Threshold Criteria		
Structure and Condition	**Maximum PPV (in/sec)**	
	Transient Sources	**Continuous Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial bulidings	2.0	0.5

The Construction Manual also includes formulas to tailor equipment produced PPV based on site soils, type of equipment and distance to the vibration source. Based on the distances to construction and grading and soils at the project site, the worst-case equipment for demolition and grading would be expected to produce 0.017 PPV and 0.02 PPV, respectively. The PPV associated with grading is higher due to the closer proximity of grading activities to the residential uses. The modeled PPV levels are well below the damage potential thresholds for adjacent residential uses. No physical impact on those structures would be expected.

Building foundations will require the use of driven piles to mitigate liquefaction concerns. Figure VIII-2 shows adjacent residential areas that are within 200 feet of pile driving that would experience noise and vibration associated with those activities. The figure shows a 200-foot offset from the new building footprints to show individual residential units that would be within that zone. The yellow shaded building footprints are the portions of construction that would occur within 200 feet of residential uses. A minor portion of the multi-family residential unit to the south would be within 200 feet of pile driving at the extreme south end of the Classroom building. Seven homes to the west on Grand Street would be within 200 feet of pile driving associated with the westerly most portion of the Classroom Building. Approximately 56 piles would be driven associated with the yellow portion of the foundations shown on Figure VIII-2. Approximately eight piles would be driven per day, requiring approximately seven working days to complete the pile driving within 200 feet of residential uses. All pile driving at the site is anticipated to be completed in approximately five weeks. Noise and vibration from pile driving will decrease with distance.

Similar to the discussion of demolition and grading above, the Caltrans Manual provides a formula to estimate the PPV of pile driving for site conditions and distance. Based on the nearest distance to residential uses of approximately 160 feet, pile driving would be expected to produce approximately 0.14 PPV based on mid-sized hammer driven equipment. Anticipated vibration from pile driving to the nearest structures would be below the threshold of 0.3 PPV for older residential structures and no damage would be expected.



10/19/2023 AUTHOR J:\J3622\GIS\3622.14 Wood Phase 1\200' Pile Buffer.mxd

Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

NORTH

0 37.5 75 150 Feet

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FIGURE VIII-2

200-Foot Pile Driving Impact Area

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While the District can exempt itself from City planning requirements and would therefore be exempt from Policy HS-59, the District has disclosed the general nature of expected ground borne vibrations associated with demolition, grading and pile driving and has included all appropriate construction-related noise mitigation measures in Mitigation Measure N1 to reduce temporary construction-related noise to a less than significant level. Based on the references, formula and thresholds provided in the Caltrans Manual, there would be no structural risk from ground borne vibration to adjacent uses within 200 feet. The District shall comply with the allowable construction hours contained in the Noise Ordinance and the District shall notify residents within 200 feet of the construction area of the overall construction schedule and specifically the demolition, grading and pile drving schedule. Mitigation Measure N1, compliance with the City's construction hours and the short amount of time demolition, grading and pile driving activities would occur would reduce temporary construction-related noise to a less than significant level.

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

The nearest public use airport, Oakland International Airport, is located three miles southeast of the project area. The project is not located within the airport's airport land use plan area or within any of its designated noise zones. Despite designation of noise zones, the project area currently experiences noise associated with flights. This condition would be unchanged by the project. Therefore, there would be no increase in existing exposure to associated noise.

Cumulative Impacts

There are no adverse cumulative environmental impacts to noise resulting from implementation of the proposed project.

Mitigation Measures

N1

The following measures shall be implemented at the construction site to reduce the effects of construction noise on adjacent residences:

- Noise-generating activities at the construction sites or in areas adjacent to the construction sites associated with the project in any way shall be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, consistent with Section 4-10.7 of the City's Noise Ordinance.
- The District shall comply with the City's Noise Ordinance for construction-related noise.
- The District shall provide notice to all residents within 200 feet of construction activities at least two weeks prior to commencing construction. Notice shall include an overall expected construction schedule and specific demolition, grading and pile driving schedules shall be provided. The notice shall include the contact information for the District's noise disturbance coordinator and the anticipated construction schedule.
- All internal combustion engine driven equipment shall be equipped with intake and exhaust mufflers which are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Staging of construction equipment and all stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be staged as far as practical from existing noise sensitive receptors.
- "Quiet" air compressors and other "quiet" stationary noise sources shall be utilized where technology exists.
- Noise from construction workers' radios shall be controlled to the point where radio noise is not audible at existing residences bordering the project site.
- A sign providing contact information for the construction manager shall be posted onsite for construction-related questions/complaints.

XIV POPULATION & HOUSING

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	□	□	□	■
b. Would the project displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■

Environmental Setting

The project area is built out with residential uses within the City, according to the General Plan and zoning ordinance.

Analysis

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

The project would improve and replace existing Wood Middle School buildings and would not induce population growth.

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

No housing would be displaced by the project. All project elements are contained within the existing District parcel and minor portions of the Rittler Park parcel.

Cumulative Impacts

There are no adverse cumulative environmental impacts to population and housing resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to population and housing have been identified; therefore, no mitigation is required.

XV PUBLIC SERVICES

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
i. Fire protection?	□	□	□	■
ii. Police protection?	□	□	□	■
iii. Schools?	□	□	□	■
iv. Parks?	□	□	□	■
v. Other public facilities?	□	□	□	■

Environmental Setting

The City generally provides all of the public services in the project area. The project is located entirely within the City's Fire Department service area and Police Department service area.

Analysis

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:

a.i. Fire protection?

The project is located within the City's Fire Department service area. The project would not significantly affect fire protection services as it does not increase the student population. While the existing buildings that would be replaced do not have fire sprinklers, the replacement buildings would be sprinklered and new interior campus fire hydrants would be provided. Fire access would be improved by reconfiguration of the site to include internal campus access for firefighting apparatus. Nothing about the project would create the need for additional firefighters or new physical space (in the form of either new or expanded facilities) to house new firefighters.

a.ii. Police protection?

Police protection is provided by the City of Alameda Police Department. The project is not growth inducing and would not impact police protection. The project would modernize and replace existing campus facilities. Nothing about the project would create the need for additional law enforcement personnel or new physical space (in the form of either new or expanded facilities) to house new law enforcement personnel.

a.iii. Schools?

The proposed project would improve the existing Wood Middle School to meet existing student demands. Associated environmental analysis is included in this document.

a.iv. Parks?

The project would not negatively impact any parks. A small portion of Rittler Park that is not currently used (and is part of the existing campus) would be deeded to the District as well as the area of the proposed roadway. However, these areas are not currently used for recreational activities and the roadway directly benefits Rittler Park by providing increased access and parking. Nothing about the project would create the need for additional park acreage.

a.v. Other public facilities?

The project would not impact other public facilities. Please see the Recreation section of this document.

Cumulative Impacts

There are no adverse cumulative environmental impacts to public services resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to public services have been identified; therefore, no mitigation is required.

XVI RECREATION

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	■	□
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?	□	□	■	□

Environmental Setting

The City's Recreation and Parks Department (ARPD) operates parks within the City limits. ARPD operates over 30 parks and recreational facilities within the City. The nearest formal recreation area is Rittler Park adjacent to the school parcel. ARPD has a field and sports facility reservation system to support sport organizations within the City, including some lighted facilities that operate until 10:00 p.m. Fees range from as low as $8 per hour for Alameda youth organizations to $75 per hour for synthetic field use by non-residents.

Analysis

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?

The project is not growth inducing and would not increase use of existing neighborhood and regional parks or other recreational facilities. The project would improve and replace existing school facilities at the Wood campus as Phase I. Phase I would result in the northwesterly-most ball field being removed but that loss can be accommodated for Wood Middle School purposes by the second ball field.

Phase II would include construction of a new stadium for use by Alameda High School. While the Phase II project remains conceptual and no official site plan has been developed for it, it is likely that the stadium would displace the remaining ball field to the east of the Wood campus. Both fields are owned and operated by the District, primarily for recreational purposes associated with District students. However, the District currently leases use of the fields to the Alameda Little League. The District has discussed the potential offset use of these fields with ARPD. ARPD has indicated to the District that there are sufficient ball field facilities within the City to accommodate any displacement of current uses without a need to expand recreational facilities. Because the Phase II project would not be implemented until 2027, one ball field would be available for existing use until that time. The subsequent CEQA analysis would be required to revisit this issue nearer the time of implementation of Phase II, but currently, ARPD has sufficient facilities to accommodate the offset use.

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?

As indicated throughout this document, Phase II of the project would include an athletic stadium at the location of the Lum campus. The athletic stadium is reviewed at the program level in this document and will be assessed at the project level in a subsequent CEQA document when project details are known. At the program level, all potentially significant impacts of the Phase II stadium could be mitigated to less than significant levels. The project level analysis in the subsequent CEQA document will include the following studies once sufficient project information is known:

- Geotechnical Investigation
- Acoustic Analysis
- Air Quality Analysis
- Lighting Analysis
- Revisiting the traffic analysis

Cumulative Impacts

There are no adverse cumulative environmental impacts to recreation resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to recreation have been identified; therefore, no mitigation is required.

XVII TRANSPORTATION

W-Trans prepared a traffic study for the project[27]. The purpose of the traffic impact study is to provide the District and City staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts of the proposed project, and any associated improvements that would be required to mitigate these impacts to an acceptable level under CEQA, the City's General Plan, or other policies. The report provides an analysis of those items that are identified as areas of environmental concern under CEQA. Impacts associated with access for pedestrians, bicyclists, and to transit; the vehicle miles traveled (VMT) generated by the project; potential safety concerns such as increased queuing in dedicated turn lanes, adequacy of sight distance, need for turn lanes, and need for additional right-of-way controls; and emergency access were addressed in the context of the CEQA criteria.

While no longer a part of the CEQA review process, vehicular traffic service levels at key intersections were evaluated for consistency with General Plan policies by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on anticipated travel patterns specific to the proposed project, then analyzing the effect the new traffic would be expected to have on the study intersections and need for improvements to maintain acceptable operation. Alternatives for the access roadway were presented independently of each other to provide the operational tradeoffs between each alternative. The adequacy of parking was also addressed as a policy issue.

Note: The Phase II athletic stadium was included in the traffic assessment as the most likely potential off-site impacts associated with the Phase II project would be associated with traffic. Additionally, use of the proposed roadway would be impacted by the Phase II project. It may be necessary to refine this analysis in the subsequent CEQA document for Phase II.

	Potentially significant impact	Less than significant impact with mitigation incorporation	Less than significant impact	No impact
a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	□	□	■	□
b. Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	□	□	■	□
c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	■	□

[27] *Transportation Impact Study for the Wood Access Roadway and School Athletic Stadium Project—Draft Report.* W-Trans. September 13, 2023. Note: this report will remain a draft until the District and City determine which of the roadway alternatives will be utilized.

d. Would the project result in inadequate emergency access?	□	□	■	□

Environmental Setting

The study area varies depending on the topic. For pedestrian trips, it consists of all streets within a half-mile of the project site that would lie along primary routes of pedestrian travel, or those leading to nearby generators or attractors. For bicycle trips it consists of all streets within one mile of the project site that would lie along primary routes of bicycle travel. For the safety and operational analyses, it consists of the project frontage and the Grand Street/Otis Drive intersection.

Operating conditions during the a.m., mid-afternoon, and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute. The mid-afternoon peak period, which is associated with school pick-up, occurs between 2:00 p.m. and 4:00 p.m., while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. For the proposed condition, both the midday and p.m. peak hours reflect some trips associated with events at the Phase II athletic stadium and Rittler Park. Counts were obtained for the study intersections on April 27, 2023.

STUDY INTERSECTION

Grand Street/Otis Drive is a signalized intersection with permitted left turns on all approaches. There are yellow crosswalks and high visibility bike lanes on all legs. All approaches are striped with Class II buffered bike lanes. Each corner has a curb extension that provides refuge for bicyclists and pedestrians.

STUDY ROADWAYS

Grand Street aligns north-south as generally a two-lane roadway with a posted speed limit of 25 miles per hour (mph). It runs for approximately one-and-a-half miles as a major collector, with Grand Marina and Shore Line Drive as its northerly and southerly termini, respectively.

Otis Drive runs east-west providing a connection to the Doolittle Drive bridge at the southerly tip of Alameda Island. Between Westline Drive and Broadway, Otis Drive is a minor arterial, while from Broadway to Fernside Road it is a principal arterial. The cross section varies; the westerly section of the roadway generally has three lanes including a two-way-left-turn-lane, while the easterly portion is a four-lane roadway. The posted speed limit near the project site is 25 mph.

STATE REGULATIONS

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, supporting previous climate-focused and transportation legislation, including the Sustainable Communities and Climate Protection Act of 2008 (SB 375) and the California Global Warming Solutions Act of 2006 (AB 32). SB 743 also supports implementation of the Complete Streets Act (AB 1358), which requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. To further the State's

commitment to the goals of SB 375, AB 32 and AB 1358, SB 743 added Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code.

SB 743 introduced fundamental changes in the assessment of transportation impacts through the CEQA process. These changes include the elimination of auto delay (measured as Level of Service, or LOS) as a basis for determining significant transportation impacts. SB 743 included amendments that revised the definition of "infill opportunity zones" to allow cities and counties to opt out of traditional LOS standards established by congestion management programs (CMPs) and required the California Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines and establish "criteria for determining the significance of transportation impacts of projects within transit priority areas." As part of these CEQA guidelines, the new criteria "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

In December 2018, OPR released a final advisory to guide lead agencies in implementing SB 743, the "Technical Advisory on Evaluating Transportation Impacts in CEQA." Key guidance includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact under CEQA.
- Tour- and trip-based travel models are recommended for estimating VMT, but local agencies have the authority to select the tools they use.
- VMT for residential and office projects are generally assessed using efficiency metrics, i.e., on a "per rate" basis.
- The recommended threshold of significance for residential and office projects is VMT per capita or per employee that is fifteen percent below the city or regional average (whichever is applied). In other words, a residential or office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. This threshold is in line with statewide GHG emission reduction targets.
- Lead agencies have the discretion to set or apply their own significance thresholds in lieu of those recommended in the advisory, provided they are based on substantial evidence.
- Cities and counties still have the ability to use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar congestion-related metrics are no longer considered CEQA impacts.

California Complete Streets Act of 2008 (Assembly Bill 1358)

Originally passed in 2008, California's Complete Streets Act came into force in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete street" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs.

REGIONAL REGULATIONS

Plan Bay Area 2050

Plan Bay Area 2050 was adopted in 2021 by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). As a single plan for the nine-county San Francisco Bay Area that includes the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), Plan Bay Area 2050 sets forth regional transportation policy and provides capital program planning for all regional, State, and Federally funded projects.

As the RTP, Plan Bay Area 2050 provides strategic investment recommendations to improve regional transportation system performance, including investments in regional highway, transit, local roadway, bicycle, and pedestrian facilities. These projects were identified through regional and local transportation planning processes. Plan Bay Area 2050 was the most current iteration of Plan Bay Area at the time when this study was initiated.

Alameda Countywide Transportation Plan

The Countywide Transportation Plan (CTP) provides a framework to help the Alameda County Transportation Commission (Alameda CTC) improve walking, bicycle, transit, and roadway conditions in Alameda County. By recommending a connected network of transportation facilities based on the best practices in the field, this Plan will make transportation safer and more comfortable for all, and improve health, accessibility, and livability throughout the county.

Alameda CTC is the County's Congestion Management Agency and is responsible for transportation planning, programming, and funding. This includes developing and updating the region's Congestion Management Plan and transportation plans. This Plan builds on previous planning efforts, including the Countywide Transportation Plan (2016) and the Countywide Active Transportation Plan (2019).

This Plan presents countywide priorities and provides project lists and program and design guidance which Alameda CTC and local jurisdictions can use to make roadways safer, reduce congestion, and encourage more people to walk, ride a bicycle and use public transportation.

Congestion Management Program

In 1990, California voters approved Propositions 111 and 108, which included a requirement that every urban county within California designate a CMA that would prepare, implement, and biennially update a CMP. In Alameda County, the Alameda CTC was designated as the CMA. Subsequent legislation (AB 2419) allowed existing Congestion Management Agencies to discontinue participation in the Program; however, Alameda CTC voted to continue to participate in and adopt a CMP.

According to the state legislation, the purpose of CMPs is to develop a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that "federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs." The first CMP for Alameda County was adopted by Alameda CTC in 1991. It has been updated and amended on a biennial basis. The last CMP update was in 2021. An update in 2023 is required by the State statute.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the public agency tasked with regulating air pollution in the nine-county Bay Area, including Alameda County. As a primary source of air pollution in the Bay Area region is from motor vehicles, air district regulations affect transportation planning in the project study area. The BAAQMD's goals include reducing health disparities due to air pollution, achieving, and maintaining air quality standards, and implementing exemplary regulatory programs and compliance with federal, state, and regional regulations.

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including Alameda County. It also functions as the federally mandated metropolitan planning organization (MPO) for the region. It is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities.

LOCAL REGULATIONS

General Plan

The Alameda General Plan 2040 (adopted November 2021 and amended June 2022) provides a framework for development within the City. Policies and strategies that are pertinent to the transportation analysis for the proposed project are summarized below:

- Policy LU-3; Promote safe and walkable neighborhoods with inter-connected well-designed streets that serve the needs of all Alamedans and all modes of transportation.
- Policy CC-4; Take actions to make Alameda a net zero GHG community.
- Policy CC-7; Reduce greenhouse gas emissions from transportation by improving the local roadway network to support all mobility choices while specifically encouraging walking and bicycling and prioritizing improvements that both reduce greenhouse gas emissions and support General Plan policies that facilitate transit-oriented housing opportunities, pedestrian friendly business districts, and improved transportation choices.
- Policy ME-5; Maintain and implement Vision Zero as the guiding principle for transportation planning, design of streets and sidewalks, and the maintenance of the public rights-of-way.
- Policy ME-6; When designing, redesigning or resurfacing streets, provide safe and convenient access for vulnerable users, including children, seniors, people with disabilities, and people walking and bicycling.
- Policy ME-7; Reduce collisions between road users resulting in severe injuries and fatalities on Alameda streets by reducing automobile speeds.
- Policy ME-9; Preserve access for emergency response vehicles to people and property and for evacuation.
- Policy ME-10; Provide for the safe and efficient daily movement of people, goods, and services.
- Policy ME-12; Work with Alameda Unified School District, private and charter schools, parents, and AC Transit to reduce school-related automobile traffic and congestion.

- Policy ME-14; Reduce traffic, improve public health, increase transportation equity, reduce greenhouse gas emissions, and air and noise pollution, increase access to transit, enhance quality of life, and improve the efficiency of the transportation system by making Alameda a city where people of all ages and abilities can safely, conveniently, and comfortably walk, bike, and roll to their destinations.
- Policy ME-20; Require that new development support citywide traffic reduction, greenhouse gas reduction, and sustainable transportation.
- Policy ME-21; Manage parking and allocate curb space to reduce congestion, reduce vehicle miles traveled, and increase safety.
- Policy ME-22; Reduce traffic, air and noise pollution, and greenhouse gas emissions by reducing reliance on the single occupancy vehicle and reducing vehicle miles traveled (VMT).
- Policy HS-5; Ensure that the City prioritizes public safety through the implementation of a Vision Zero policy to reduce annual pedestrian and bicyclist fatalities and serious injuries resulting from collisions with faster moving vehicles and unsafe street design.

Active Transportation Plan

The City of Alameda Active Transportation Plan (adopted November 2022) establishes a long-term vision for improving walking and bicycling in Alameda and presents a strategy to develop a comprehensive bicycling and walking network that provides access to transit and schools. This document also identifies a plan to implement these projects and programs through prioritization to ensure projects are management and fundable.

This plan is an essential tool for guiding City staff and the development community in building a balanced transportation system where active modes are supported and accessible. The goal of the plan is to promote walking and bicycling through the creation of safe, comfortable, and connected networks, and to encourage alternatives to single-occupancy motor vehicle trips.

COLLISION HISTORY

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is January 1, 2017, through December 31, 2021.

As presented in Table 1, the calculated collision rates for the study segments were compared to average collision rates for similar facilities statewide, as indicated in 2018 Collision Data on California State Highways, California Department of Transportation (Caltrans). These average rates statewide are for roadway segments in the same environment (urban, suburban, or rural), with the same number of lanes.

There were four collisions reported within the study areas on both Grand Street and Otis Drive. The calculated collision rates for both of the study segments are equal to or less than the statewide average for similar facilities, indicating that there does not appear to be a safety concern due to the collision history, shown below.

Collision Rates for the Study Segments			
Study Roadway Segments	**Number of Collisions (2017-2021)**	**Calculated Collision Rate (c/mvm)**	**Statewide Average Collision Rate (c/mvm)**
1. Grand St between Shoreline Dr and Otis Dr	4	1.07	1.07
2. Otis Dr between Grand St and Sandalwood Isle	4	0.90	1.07

Note: c/mvm = collisions per million vehicles miles

TRIP GENERATION

The anticipated trip generation for the middle school component of the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 11th Edition, 2021 for Middle School/Junior High School (ITE LU #522).

The Trip Generation Handbook that complements the Manual specifies that "local data should be collected and used to estimate trip generation." The proposed project includes a future athletic stadium, which has trips associated with programmed school activities. It was therefore deemed more appropriate to use local data provided by the Alameda Unified School District for this component of the project. Similarly, Rittler Park also has trips that are based on programmed community events and therefore its attributable trips would be better estimated by applying local data provided by the Alameda Recreation and Park Department. Given the anticipated seasonal fluctuations in traffic for both uses, maximum anticipated activity was applied. For example, the fall months are anticipated to be the busiest months for the proposed athletic stadium as football typically attracts larger crowds than other sports. Thus, data presented represents football season trip generation numbers.

The expected trip generation potential for the project is indicated below. The middle school is expected to generate 427 trips during the a.m. peak hour, 216 trips during the midday peak hour, and 90 during the p.m. peak hour. The midday peak hour would reflect the traffic associated with mid-afternoon school pick-up. The additional trips associated with the park and athletic stadium during the midday and evening peak hours would result in a total of 322 midday peak hour trips and 528 p.m. peak hour trips on days with a maximum-sized activity.

Trip Generation Summary													
Land Use	**Units**	**AM Peak Hour**				**Midday Peak Hour**				**PM Peak Hour**			
		Rate	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Middle School	601 stu	0.74	427	235	192	0.36	216	99	117	0.15	90	43	47
Rittler Park[1]	120 att	0	0	0	0	0.28	34	22	12	0.28	34	17	17
New Athletic stadium[2]	860 att	0	0	0	0	0.08	72	54	18	0.47	404	303	101
Total			**427**	**235**	**192**		**322**	**175**	**147**		**528**	**363**	**165**

Note: stu = students; att = maximum number of anticipated attendees per weekday;
[1] Trips estimated based on anticipated programming of Rittler Park provided by Alameda Recreation and Park Department
[2] Trips estimated based on anticipated programming of the proposed athletic stadium provided by Alameda Unified School District

The school and Rittler Park both currently exist so these trips would not be wholly new trips being added to the street network. Rather, these trips would be shifting to access the applicable access point(s) associated with each alternative evaluated. Therefore, to calculate the operational effects of shifting trips from one place to another, counted movements established in the Existing Conditions scenario attributable to Wood Middle School and Rittler Park were subtracted out from the traffic stream and added back to the network in the appropriate place.

TRIP DISTRIBUTION

The pattern used to allocate new project trips to the street network for Wood Middle School was based on attendance data provided by Alameda Unified School District. The applied distribution assumptions and resulting trips are shown below. For Rittler Park and the Phase II athletic stadium, the pattern used to allocate trips to the street network was based on the existing traffic patterns observed at the study intersection with adjustments to account for the location of the high school as most participants in afternoon sports would be coming from there.

Trip Distribution Assumptions for Wood Middle School		
Route	**Inbound**	**Outbound**
Grand St north of Otis Dr	45%	45%
Grand St south of Otis Dr	35%	5%
Otis Dr west of Grand St	10%	25%
Otis Dr east of Grand St	10%	25%
TOTAL	**100%**	**100%**

The applied distribution assumptions and resulting trips for Rittler Park and the athletic stadium are shown below.

Trip Distribution Assumptions for Rittler Park and the Athletic Stadium		
Route	**Rittler Park**	**Athletic Stadium**
Grand St north of Otis Dr	30%	40%
Grand St south of Otis Dr	10%	5%
Otis Dr west of Grand St	25%	25%
Otis Dr east of Grand St	35%	30%
TOTAL	**100%**	**100%**

Note: Distribution is for both inbound and outbound trips

EXISTING AND PLANNED PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a connected network of sidewalks, crosswalks, pedestrian signals, and curb ramps provides access for pedestrians in the vicinity of the project site; however, sidewalk gaps, obstacles, and barriers can be found along some of the roadways connecting to the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- Otis Drive – Continuous sidewalks are provided on Otis Drive within the vicinity of the project site. In general, Otis Drive has adequate pedestrian facilities including crosswalks, curb ramps, overhead streetlights, etc.
- Grand Street – Sidewalks are provided on both sides of Grand Street in the vicinity of the project site. Lighting is provided by overhead streetlights and curb ramps and crosswalks provide connections to pedestrian facilities on adjacent streets.
- Shore Line Drive – Sidewalks are provided on the north side of Shore Line Drive, with lighting provided by overhead streetlights. On the south side of the road, there is a continuous pedestrian path adjacent to the beach.
- Local Roads – The project site is nestled between several different residential neighborhoods. The roadways that traverse these neighborhoods are generally lined with sidewalks that connect to the surrounding sidewalk network. Sidewalks and pathways from Sandcreek Way and Kitty Hawk Place would provide a direct connection to the project site.

EXISTING AND PLANNED BICYCLE FACILITIES

The Highway Design Manual, Caltrans, 2020, classifies bikeways into four categories:

- Class I Multi-Use Path – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane – a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

- Class IV Bikeway – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, buffered Class II bike lanes exist on Otis Drive between Westline Drive and Willow Street. Separated Class IV bikeways exist on Westline Drive and Shoreline Drive, following the island shoreline. Class II bike lanes also exist on Grand Street and Broadway, with both bike facilities spanning the entire width of Alameda Island. Bicyclists ride on the roadway and/or on sidewalks along all other streets within the project study area. Planned improvements include upgrading the existing bike lanes on Grand Street to Class IV bikeways, new Class IV bikeways on Willow Street, and a combination of Class IV, buffered Class II, and Class II facilities extending the existing bicycle facilities on Otis Drive to the east past Broadway.

EXISTING TRANSIT FACILITIES

AC Transit

The Alameda-Contra Costa Transit District (AC Transit) provides fixed route bus service in the City of Alameda and throughout Alameda County. AC Transit buses are equipped with bike racks that can carry a minimum of two bicycles. Bike rack space is on a first come, first served basis and riders must be able to load and unload their bicycles without any help from the operator. During off-peak times, bicycles are allowed inside buses as passenger load allows. AC Transit operates several bus stops in the vicinity of the project, with the closest one being on Grand Street directly adjacent to Wood Middle School. This stop is only served by local buses. Regional transbay service is provided in the project area via a bus stop at the Grand Street/Otis Drive intersection.

Line 20 provides service between Downtown Oakland and Oakland's Dimond District with stops on Grand Street in the project vicinity. Line 20 operates seven days a week with 30-minute headways. On weekdays and Saturdays, service is provided between 5:00 a.m. and 12:30 a.m. On Sundays, service begins at 5:00 a.m. but ends at 10:45 p.m.

Line 663 provides supplementary school service between Encinal High School and northeastern Alameda Island with stops on Grand Street within the project vicinity. It operates on weekdays with one departure in the morning and three return trips in the afternoon.

Line W provides limited regional service between the San Francisco Salesforce Transit Center and northeastern Alameda Island with a stop at Grand Street/Otis Drive, approximately 600 feet from the project site. Line W operates on weekdays only with two departures in the morning toward San Francisco and six departures in the evening returning to Alameda.

East Bay Paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. East Bay Paratransit is designed to serve the needs of individuals with disabilities within Alameda and Contra Costa Counties.

On-Demand Transportation Services

On-demand private vehicle services (e.g., taxi, Uber, Lyft, etc.) are available in the study area 24 hours a day. These vehicles can be used for trips within the study area and farther destinations, including nearby airports and major transit stations.

Analysis

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

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians. Collision records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports were reviewed for the most current ten-year period available, which was January 1, 2012, through December 31, 2021, at the time of the analysis. During the ten-year study period there were four reported collisions involving pedestrians at the study intersection. In each case, collision records indicated that the driver was making a turn and struck the pedestrian while crossing, violating the pedestrian's right-of-way. All involved pedestrians were reported as crossing southbound or northbound. One of the reported collisions resulted in a fatal injury to a pedestrian. The collision occurred at 5:39 p.m. on December 11, 2014. Both the driver and pedestrian were documented traveling northbound. Protected intersection islands were installed at the intersection in 2021. Since their installation, no collisions have been reported involving pedestrians. If there are further pedestrian collisions even with these intersection improvements, the City of Alameda may wish to fully separate pedestrians from vehicular traffic through signal timing modifications to provide exclusive pedestrian phasing or leading pedestrian intervals at the intersection.

Collision records for the study area were reviewed to determine if there had been any bicyclist-involved crashes. During the ten-year study period between January 1, 2012, and December 31, 2021, there were four reported collisions involving a bicyclist at the study intersection. Two collisions were coded as violations of vehicular right-of-way, and the other two were coded as violations of traffic signals and signs. Two collisions occurred with a cyclist crossing the intersection traveling on Otis Drive and being struck by a vehicle traveling on Grand Street. There is not sufficient information in the other two collision reports to draw conclusions, though it is noted that in both instances cyclists were traveling northbound. No bicycle collisions have been reported at the intersection since January 15, 2015, and none have been reported since the installation of protected intersection islands.

Existing bicycle facilities, including bike lanes on streets together with shared use of minor streets, provide adequate access for bicyclists. According to site plans, the proposed roadway that would connect Grant Street and Otis Drive would intersect with the planned Class IV bikeway on Grand Street. The effects to the bike path associated with the proposed access roadway are discussed further in the Safety Issues Chapter.

Existing transit stops are within an acceptable walking distance of the site. Transit riders would be spread across multiple routes and times, resulting in a nominal increase in ridership per bus that could be accommodated within the existing available capacity.

Bicycle and transit facilities would be adequate to serve the project site as proposed, based on the existing and proposed network of bicycle and transit facilities within the study area. Additionally, the

proposed project would not conflict with any current programs, plans, ordinances, or policies addressing the circulation system so the project would have a less-than-significant impact based on this criterion.

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

Senate Bill (SB) 743 established the increase in Vehicle Miles Traveled (VMT) as a result of a project as the basis for determining potential environmental impacts. Because the City of Alameda has not yet adopted a standard of significance for evaluating VMT, guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication Technical Advisory on Evaluating Transportation Impacts in CEQA, 2018 was used. Guidance provided in this document suggests that development projects consisting of multiple land uses should evaluate each land use separately.

OPR does not explicitly provide guidance for evaluating school-based VMT, and because the City of Alameda has not yet adopted a standard of significance for evaluating VMT, comparable guidance provided by the Cities of Los Altos and San Jose, as well as Sacramento and Contra Costa Counties, was used. Guidance adopted by Los Altos, Sacramento County and Contra Costa County states that neighborhood-based schools are presumed to have a less-than-significant impact on vehicle miles traveled. The policy for San Jose states that schools with no net change in VMT would be considered to have a less-than-significant VMT impact.

The school component of the proposed project would be expected to result in no net change in VMT since the number of enrolled students would not increase with the project or the overall campus modernization plan nor would the attendance boundaries change. Construction of the access roadway would result in vehicle trips shifting from one access point to another rather than wholly new trips being created. Future students are likely to have similar travel patterns as current students, further strengthening the conclusion that the project would result in no net change to the total vehicle miles traveled.

The Phase II athletic stadium component of the project can reasonably be considered local serving as the demand for sporting fields by the Alameda High School faculty and student body, who will be the main users of the field, in the area is constant and the addition of a new school sporting field would redistribute existing school sporting field-based trips within the City instead of creating new trips. For the purpose of the analysis, a quantitative approach was developed to evaluate the potential change in project-related VMT for the Phase II school sporting field land use. The method is summarized in the following steps:

1. Determine the average trip length from Alameda High School to the existing sporting facilities used by the school.
2. Determine the average trip length to the existing sporting facilities used by Alameda High School in the immediate area by measuring the distance between such facilities and a common point near the geographic center of the City of Alameda (in this case Franklin Elementary School was used as the common point and approximate geographic center of the City).
3. Measure the trip length from Alameda High School to the project site.
4. Measure the trip length from the project site to the common point (Franklin Elementary School).
5. If the sum of the project trip lengths is less than the average sum of trip lengths calculated for the existing sporting facilities, then the project may be presumed to reduce the average distance traveled for this type of use and is considered to have a less-than-significant VMT impact.

The proposed Phase II field would be used primarily by the football, soccer, and track and field teams of Alameda High School. These teams currently travel to two locations in Alameda for home games and practices. The average distance between these two locations and Alameda High School is 1.2 miles. To Franklin Elementary School, the average distance is 1.7 miles. When considering the sum of these two travel distances, the current facilities are an average of 2.9 miles away from the high school and other potential destinations within Alameda. The distance between the project site and Alameda High School is 1.0 miles and the distance between the project site and Franklin Elementary School is 0.6 miles, for a total distance of 1.6 miles. Therefore, the project is presumed to have a less-than-significant VMT impact because the length of travel from the high school and the common reference point to the project site is less than the average distance to the existing sporting facilities used by Alameda High School.

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

The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project access points as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips and need for additional right-of-way controls.

The project would include a new access roadway which would have driveways connecting to Grand Street south of Rittler Park and Otis Drive east of Rittler Park. As proposed in Alternative 1, a traffic circle would separate the one-way eastbound segment coming from Grant Street from the two-way north-south segment connecting to Otis Drive. Access would be controlled on the one-way segment via gates that would be open only during school operational hours. Therefore, on days where school events are not occurring, the access roadway would function as a dead-end cul-de-sac with the traffic circle facilitating vehicle turnarounds. West of the traffic circle, the one-way segment of the roadway would have one 20-foot-wide travel lane with space provided for pick-up and drop-off on one side. North of the traffic circle, one 11-foot-wide lane per direction would be provided, along with perpendicular parking on the west side and space for parallel parking or pick-up and drop-off operations on the east side.

Alternative 2 would provide the same parking and one-way segment departing from Grand Street. This alternative would not include a gate for access control and would instead have one-way operation permitted between Grand Street and Otis Drive.

Alternative 3 would not involve construction of any access from Grand Street and would instead provide all access to and from Otis Drive. A traffic circle would be constructed adjacent to Wood Middle School to facilitate turnarounds.

As indicated in the Project Description, the City has recommended the District include one way traffic from Otis Drive as an alternative. This alternative was not assessed by the traffic study. Should it be selected and impacts are found, an Addendum to this document may need to be prepared.

Bus loading for the Phase II stadium would occur in the existing Lum site pick-up and drop-off area adjacent to the project site. This pick-up and drop-off area is a one-way loop with the entering driveway on Otis Drive approximately 330 feet west of Sandcreek Way and the exiting driveway on Otis Drive approximately 100 feet west of Sandcreek Way. Additional school and event pick-up and drop-off would also be permitted in this area.

Pedestrian access to the project site would be provided at the proposed main entrance of Wood Middle School facing the access roadway. Two separate gated entrances to the school would be provided on Grand Street and further pedestrian access is permitted through the back of campus and existing field. Four separate gated entrances would be provided for the stadium, with two facing the access roadway, one facing the existing Wood Middle School field, and one facing Sandcreek Way. The two main entrances, marked by ticket booths and concessions, would be located on the west side of the field facing the access roadway.

Sight Distance

At typical driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting on the driveway and the driver of an approaching vehicle. Adequate time should be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed.

In all three alternatives, the site would be accessed by vehicles via an intersection located on Grand Street between the existing Wood Middle School campus and Rittler Park and an intersection located on Otis Drive at the northwest corner of the site. Sight distance at these access points was evaluated based on sight distance criteria contained in the Highway Design Manual published by Caltrans. Recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance, which uses the approach travel speeds as the basis for determining the recommended sight distance. Given the posted speed limit of 25 mph on both Grand Street and Otis Drive, the required stopping sight distance at both locations is 150 feet. Grand Street and Otis Drive are generally level and have unobstructed sight lines for at least 300 feet in every direction, which exceeds the recommendation contained in the Highway Design Manual.

Sight lines at the project driveways would be adequate to accommodate all turns into and out of the project site. The project must be designed to meet applicable Federal, State and City codes and regulations, and as a result would not introduce any new hazards in terms of its design. Adequate sight lines would be provided at the proposed project access points.

Left-Turn Lane Warrants

The need for a left-turn lane at each driveway in each alternative was evaluated based on criteria contained in the Intersection Channelization Design Guide, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the Method For Prioritizing Intersection Improvements, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

For Alternatives 1 and 2 the need for a left-turn pocket on Grand Street was evaluated based on expected a.m., midday, and p.m. peak hour volumes as well as safety criteria. Under these conditions, a left-turn lane is not warranted on Grand Street at the project driveway during any of the peak periods evaluated.

For Alternatives 1 and 3, the need for a left-turn pocket on Otis Drive was similarly evaluated based on expected a.m., midday, and p.m. peak hour volumes as well as safety criteria. During the a.m. and

midday peak hours, a left-turn pocket is not warranted on Otis Drive for either alternative. However, due to increased volumes attributable to activity at the proposed athletic stadium during the p.m. peak period, left-turn pockets on Otis Drive are warranted for both alternatives. Otis Drive currently has a two-way left-turn lane that would provide stacking space for westbound left-turn queues at the Otis Drive/Access Road intersection, satisfying the need for a left-turn pocket.

Left-turn lanes are not warranted on Grand Street for any of the alternatives or scenarios evaluated, whereas left-turn lanes are warranted on Otis Drive for Alternatives One and Three where entering movements from Otis Drive are permitted. The existing two-way left-turn lane would provide acceptable vehicle stacking space to accommodate left-turns from Otis Drive and provide the warranted left-turn lane. The most appropriate alternative is currently being negotiated between the City and the District and corresponding recommendations will be implemented for whichever alternative is selected.

Access Roadway Interaction with Adjacent Pedestrian and Bicycle Facilities

Under all alternatives evaluated, the access roadway would intersect Otis Drive and Grand Street at locations that would have the potential to impact pedestrian and bicycle facilities. This section provides strategies that should be considered to limit the impact on these facilities, both existing and proposed.

In Alternatives 1 and 2, the access roadway would intersect Grand Street between the existing Wood Middle School campus and Rittler Park. There is an existing pedestrian crosswalk in the vicinity that should be relocated to the south side of the access roadway. This configuration would put the crossing on the school side of the access roadway and allow students walking to or from campus to only have to cross the traffic stream once. Given the volume of students that were observed using the crossing and its location adjacent to campus, it is recommended that the crossing be enhanced with high-visibility features, such as Rectangular Rapid Flashing Beacons (RRFBs), advanced signage and markings, and advance yield markings.

The access roadway would also intersect with the City of Alameda's proposed two-way Class IV cycle track that would be located on the east side of Grand Street in Alternatives 1 and 2. Strategies for managing conflicts with bike facilities include completely separating cyclists from conflicts via signalization or increasing cyclist visibility. Signalization, while it would provide the largest benefit to cyclists across the roadway, would be the costliest solution and have the greatest effect on operations in the area. Other strategies that should be considered include a raised bicycle crossing, green high-visibility bicycle pavement markings, and a setback of the pathway to provide space for right-turning vehicles to line up with the pathway and cross it at a 90-degree angle. A raised crossing of the pathway would force drivers to slow down as they make the turn into the roadway and turn to be more perpendicular to the pathway, increasing visibility of oncoming cyclists. Setting the pathway back would also force drivers to cross the pathway at a more perpendicular angle with the same visibility benefits; however, drivers would not be forced to slow down as much as if the crossing were raised. Therefore, it is recommended that the access road entryway at Grand Street be raised and green high-visibility bicycle crossing markings be installed.

In all alternatives, the access roadway would intersect Otis Drive just west of the existing Lum School campus and the existing buffered bicycle lane on the south side of Otis Drive would be affected. The California Manual on Uniform Traffic Control Devices (CA-MUTCD) contains guidance for pavement markings and signage that should be implemented for bicycle facilities through intersections. Green high-visibility bicycle crossing markings extending up to 100 feet in advance of the intersection should

be installed to provide a visual cue to both parties that some interaction between bicyclists and vehicles is expected in this area. The buffered bicycle lane would continue as it does in the existing condition east of the intersection with the access roadway.

For the proposed access roadway, Alternatives 1 and 2 would intersect Grand Street in the vicinity of pedestrian and bicycle facilities and all alternatives would intersect Otis Drive in the vicinity of bicycle facilities. Strategies to consider for managing conflicts are all with respect to increasing visibility and awareness of adjacent cyclists and pedestrians.

Recommendation – The existing crosswalk on Grand Street adjacent to Wood Middle School should be relocated to the south side of the access roadway and high-visibility features such as advance signage, yield markings, and RRFBs be added. It is also recommended that the entrance to the access roadway from Grand Street be modified to provide a raised bicycle crossing for the proposed two-way path or the Class IV facility set back from the travel way at the access roadway intersection. High-visibility bicycle crossing markings should be installed at the crossing for the two-way path. On Otis Drive, it is recommended that green high-visibility bicycle crossing markings extending up to 100 feet in advance of the intersection with the access roadway be installed in the eastbound direction to provide a visual cue to both parties that some interaction between bicyclists and vehicles is expected in this area. The District will negotiate implementation of these recommendations with the City.

School Drop-Off and Pick-Up

Queues during the morning drop-off and afternoon pick-up were evaluated using methods based on data collected from schools nearby in Oakland. The methodology examines the hour leading up to the morning bell or the hour following the dismissal bell. The distribution of traffic arriving prior to the morning bell and departing from the afternoon bell was derived from surveys of schools in Oakland. Generally, school traffic picks up within ten minutes of the bell and tapers off substantially throughout the rest of the hour. The methodology also accounts for the time it takes a vehicle to unload or load students while at the pick-up or drop-off area. Based on observations at similar schools, it takes approximately 14 seconds per vehicle to drop students off and 30 seconds per vehicle to pick students up.

In the morning, 235 inbound trips are expected at Wood Middle School during the peak hour leading up to the start of the school day. Application of this methodology results in a maximum queue length of 29 vehicles, occurring in the ten minutes before school begins. During the p.m. pick-up period, 117 vehicles are expected to leave Wood Middle School; this results in a maximum queue of 20 vehicles.

In all alternatives evaluated, the access roadway provides approximately 400 feet of stacking space between Wood Middle School and adjacent streets, or approximately enough for 16 vehicles. Therefore, it is expected that some secondary drop-off and pick-up locations would be necessary to fully meet the queueing demand associated with school operations. The school district is planning to maintain the pick-up and drop-off loop at the existing Lum School site, which accommodates six queued vehicles. To keep the rest of the queue within the access road limits, an approximately 175-foot-long section of proposed parking should be signed to prohibit parking during school pick-up and drop-off times. This space could then be used for additional stacking and drop-off/pick-up operations as necessary.

Wood Middle School is expected to generate a queue of up to 29 vehicles during the a.m. drop-off period and up to 20 vehicles during the p.m. pick-up period. The proposed stacking space of

approximately 400 feet is enough for approximately 16 vehicles. The Lum School drop-off and pick-up loop, which would be maintained even under Phase II, can hold another six vehicles. Additional drop-off and pick-up stacking space sufficient for approximately seven vehicles would be required to fully meet the queuing demand of the school without having queues extend onto nearby streets.

Recommendation – To keep the full queue within the access road limits, an approximately 175-foot-long section of proposed parking on the east side of the access roadway between Wood Middle School and Otis Drive should be signed to prohibit parking during school pick-up and drop-off times. This space could then be used for additional stacking and drop-off/pick-up operations as necessary.

Queuing

The City of Alameda does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane, or the back of queue into a visually restricted area, such as a blind corner. If queues would already be expected to extend past a dedicated turn lane or into a visually restricted area without project traffic, the addition of project traffic was considered to constitute a potentially adverse effect only if it would cause a new unacceptable conditions; in other words, if the queue were already beyond the turn lane and the project would cause it to stack into an adjacent intersection or a visually restricted area, and that would not occur without the project, that would be considered an impact.

Under each scenario, the projected maximum queues in left-turn pockets at the Grand Street/Otis Drive study intersection were determined using the SIMTRAFFIC application of Synchro and averaging the maximum projected queue for each of five runs. The predicted queue lengths in dedicated turn lanes are shown below.

Maximum Left-Turn Queues at Grant Street/Otis Street													
Approach	**Available**	**Maximum Queues**											
	Storage	**AM Peak Hour**				**MD Peak Hour**				**PM Peak Hour**			
		E	**Alt. 1**	**Alt. 2**	**Alt. 3**	**E**	**Alt. 1**	**Alt. 2**	**Alt. 3**	**E**	**Alt. 1**	**Alt. 2**	**Alt. 3**
Northbound	180	43	6	6	0	39	0	0	0	28	6	12	6
Southbound	200	91	83	66	145	108	156	102	130	135	193	159	188
Eastbound	100	55	**112**	100	79	38	42	50	65	100	44	58	98
Westbound	100	51	63	97	60	47	97	97	68	72	**101**	**114**	89

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; **Bold** text = queue length exceeds available storage

Left-turn storage is expected to exceed existing storage capacity on both the eastbound and westbound approaches to Grand Street/Otis Drive under Alternative 1 conditions. Under Alternative 2 conditions, the existing storage capacity would only be exceeded on the westbound approach. Alternative 3 would result in no queueing impacts. To address queuing impacts under Alternatives 1 and 2, it is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/Otis Drive intersection be extended by approximately 20 feet each.

Under Alternative 1 and 2 conditions, queues are expected to extend past the limits of existing turn lanes on the westbound and eastbound approaches to Grand Street/Otis Drive. Queues under Alternative 3 conditions would be effectively captured within the existing left-turn lanes. It is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/Otis Drive intersection be extended by approximately 20 feet each to accommodate the expected maximum queues attributable to Alternatives 1 and 2.

Traffic Signal Warrants

A signal warrant analysis was performed to determine the potential need for a traffic signal at the entry and exit driveways for each alternative evaluated. Chapter 4C of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) provides guidance on when a traffic signal should be considered. There are nine different warrants, or criteria, presented, as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Volume
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

For the purposes of this study, Warrant 3, the Peak Hour volume warrant, which determines the need for traffic control based on the highest volume hour of the day, and Warrant 5, the School Crossing warrant, were used as an initial indication of traffic control needs. The use of Warrant 3 is common practice for all planning studies and Warrant 5 is common for studies involving schools. Other warrants, which are more generally applicable to existing traffic issues, require collection of traffic volumes for the highest four or eight hours of the day, review of the collision history, and evaluation of the system surrounding the location. Warrant 3, indicates that the need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A) If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:
   (1) The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
   (2) The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
   (3) The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B) The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Warrant 3 is based on vehicle delay and volumes occurring during the peak hour at an intersection. For all three alternatives evaluated, the projected volumes at the Otis Drive intersection with the access roadway exceed the threshold established in the warrant for both the a.m. and p.m. peak hours, attributable to the Wood Middle School drop-off and stadium activity, respectively. However, restricted access for vehicles exiting the driveway on Otis Drive would reduce the need for a signal. The close proximity to the existing Grand Street/Otis Drive signalized intersection would help to create gaps in the oncoming traffic stream, allowing right-turning vehicles the opportunity to exit the driveway. It is recommended that left turns out of the driveway be prohibited with signage and pavement markings consistent with the most current edition of the CA-MUTCD.

Warrant 5 is the School Crossing warrant. The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Warrant 5, though applicable to the project due to the proximity of Wood Middle School, is based on further data examining the number of gaps in the traffic stream. Based on the existing yield compliance observed by drivers at the existing midblock Grand Street and Otis Drive crossings in the vicinity of the school, students in the area can find gaps in traffic by either activating the Rectangular Rapid Flashing Beacons (RRFBs) on Otis Drive or by visual communication with oncoming drivers at the Grand Street crossing. This driver behavior would be expected to continue with or without project implementation, and therefore the warrant appears not to be met.

Based on analysis of Warrants 3 and 5, a signal is warranted on Otis Drive for all three alternatives based on peak hour volumes during the a.m. and p.m. peak hours for all three alternatives. However, restricting left turns out of the driveway would reduce the need for a signal at the Otis Drive intersection with the access roadway.

Recommendation – It is recommended that left turns exiting the access roadway be prohibited with signage and pavement markings consistent with the most current edition of the CA-MUTCD.

With implementation of the recommendations above, the project would be expected to have a less-than-significant impact as it would not introduce any new hazards through its design or operation.

Parking

Parking impact is not a specific criterion for CEQA analysis unless it contributes to another environmental impact like air pollution. However, as indicated below, when the stadium is in use, there will be insufficient onsite parking.

Per Section 30-7.3 of the City Code, The City of Alameda does not have minimum vehicle parking requirements, except for providing parking for persons with disabilities. As a result, the quantity of parking spaces necessary for the project has been determined based solely on the current supply of the project area and the estimated demand for the completed development.

The proposed parking supply includes a total of 91 parking spaces. This supply would be comprised of two parking areas, with 57 spaces provided in the proposed access roadway lot and 34 spaces in the Wood Middle School staff parking lot. Additional bus parking for athletic teams would also be available on-site.

The projected parking demand was estimated using standard rates published by ITE in Parking Generation, 5th Edition, 2019 for "Middle School/Junior High School" (ITE LU #522) and "Soccer Complex" (ITE LU #488). These ITE land uses were selected as they most closely match the proposed land uses.

No land use within the ITE Parking Generation corresponds to a sports stadium. Therefore, the parking demand attributable to activity at the stadium was estimated as a proportion of the site's expected trip generation for events, with attendees expected to remain parked for the duration of the event. As the stadium would have a capacity for 1,500 attendees with up to 950 attendees expected for football games and events, the estimated peak parking demand during a stadium event would be approximately 380 spaces, assuming two and one-half people per vehicle. This corresponds to the parking demand during sporting events and larger school functions such as graduation. During typical weekday use with no sports games occurring, only 180 attendees are anticipated resulting in a parking demand of 72 spaces. Based on the parking demand estimates for the school, stadium and Rittler Park, 675 parking spaces would be needed to accommodate the expected demand for parking if all three uses were operating at the same time. These results are shown below.

Parking Generation Summary			
Land Use	**Units**	**Rate**	**Parking Spaces**
Wood Middle School	601 stu	0.09	55
Rittler Park	2 fields	62.12	125
Proposed Stadum	950 att	0.4	380
Total			**675**

Note: stu = students; att = attendees

The estimated parking generation provided above is a conservative estimate as the three land uses proposed on-site (Wood Middle School, Rittler Park, and the stadium) are generally complementary uses

to one another with offset peak demand periods, and thus shared parking would be possible across all the off-street parking locations. For example, parking at the school would be open and permitted for use during events at Rittler Park or at the stadium. Generally, parking usage for Wood Middle School is expected to closely match the school's bell schedule, with parking being occupied prior to the morning bell and becoming vacant after the afternoon dismissal. The proposed stadium would be expected to have some parking demand during weekdays, though most parking activity would occur in the late afternoon and evening during after-school events and sporting practices. There would be only minor overlap with Wood Middle School's daily bell schedule. Parking demand in Rittler Park tends to peak on the weekends to accommodate neighborhood sporting events when parking demand at the other two uses is expected to be generally minimal. Further, the estimates provided for Rittler Park and the stadium are estimates for when the facilities are operating at their anticipated peak capacity. Therefore, the peak parking demand on a typical day would likely match that of the most demanding use (i.e., the stadium) and would be 380 spaces, occurring during stadium events, or 125 spaces when there is no stadium event occurring. As detailed in the Transportation Management Plan included with this document, the shared parking demand between uses can be further reduced through scheduling to reduce overlapping events at the differed uses.

The proposed parking supply of 91 spaces would not be enough to accommodate the anticipated demand on-site, and therefore some overflow parking would occur in the surrounding area. Under peak stadium use, the parking demand at the project site would be 380 spaces, indicating a deficit of 289 spaces. When there are activities at all three uses within the project site, it is expected that the site would generate a demand for 675 spaces, which translates to a deficit of 584 spaces. It is anticipated that typical weekday conditions where no events are occurring at the stadium would result in a parking demand of 125 spaces. The table below provides a summary of the expected parking deficit under each scheduled condition. Implementation of a Transportation Management Plan (TMP) is recommended to alleviate the overflow parking condition.

Anticipated Demand During the Different Scheduled Conditions			
Condition	**Parking Demand**	**Parking Supply**	**Parking Deficit**
Events at All Three Uses	675 spaces	91 spaces	584 spaces
Stadium Event	380 spaces	91 spaces	289 spaces
Typical Condition	125 spaces	91 spaces	34 spaces

The proposed parking supply of 91 parking spaces would not satisfy the peak anticipated parking demand of 675 spaces, the stadium event demand of 380 spaces, nor the demand of 125 spaces under the typical (and existing) condition.

Parking is not a CEQA-required analysis, unless it results in significant secondary effects on the environment (i.e., air quality impacts from increase driving to search for parking)[28]. In this case, the overall VMT of the Phase II stadium would be a reduction from the existing VMT with other facilities used by Alameda High School students, so would offset air quality impacts associated with searching for parking. Additionally, restricted parking pushes people to alternative transportation (busses, bicycles, walking, Uber) to reduce hassle experienced with parking. Finally, stadium hours would rarely correspond to school time use, so Wood Middle School parking would be available to the stadium.

[28] *Save our Access - San Gabriel Mountains v. Watershed Conservation Authority* (2021)

While the impact to the environment from the parking deficit is considered to be less than significant, it is recommended that a TMP be implemented to manage trips to the site and reduce the parking overflow onto surrounding neighborhood streets.

d. Would the project result in inadequate emergency access?

Emergency response vehicles service the existing Wood Middle School site via Grand Street to the west. Emergency response vehicles would be able to service the remodeled middle school and new stadium via Otis Drive to the north, Sandcreek Way to the east, and the proposed access roadway connecting Grand Street and Otis Drive.

Minimum street widths are provided in Section 30-84.1 of the City of Alameda's Municipal Code. Since the proposed access roadway would be a private way, the roadway width is not specified under the Code, though it is noted that the Planning Board must approve the width. As proposed, the access roadway would have a curb-to-curb width of 52 feet throughout the two-way segment and 30 feet throughout the one-way segment. Accounting for parking, this provides a minimum of 20 feet of clear path for emergency vehicles. Within the proposed parking lot, a drive aisle of 24 feet would be provided. Based on information contained in Emergency Response, Traffic Calming and Traditional Neighborhood Response published by the Local Government Commission, fire departments have traditionally required a 36-foot curb-to-curb width on residential streets to ensure a 20-foot clear path for their use in the case of an emergency, assuming that parking takes up 8 feet on each side. Given that the minimum clear width along the proposed roadway and parking lot is at least 20 feet throughout, it appears that access for emergency vehicles would be adequate.

The proposed projects would result in essentially no changes in traffic overall, though trips would be redistribution and volumes would increase in some locations while decreasing in others. Because emergency response vehicles can respond with their lights and sirens operating, which gives them the right-of-way over all other traffic, the project would not be expected to increase emergency response times.

The project would result in a less-than-significant impact regarding adequacy of emergency access since emergency vehicles would be able to access the site from public streets and the proposed access roadway and emergency response times would not be affected.

Cumulative Impacts

There are no adverse cumulative environmental impacts to transportation resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to transportation have been identified; therefore, no mitigation is required. However, the District and the City are negotiating the best traffic flow for the proposed driveway. W-Trans has made recommendations to improve transportation conditions based on which alternative is selected. As indicated in the Project Description, the District and its design team will incorporate those recommendations into the project design upon selection of the alternative traffic flow.

XVIII TRIBAL CULTURAL RESOURCES

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

REGULATORY SETTING

Assembly Bill 52 (AB52), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. AB52 established a formal consultation process of California Native American Tribes to be conducted during the CEQA process. All projects that file a Notice of Intent to adopt a Mitigated Negative Declaration after July 1, 2016, are subject to AB52 which added tribal cultural resources (TCR) protection under CEQA. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register, or included in a local register of historical resources. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB52 also mandates lead agencies to consult with tribes, if requested by the tribe, and sets the principles for conducting and concluding consultation.

Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a.i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Public Resources Code section 5020.1(k) defines "Local register of historical resources" as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. As indicated in the Cultural Resources section, Tom Origer & Associates prepared a Cultural Resources Assessment for the project and determined there would be no impact to existing known historical resources. There are no documented historical resources at the project site and the existing buildings have been determined to not be historic. However, there is always the possibility of accidental discovery of historical resources during construction. In the event resources are discovered, mitigation measure CR1, contained in the Cultural Resources section, would reduce such impact to less than significant.

a.ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No archaeological site records in the project area were found during Tom Origer & Associates' literature review and there are no reported ethnographic sites within one mile of the study area. The project area was originally in the San Francisco Bay and was filled with imported fill material during the 1950s.

AB52 requires the District to engage local Tribes to determine if there is local knowledge of Tribal Cultural Resources that are not known to other entities. Origer & Associates requested Tribal contact information from the NAHC on August 30, 2023. NAHC responded with a list of 15 Tribal representatives that may have an interest in the project and mailing and email contact information.

To initiate the AB52 tribal consultation process, project information was sent via certified mail to the following tribes by the District on September 7, 2023. Follow-up emails were sent to all Tribes on September 28, 2023. Status of the certified mail delivery receipt and email response is included below:

Tribe	Contact	Certified Mail Delivery Receipt	Email Response
Amah MutsunTribal Band of Mission San Juan Bautista	Irene Zwierlein, Chairperson	Yes	No
Confederated Villages of Lisjan Nation	Cheyenne Gould, Tribal Cultural Resource Manager	Yes	No
Confederated Villages of Lisjan Nation	Corrina Gould, Chairperson	Yes	Yes
Confederated Villages of Lisjan Nation	Deja Gould, Language Program Manager	Yes	No
Costanoan Rumsen Carmel Tribe	Carla Munoz, Tribal Council	Yes	No
Costanoan Rumsen Carmel Tribe	Desiree Munoz, Tribal Liaison	Yes	No
Indian Canyon Mutsun Band of Costanoan	Kanyon Sayers-Roods, MLD Contact	No	No
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers, Chairperson	No	No
Muwekma Ohlone Indian Tribe of the SF Bay Area	Monica Arellano, Vice Chairwoman	No	No
North Valley Yokuts Tribe	Katherine Perez, Chairperson	Yes	Yes
North Valley Yokuts Tribe	Timothy Perez,	Yes	No
The Ohlone Indian Tribe	Andrew Galvan, Chairperson	Yes	Yes
The Ohlone Indian Tribe	Desiree Vigil, THPO	Yes	No
The Ohlone Indian Tribe	Vincent Medina, Tribal Consultant	No	No
Wuksachi Indian Tribe/Eshom Valley Band	Kenneth Woodrow, Chairperson	Yes	No

Chairperson Gould, Chairperson Perez and Chairperson Galvan responded to the email inquiry and requested a copy of the cultural resources report. The cultural resources report was emailed to responding parties on October 5, 2023 (upon its completion). On October 11, 2023, Chairperson Gould of the Confederated Villages of Lisjan Nation responded via email that the Tribe had no further information about the project location and requested notification if resources are discovered during construction. On October 14, 2023, Chairperson Galvan responded via email indicating the Ohlone Indian Tribe had no further concerns based on the provided Origer report. On October 24, 2023, a follow up email was sent to Chairperson Perez. No response has been received.

No requests for consultation have been received.

Cumulative Impacts

There are no adverse cumulative environmental impacts to tribal cultural resources resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to tribal cultural resources have been identified; therefore, no mitigation is required. Mitigation Measure CR1 in the Cultural Resources section of this document provides mitigation in the event of unanticipated discovery of archeological or historic resources.

XIX UTILITIES & SERVICE SYSTEMS

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

Environmental Setting

The City provides sewer service to the project area and water service is provided by EBMUD. Solid waste disposal and recycling is provided by the City's franchised waste hauler, Alameda County Industries. Electricity is provided by Alameda Municipal Power and natural gas delivery is provided by PG&E. The existing campus is currently fully served by utility and service systems.

Analysis

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

The project would not require or result in the relocation or construction of new or expanded water, wastewater, natural gas, or telecommunications facilities as the project will not create new demand for water, power, or telecommunications facilities, and will not generate any additional wastewater beyond baseline levels. As described in the Hydrology and Water Quality section of this document, existing stormwater facilities on the project site are inadequate and would be improved by the project. However, no expansion of City stormwater drainage is proposed as the redesigned system would include bioretention basins to encourage infiltration of stormwater.

The proposed project would use the existing water and wastewater connections to serve the new facilities. A new connection to the EBMUD water line in Grand Street would be made to provide sufficient fire flows for fire hydrants and building sprinklers. This connection would not increase water demands except during a fire. Design of the connection would be reviewed and approved by EBMUD, the State Fire Marshall and the Alameda Fire Department.

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

The project is not growth inducing and would not increase demand for water beyond existing baseline levels. No new water entitlements would be required. As indicated in a.) above, the project would require a new connection to the EBMUD distribution system for building fire sprinklers and fire hydrants. This connection would not increase water demands except for firefighting purposes.

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

The project would not result in any increase in wastewater flows to the City's wastewater treatment system. The project is essentially a replacement project that would not increase wastewater generation.

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

No increase in solid waste generation would occur as the project would not increase solid waste demands or impair attainment of solid waste reduction goals. Demolition materials and construction waste would be processed in accordance with City of Alameda, state and local regulations.

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

The project would comply with all federal, state, and local statutes and regulations related to solid waste.

Cumulative Impacts

There are no adverse cumulative environmental impacts to utilities and service systems resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to utilities and service systems have been identified; therefore, no mitigation is required.

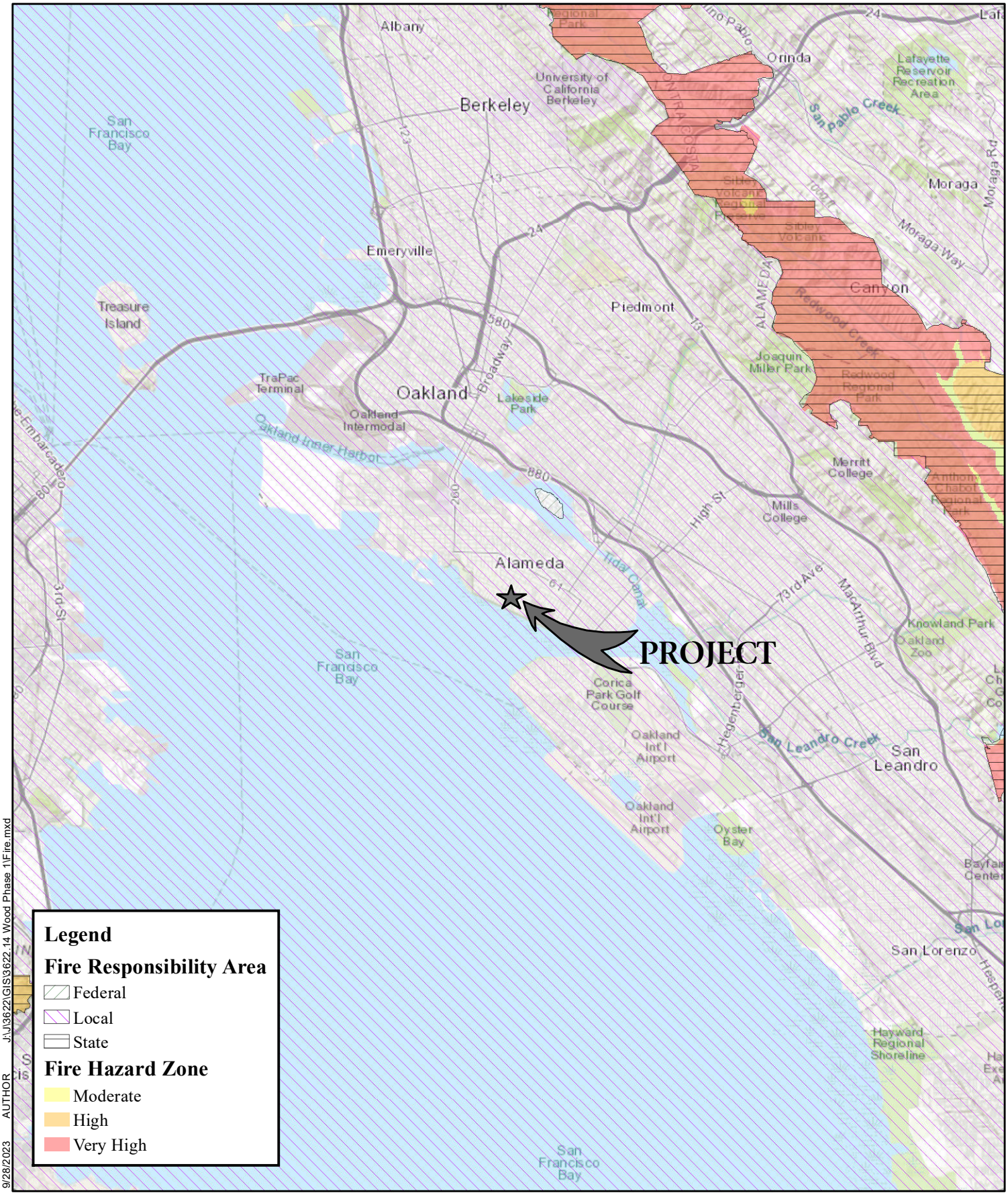
XX WILDFIRE

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

Environmental Setting

The City's Climate Adaptation and Hazard Mitigation Plan (CAHMP) identifies the City as being at risk to wildfire smoke but not wildfire. The City's Emergency Operations Plan (EOP) is the foundation for disaster response recovery operations for the City. The Alameda Fire Department and the Police Department coordinate emergency response and evacuations based on the LHMP, nature of the emergency and coordination with the County of Alameda, depending on the scale of the emergency.

The project area is served by the Alameda Fire Department and is not located within a state responsibility area, as shown on Figure XX-1. The project area is not classified as a Moderate, High or Very High Fire Severity Zone. The nearest such designation is approximately six miles east of the project in the Oakland Hills.



Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Data Source Information:
CalFire (2019)

NORTH

0 0.5 1 2 Miles

Brelje & Race Consulting Engineers

FIGURE XX-1

FIRE RESPONSIBILITY AREA

AUSD

OCTOBER 2023

Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The project would not have any long-term impact to emergency access. The project would improve and replace existing facilities at Wood Middle School and is consistent with existing emergency response plans and emergency evacuation plans as those plans were developed with the school as a component.

b. Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

It is unlikely that the project would experience direct wildfire and the project would not exacerbate wildfire risks. Smoke from wildfire in other areas is an identified risk in the CAHMP and the project area has experienced smoke inundation from past wildfires. The new buildings would be constructed to modern codes and include tighter building envelopes and better window sealing to reduce smoke infiltration in those events. Additionally, modern air handling equipment is better able to remove smoke from interior spaces. In this way, the project would reduce smoke-related risk compared to the existing campus facilities.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project would not alter existing risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Cumulative Impacts

There are no adverse cumulative environmental impacts from wildfire resulting from implementation of the proposed project.

Mitigation Measures

No adverse environmental impacts to wildfire have been identified; therefore, no mitigation is required.

XXI MANDATORY FINDINGS OF SIGNIFICANCE

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

With implementation of the mitigation measures provided in this document, the project would not have a significant adverse impact on the habitat of any plant or animal species or historic or prehistoric resource. Furthermore, the project would not substantially degrade the environment or reduce the level of an endangered or otherwise important plant or animal population below self-sustaining levels. The project site has been in continuous use as a school site since it was filled in the 1950s. This impact would be considered less than significant with incorporation of the proposed mitigation measures contained in this document.

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)?

Implementation of the proposed mitigation measures would reduce impacts to less than significant levels. Because no impact is considered to be individually significant and all are construction-related due to the replacement nature of the project, there would be no contribution to a significant cumulative effect. Therefore, this impact would be less than significant with incorporation of the proposed mitigation measures.

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

With implementation of the mitigation measures provided in this document, the project would not be expected to cause substantial adverse effects to human beings either directly or indirectly. Mitigation measures would reduce any such potential to less than significant.

DETERMINATION

On the basis of this initial evaluation:

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

Shariq Khan
Signature

SHARIQ KHAN
Printed Name

November 1, 2023
Date

For:
Alameda Unified School District

DOCUMENT PREPARATION AND SOURCES

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Prepared by:

Justin Witt—Environmental Planner

APPENDIX A: MITIGATION MONITORING AND REPORTING PLAN

Wood Middle School Modernization and New Construction—Phase I
November 2023

Pursuant to Section 21081.6 of the State CEQA Guidelines[1], the mitigation measures listed in this Mitigation Monitoring and Reporting Plan (MMRP) are to be implemented as part of the proposed project. The MMRP identifies the time at which each mitigation measure is to be implemented and the person or entity responsible for implementation. The initials of the designated responsible person will indicate completion of their portion of the mitigation measure. The Alameda Unified School District's (District) project manager's signature on the Certification of Compliance will indicate complete implementation of the MMRP.

The mitigation measures included in the MMRP are considered conditions of approval of the proposed project. The District agrees to implement the mitigation measures proposed in the MMRP. Implementation of the mitigation measures included in the MMRP is expected to avoid, minimize, rectify, reduce, or compensate potentially significant impacts to a less than significant level.

TIME OF IMPLEMENTATION

Project Design:	The mitigation measure will be incorporated into the project conditions of approval plans and specifications prior to approving the project.
Pre-construction:	The mitigation measure will be implemented prior to project construction.
Construction:	The mitigation measure will be implemented during construction.

RESPONSIBLE PERSONS AND DEPARTMENTS

The District as Lead Agency will be responsible for overall implementation of the MMRP. The District's project manager will sign off on the mitigation measures included in the MMRP. Periodically, other District staff, consultants or regulatory agencies will be involved in the implementation of specific mitigation measures. In these instances, the staff, department, or agency will be identified in the MMRP.

CERTIFICATION OF COMPLIANCE

The District will be responsible for providing signatures on the Certification of Compliance. The Certification of Compliance is a double-check to ensure that the MMRP was fully implemented.

RECORD KEEPING

The District's project manager will maintain the records of the MMRP. When the MMRP is fully implemented, the original signed copy will be maintained by the District.

1 California Code of Regulations Title 14.

CERTIFICATION OF COMPLIANCE

Complete the Certification of Compliance after mitigation measures have all been initialed. Use this Certification of Compliance to ensure the full implementation of each mitigation measure.

Project Design

The District's project manager has reviewed the project design, the plans, and the contract special provisions to verify that designated mitigation measures have been incorporated.

Signature & title Date

Pre-construction

The District's project manager has verified that designated mitigation measures were implemented prior to construction.

Signature & title Date

Construction

The District's project manager has verified that designated mitigation measures were implemented during construction.

Signature & title Date

AIR QUALITY

AQ1

The following Best Management Practices for Construction-related Fugitive Dust Emissions and Enhanced Best Management Practices for Construction-related Fugitive Dust Emissions, as described by the Bay Area Air Quality Management District, shall be implemented during construction to minimize fugitive dust and emissions:

- B-1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- B-2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- B-3: All visible mud or dirt trackout 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.
- B-4: All vehicle speeds on unpaved roads shall be limited to 15 mph.
- B-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.
- B-6: All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- B-7: All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- B-8: Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- B-9: Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.
- E-1: Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
- E-2: Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
- E-3: Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- E-4: Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- E-5: Minimize the amount of excavated material or waste materials stored at the site.
- E-6: Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure AQ1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that Mitigation Measure AQ1 is being implemented during construction. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date

BIOLOGICAL RESOURCES

BIO1

Migratory Nesting Bird Surveys: For vegetation removal and construction activities that have the potential to affect nesting birds and raptors, the following is recommended to ensure potentially significant impacts to nesting birds are reduced to a less than significant level:

- Conduct initial vegetation removal and ground disturbance from September 1 to October 14 when feasible.
- Pre-construction nesting bird surveys should be performed within the study area and within the immediate vicinity of proposed activities.
- If nests are found, a no-disturbance buffer should be placed around the nest until young have fledged or the nest is determined to be no longer active by the biologist. The size of the buffer may be determined by the biologist based on species, ambient conditions, and proximity to project-related activities.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure BIO1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Pre-construction: The District's project manager shall ensure that Mitigation Measure BIO1 is implemented prior to construction.

Initials Date

CULTURAL RESOURCES

CR1

The project plans and specifications shall provide that in the event prehistoric-era or historic-era archaeological site indicators are unearthed during the course of grading, excavation and/or trenching, all ground disturbing work in the vicinity of the discovery shall cease and all exposed materials shall be left in place. Prehistoric-era archaeologic site indicators could include chipped chert and obsidian tools and tool manufacture waste flakes, grinding implements such as mortars and pestles, and locally darkened soil containing the previously mentioned items as well as fire altered stone and dietary debris such as bone and shellfish fragments. Historic-era archaeologic site indicators could include items of ceramic, glass and metal, and features such as structural ruins, wells and pits containing such artifacts. After cessation of excavation, the contractor shall immediately contact the District. The District shall contact a qualified professional archaeologist immediately after the find. Such archaeologist shall conduct an evaluation of significance of the site, and assess the necessity for mitigation and contact local Native American tribes, as appropriate. The contractor shall not resume construction activities until authorization to proceed is received from the District.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure CR1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that Mitigation Measure CR1 is being implemented during construction. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date

CR2

If human remains are encountered during grading, excavation or trenching, all construction activity shall cease and the contractor shall immediately contact the District and the Alameda County Coroner's Office. If the remains are determined by the Coroner's Office to be of Native American origin, the Native American Heritage Commission shall be contacted and the procedures outlined in CEQA §15064.5 (d) and (e) shall be implemented by the District or its designee.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure CR2 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that Mitigation Measure CR2 is being implemented during construction. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date

GEOLOGY & SOILS

GS1

The project plans and specifications shall provide that in the event paleontological site indicators are unearthed during the course of grading, excavation and/or trenching, all ground disturbing work in the vicinity of the discovery shall cease and all exposed materials shall be left in place. After cessation of excavation, the contractor shall immediately contact the District. The District shall contact a qualified professional geologist or paleontologist immediately after the find. Such consultant shall conduct an evaluation of significance of the site, and assess the necessity for mitigation. The contractor shall not resume construction activities until authorization to proceed is received from the District.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure GS1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that that Mitigation Measure GS1 is implemented during construction, if required. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date

HAZARDS & HAZARDOUS MATERIALS

HM1

The contractor shall be required to follow the provisions of § 5163 through 5167 of the General Industry Safety Orders (California Code of Regulations, Title 8) to protect the project area from being contaminated by accidental release of any hazardous materials.

In general, the Contractor shall maintain awareness of potential signs of soil and groundwater contamination throughout the project limits and shall notify the District immediately upon discovery of any potential soil or groundwater contamination.

If hazardous materials are encountered during construction or occur as a result of an accidental spill, the contractor shall halt construction immediately, notify the District, and implement remediation in accordance with the project specifications and applicable requirements of the Regional Board. Disposal of all hazardous materials shall be in compliance with current California hazardous waste disposal laws.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure HM1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that that Mitigation Measure HM1 is implemented during construction, if required. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date

NOISE

N1

The following measures shall be implemented at the construction site to reduce the effects of construction noise on adjacent residences:

- Noise-generating activities at the construction sites or in areas adjacent to the construction sites associated with the project in any way shall be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, consistent with Section 4-10.7 of the City's Noise Ordinance.
- The District shall comply with the City's Noise Ordinance for construction-related noise.
- The District shall provide notice to all residents within 200 feet of construction activities at least two weeks prior to commencing construction. Notice shall include an overall expected construction schedule and specific demolition, grading and pile driving schedules shall be provided. The notice shall include the contact information for the District's noise disturbance coordinator and the anticipated construction schedule.
- All internal combustion engine driven equipment shall be equipped with intake and exhaust mufflers which are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Staging of construction equipment and all stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be staged as far as practical from existing noise sensitive receptors.
- "Quiet" air compressors and other "quiet" stationary noise sources shall be utilized where technology exists.
- Noise from construction workers' radios shall be controlled to the point where radio noise is not audible at existing residences bordering the project site.
- A sign providing contact information for the construction manager shall be posted onsite for construction-related questions/complaints.

Implementation & Monitoring

Project Design: The District's project manager will verify that Mitigation Measure N1 is incorporated into the project plans and specifications prior to issuing final project approvals.

Initials Date

Construction: The District's project manager shall ensure that Mitigation Measure N1 is being implemented during construction. Failure to comply shall result in issuance of a stop work order until corrective action has been taken.

Initials Date